

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

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

**April 11, 2012
9:00 am**

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

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

ACTION ITEMS

**5. March 14, 2012 TAC Meeting Minutes (9:00-9:05)
Attachment 5**

A copy of the March 14, 2012 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the March 14, 2012 TAC meeting.

**6. NCDOT 2040 Plan (9:05-9:25)
Attachment 6, 6A
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 10, 2012 with approval by the Board of Transportation possibly in July 2012. Attachment 6 is a draft of NCDOT's presentation. Attachment 6A is a letter with comments for the TAC to endorse.

TCC Recommendation: That the TAC endorse a letter with comments on the 2040 Plan

TAC Action: Endorse a letter with comments on the 2040 Plan

**7. FY 2012 UPWP – Amendment #4 (9:25-9:35)
Attachment 7, 7A
Felix Nwoko, 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 STPDA funds. Please reference the memo (Attachment 7) and resolution & tables (Attachment 7A).

TCC Recommendation: That the TAC approve the resolution adopting Amendment #4 to the FY 2011-2012 Unified Planning Work Program.

TAC Action: Approve the resolution adopting Amendment #4 to the FY 2011-2012 Unified Planning Work Program.

8. FY 2012-2018 MTIP – Amendment #3 (9:35-9:45)

Attachment 8, 8A

Ellen Beckmann, LPA Staff

Amendment #3 to the FY 2012-2018 MTIP is requested to add and modify Chapel Hill Transit and Triangle Transit projects. Attachment 8 is a memo describing these actions. Attachment 8A is the resolution and tables amending 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.

9. FY 2013 UPWP - Draft (9:45-9:55)

Attachment 9

Felix Nwoko, 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 Recommendation: That the TAC release the draft FY2013 UPWP for public comment.

TAC Action: Release the draft FY2013 UPWP for public comment.

10. Local Match Cost-Sharing for MPO Planning Activities (9:55-10:15)

Attachment 10

Felix Nwoko, LPA Staff

Mark Ahrendsen, TCC Chair

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 10 is a memo that describes the proposal. The intent is for this to be considered for the FY 2014 UPWP. Direction from the TAC is requested so discussions with local governments can progress.

TCC Recommendation: That the TAC endorse the cost-sharing concept.

TAC Action: Endorse the cost-sharing concept.

11. NC 54/I-40 Corridor Study (10:15-10:25)

No Attachment

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 TAC members and is posted on the NC 54 Corridor Study website, <http://www.nc54-i40corridorstudy.com/DraftReport.html>. LPA staff and the TCC are working on finalizing the report in response to the public comments. The final report will be presented to the TAC in May.

TAC Action: Receive update

12. Triangle Regional Transit Program – Scoping and Orange County Transit Plan (10:25-10:40)

No Attachment

Andy Henry, LPA Staff

Patrick McDonough, Triangle Transit

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. The following public workshops and meetings are scheduled:

- 5/2/2012: Regulatory Agency Meeting for Durham-Orange LRT, Extraordinary Ventures Center, Chapel Hill, 1-3 pm
- 5/2/2012: Public Scoping Meeting for Durham-Orange LRT, Extraordinary Ventures Center, Chapel Hill, 4-7 pm
- 5/3/2012: Elected Officials and Partners Meeting for Durham-Orange LRT, Durham Armory, 10 am-12 pm
- 5/3/2012: Public Scoping Meeting for Durham-Orange LRT, Durham Armory, 4-7 pm

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 schedule, as discussed at their April 3, 2012 Board of Commissioners meeting, is as follows:

- 4/17/2012: Public hearing at Board of Commissioners Meeting
- Two open house public workshops will be scheduled in April (dates unavailable at the time of the agenda posting)
- 5/3/2012: Discussion at Board of Commissioners Work Session
- 5/15/2012: Approval of plan at Board of Commissioners Meeting
- 6/5/2012: Approval of referendum at Board of Commissioners Meeting

LPA staff recommend that the TAC consider adoption of the Orange County plan at the June 13, 2012 TAC meeting.

TAC Action: Receive update.

13. FY 2013-2015 Congestion Mitigation Air Quality Projects (10:40-10:50)

Attachment 13

Ellen Beckmann, 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 13 is a memo describing the requested changes. A new CMAQ application must be submitted to NCDOT for the Hillsborough project and the revised DATA project. After NCDOT approves the applications, the TAC will be asked to amend the MTIP. The TCC has received an initial update on these changes, but asked to see the completed applications before making a recommendation to the TAC. An update is being provided to allow TAC members to ask any questions or raise concerns before the TCC makes their recommendation and to help inform local government FY 13 budget processes.

TAC Action: Receive update.

REPORTS:

14. Report from the TAC Chair

Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

15. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

16. Report from Staff

Attachment 16

Felix Nwoko, LPA Staff

17. NCDOT Report

Attachment 17

Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT
Julie Bollinger, Transportation Planning Branch – NCDOT
David Bender, Public Transportation Division – NCDOT
Kelly Becker, Traffic Operations – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

18. Recent News Articles and Updates
Attachment 18

Adjourn

Next meeting: May 9, 2012

Dates of Upcoming Transportation-Related Meetings:

4/20/2012 Tri-MAP, RDU Airport Authority, 10 am
5/1/2012 Pickett Road Public Meeting, 5-7 pm, Trinity School
5/2/2012 Regulatory Agency Meeting for Durham-Orange LRT, Extraordinary Ventures Center, Chapel Hill, 1-3 pm
5/2/2012 Public Scoping Meeting for Durham-Orange LRT, Extraordinary Ventures Center, Chapel Hill, 4-7 pm
5/3/2012 Elected Officials and Partners Meeting for Durham-Orange LRT, Durham Armory, 10 am-12 pm
5/3/2012 Public Scoping Meeting for Durham-Orange LRT, Durham Armory, 4-7 pm
5/2-4/2012 NC Association of MPOs Annual Conference, Asheville, NC
http://www.fbrmpo.org/ncampo_2012_conference

You can now follow the DCHC MPO on Twitter www.twitter.com/dchcmppo

TAC Directives to Staff

06/11/03 – 12/31/10 (Pending/In Progress/On Going)

01/01/11 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress</u> : Status provided to TAC, TAC Chair and elected officials on an ongoing basis
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
2/9/11	Expedite the contract amendment for the NC 54 Corridor Study and direct the consultant to review the land use assumptions.	<u>Completed</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>Completed</u> : See 5/11/11 TAC Agenda.
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress</u> : DCHC MPO is now on Twitter. Website enhancements are in progress.
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress</u>
3/9/11	Provide an update on the implementation of the Travel Demand Management program.	<u>Completed</u> : See 8/10/11 TAC Agenda
3/9/11 8/10/11	Provide a report on the proposed closing on Pickett Road and prepare a letter/resolution for the TAC's review. Gather more information from park planning staff and meet with citizens regarding their concerns.	<u>In Progress</u> : See 8/10/11 TAC Agenda Public meeting set for 5/1/12, 5-7 pm, Trinity School
4/13/11	Send a letter to the State Board of Education requesting that bicycle and pedestrian safety be added to the driver's education program	<u>Completed</u> : Bicycle and pedestrian education has been added.
4/13/11	Send a letter to the General Assembly regarding the proposed state budget	<u>Completed</u> : See 5/11/11 TAC Agenda.
4/13/11 8/10/11	Send a letter to the DCHC MPO federal legislative delegation regarding the federal budget.	<u>Completed</u> : See 9/14/11 TAC Agenda.
8/10/11	Send letters to members of the DCHC MPO state legislative delegation and other state legislators regarding the 2011 session	<u>Completed</u> : See 9/14/11 TAC Agenda.
8/10/11	Develop an approval schedule for the Locally Preferred Alternative that takes into consideration review by local boards and commissions and public involvement.	<u>Completed</u> : See 11/9/11 TAC Agenda.

9/14/11	Send a letter to NCDOT requesting an extension of the deadline for submitting MPO rankings.	<u>Completed:</u> Deadline has been extended to 12/16/2011
10/12/11	Send a letter requesting the free use of the toll road by public buses.	<u>In Progress:</u> MPO and transit staffs have reviewed the relevant state legislation and are considering the legal issues related to allowing free use by transit vehicles.
11/9/11	Schedule a presentation on the state gas tax	<u>Completed:</u> See 12/14/11 TAC Agenda
11/9/11	Invite Paul Morris to a TAC meeting to discuss transit	<u>Completed:</u> See 1/11/12 TAC Agenda
12/14/11	Follow-up with Chatham County regarding participation on the TAC	<u>Completed:</u> A letter was sent on 1/25/12

43	R. Kitchen	Resident, Falconbridge
44	Mike Kneis	NCDOT – Division 5
45	Carol Land	Resident, Falconbridge
46	Patrick McDonough	Triangle Transit
47	Dale McKeel	City of Durham – Transportation
48	Ryan Mickles	Town of Chapel Hill
49	Kristin Moore	NC Board of Pharmacy, Chapel Hill
50	Scott Murray	SMLP, Inc.
51	Felix Nwoko	City of Durham – Transportation
52	Lee Perry	East West Partners
53	Phil Purcell	Resident, 348 Cedar Club Circle, Chapel Hill
54	Brian Rhodes	City of Durham – Transportation
55	Deborah Roach	Resident, Chapel Hill
56	Meg Scully	Durham County
57	Juanita Shearer-Swank	Triangle Transit
58	Bruce Siceloff	News & Observer
59	Kristen Smith	Chapel Hill – Carrboro Chamber
60	Tom Stark	Stark Law Group PLLC
61	Eric Teagarden	Resident, 710 Meadowmont Lane, Chapel Hill
62	Mila Vega	Chapel Hill Transit
63	Bergen Watterson	City of Durham – Transportation
64	Bob Weaver	Resident, Chapel Hill
65	Glenn Wilson	Resident, 349 Cedar Club Circle, Chapel Hill
66	John Wilson	Resident
67	Patrick Wilson	NCDOT – Division 7
68	Yanping Zhang	City of Durham – Transportation

69
 70 **Voting Member
 71 *Alternate or Non-Voting Member

72
 73 Lydia Lavelle, TAC Chair, called the meeting to order at 9:07 a.m. and the Roll Call was
 74 conducted. Ms. Lavelle stated that Ellen Reckhow and Bill Bell will be late due to prior commitments.

75 **PRELIMINARIES:**

76 **Adjustments to the Agenda**

77 There were no adjustments to the agenda.

78 **Public Comments**

79 There were no comments from the public.

80

81

82

ACTION ITEMS:**February 8, 2012 TAC Meeting Minutes (Attachment 5)**

84 Alice Gordon made revisions to the minutes as follows: delete the last sentence on line 103 and
85 104; lines 105-108 should read as follows: "Alice Gordon stated that there is a difference of opinion on
86 what Orange County approved. Ellen Reckhow asked if the motion made by Mike Woodard could be
87 amended to only approve the Resolution for the Locally Preferred Alternative (LPA) for the Durham-
88 Wake County Transit Corridor (Attachment 6A). Mike Woodard withdrew the original motion. To get
89 clarification, Alice Gordon left the room to talk by telephone with the Orange County Clerk." Ms.
90 Gordon stated lines 150 and 151 should read as follows: "(Attachment 6), using the language she stated
91 above, thereby indicating that C1 and C2 will be carried forward with a preference for option C2 for
92 further study. The motion carried unanimously."

93 A motion was made by Alice Gordon and seconded by Mike Woodard to approve the February
94 8, 2012 TAC Meeting Minutes with the amendments by Alice Gordon. The motion carried unanimously.

NC 54/I-40 Corridor Study – Public Hearing (Attachment 6)

96 Leta Huntsinger provided an introduction for the NC 54/I-40 Corridor Study – Public Hearing,
97 along with the attachment. Ms. Huntsinger stated comments have been more positive in this phase, but
98 obviously there have been concerns and issues. Two dominant things have been concerns with the light
99 rail alignment, as well as, concerns about Southwest Durham Drive.

100 Phil Purcell, a resident of Cedars of Chapel Hill, spoke regarding the NC 54/I-40 Corridor Study.
101 Mr. Purcell stated their concerns are the very things that Ms. Huntsinger mentioned. Looking at the
102 study it is apparent that Meadowmont Lane is supposed to be routed through the environmentally
103 sensitive area of the Little Creek Bottomlands to Southwest Durham Parkway. That is the same route
104 that C-1 was supposed to follow and the TAC voted against it. Residents hope the TAC will do the same.

105 The light rail alignment C-2 that the TAC voted for; looking at the study, it is almost non-existent. C-1 is
106 prominently mentioned in the study.

107 Eric Teagarden, a resident, spoke regarding the NC 54/I-40 Corridor Study. Mr. Teagarden
108 started by thanking Leta Huntsinger for her responses to e-mails. Mr. Teagarden stated the corridor
109 study does not reflect necessarily the alignment of Southwest Durham Drive. Mr. Teagarden stated we
110 need to be sensitive to the environmental consequences; running major arterials through
111 neighborhoods is against the charter specifically stated of this body, and it is a sub-optimal idea to run a
112 minor arterial past schools. Mr. Teagarden would like the document changed to say the alignment of
113 Southwest Durham Drive is in question. From both a rail or road point of view, there are numerous
114 viable alternatives for the alignment of Southwest Durham Drive. In Section 6 page 37 and 38, it
115 mentions George King Road as a possible alternative. What it doesn't mention is the new Farrington
116 Road extension which is called for in the CSP, but it seems the document wants to be definitive and
117 claims it is a systematic level document as opposed to a prescriptive document. Mr. Teagarden asked
118 that the graphics show some sensitivity and the text be more specific.

119 Glen Wilson, a resident, spoke regarding the NC 54/I-40 Corridor Study. Mr. Wilson stated we
120 should be planning for less, not more cars. The future is in urbanized public transportation.

121 John Wilson, a resident, spoke regarding the NC 54/I-40 Corridor Study. Mr. Wilson stated page
122 6-37 of the 54/40 corridor study mentions two options for connecting Southwest Durham Drive to NC
123 54, namely Meadowmont Lane and George King Road. The study concludes that "both connections are
124 necessary to maintain mobility within this corridor." The Meadowmont Lane route would essentially
125 follow the flawed and overwhelmingly unpopular C1 light rail alignment, raising similar environmental
126 and safety issues. It would require building an expensive bridge through a state-designated Significant
127 Natural Heritage Area (SNHA), which includes wetlands managed by ownership or easement by the U.S.
128 Army Corps of Engineers (USACE). The N.C. Natural Heritage Program documented that the Little Creek

129 Bottomlands and Slopes SNHA “contains one of the last remnants in the state of the large bottomland
130 forests that once dominated the Triassic Basins and still supports a high diversity of the wildlife typical of
131 this region...The upland buffers surrounding the wildlife impoundments...are particularly important...”.
132 This buffer could be completely eliminated, drastically affecting the entire ecosystem associated with
133 the floodplain forest. I asked USACE last week if it would be commenting on the 54/40 corridor study
134 and got the following response: “Thanks for the heads up on this project. We had not received an
135 official notification. We do provide comments on corridor studies and will be preparing a letter on this
136 one.” Following are excerpts from the ensuing (3/13/12) USACE letter, which I just saw this morning.
137 “Routes not impacting government property should be utilized first. Routes crossing government
138 property must avoid and minimize adverse impacts to these resources. Mitigation would be required
139 for unavoidable adverse impacts including loss of flood storage capacity...It also appears that the
140 proposed routes may include wetlands and waters of the United States under the jurisdiction of the U.S.
141 Army Corps of Engineers Regulatory Division, pursuant to Section 404 of the Clean Water Act.”
142 Transportation Advisory Committee members, please do whatever you can to prevent the building of a
143 bridge that will drastically affect a critical natural area and perhaps an entire ecosystem. George King
144 Road is an already disturbed transportation corridor that avoids these sensitive lands. Farrington Road
145 is another arterial option connecting Southwest Durham Drive. Finally, I would like to express serious
146 concern that we have had two large, expensive transportation planning studies in a row – Triangle
147 Transit’s Durham-Orange corridor alternatives analysis and now the 54/40 corridor study – that
148 recommended cutting through the Little Creek Bottomlands and Slopes SNHA without even mentioning
149 the SNHA’s existence, much less its significance. Given that this SNHA comprises a major portion of the
150 54/40 study area, this is a glaring omission. I respectfully request that the Transportation Advisory
151 Committee attempt to ensure that future such studies under its auspices acknowledge any impacted
152 SNHAs. Please see that these critical natural areas are taken as seriously in transportation planning

153 studies as they are by Durham and Orange county citizens and the municipal and county governments
154 they elect. Also, please try to ensure that input and information from state and federal resource
155 agencies is more effectively obtained and made available to the public and local decision makers as part
156 of these important studies and the planning processes they inform.

157 Kristin Smith, Director of Public Policy and Member Engagement at the Chapel Hill-Carrboro
158 Chamber of Commerce, spoke. The Chamber believes improving the intersection of NC54/I-40 is most
159 critical to the economic health of our region. The NC 54/I-40 corridor allows residents access to the RDU
160 airport, regional employers, visitors, students, and citizens to travel within the region and beyond. The
161 corridor is important for small and large employers. Please consider the following values when making
162 the decision; the corridor should work for working people and commuters, access to and signage for
163 office and retail customers should be prioritized; first impression for visitors and future residents,
164 employees, and students; the corridor and intersection should be prioritized over all other
165 transportation infrastructure improvements and funding should be allocated.

166 Jim Carroll, a resident of Falconbridge, spoke regarding the NC 54/I-40 Corridor Study. Mr.
167 Carroll is concerned over the cut-through traffic from NC 54 to Farrington. They want more
168 consideration given to the option behind the shopping center.

169 Scott Murray, a landscape architect in Chapel Hill, stated they have a concern over the grade
170 separation at Barbee Chapel. It will not be pedestrian friendly.

171 Chris Hewlett, an owner of property that built offices at Farrington/NC 54, spoke. Mr. Howlett
172 stated they want direct access from Farrington to NC 54. There has not been enough study on how
173 access will be provided to businesses. Mr. Howlett stated there would be several businesses
174 condemned and would not have access onto Farrington Road. Mr. Howlett doesn't think the
175 economical impact to Durham has been calculated.

176 Tom Stark stated he has represented Chris Howlett and some of the other property owners.
177 Mr. Stark has a concern as well over access to Farrington Road. This interchange is very important to
178 Durham and transportation is a very large piece of it. Mr. Stark stated they request two things; one that
179 the plan protects the property at Farrington Road and the option of access to Farrington Road at the
180 crossing remain on the table.

181 Geoffrey Geist spoke regarding the NC 54/I-40 Corridor Study. In regards to the 54/I-40 study
182 and its proposed SW Durham Drive and Meadowmont Lane extension, the situation is about process,
183 place and people. The LRT routing process, community support for C2, and the decisions of the Orange
184 County Board of Commissioners, the Chapel Hill Town Council and the MPO TAC in support of C2 as the
185 preferred alternative should not be de-coupled from the routing of the SW Durham Parkway within the
186 54-40 study. Namely, with C2 the preferred alternative, not to mention the Environmental study yet to
187 be concluded on the LRT routing, the 54-40 study should mirror the ongoing course of the LRT routing.
188 Therefore, the routing for the SWDD thru Meadowmont Lane should not be de-coupled from the LRT
189 study. Since they both follow similar routes thru the Little Creek Natural Heritage site and
190 Meadowmont, they should remain, essentially, coupled. To do otherwise would be to undermine
191 community trust in the process, not to mention the proposals and votes of support from local
192 government. In terms of place, the 54-40 study proposes rather clearly that the SWDD cut through and
193 degrade, not unlike C1, the Little Creek Bottomlands and Slopes, a key Significant Natural Heritage Area.
194 Significant voices of support within the community have spoken rather clearly on the need to preserve
195 and leave whole this unique and irreplaceable place. Furthermore, UNC actions in avoiding a Rizzo
196 Center expansion, not to mention the votes of support for C2 from the Chapel Hill Town Council, MPO
197 TAC and the Orange County Board of Commissioners would be undermined if SWDD and its plans were
198 not informed by and updated by these important decisions. In essence, sauce for the goose is sauce for
199 the gander and, therefore, it's of utmost importance that these two projects, seemingly coupled in their

200 original planning, not be de-coupled. Both would do inalterable damage to a unique and protected
201 environmental resource and both should therefore be joined. To do otherwise, would make a mockery,
202 not only of the process but of the place. And, finally, making Meadowmont Lane an extension of the
203 SWDD would create unacceptable harm to the people of the neighborhood that straddles Meadowmont
204 Lane, namely, the children and their families of Rashkis Elementary, and local homeowners and
205 residents of the Cedars Community who would be adversely affected by such a massive project. In the
206 end, to de-couple the SWDD extension from the course of the LRT routing would do irreparable harm to
207 people, place and process and we respectfully submit to the TAC today that the 54-40 study be informed
208 and updated by the course of the LRT process, with C2 the preferred alternative, not only for the LRT but
209 also for the extension of the SWDD through Meadowmont Lane as proposed in the 54-40 study.

210 Craig Benedict, Orange County Planning Director, stated the Orange County Board of County
211 Commissioners submitted a letter with thirteen comments/questions on the NC54/I-40 corridor study
212 which was submitted to the Clerk.

213 A motion was made by Mike Woodard and seconded by Diane Catotti to close the public hearing
214 on the NC 54/I-40 Corridor Study. The motion carried unanimously.

215 Ed Harrison stated Southwest Durham Drive replaced Laurel Hill Parkway. The new transit plan
216 preferred moving the line to NC 54. We need to discuss how to update Southwest Durham Drive.

217 Mark Ahrendsen stated staff will take input and use it to develop a staff recommendation for
218 the TAC to receive in April.

219 Alice Gordon asked when the TAC will receive the Orange County Board of County
220 Commissioner letter and Bernadette Pelissier stated she just signed it and it was distributed to TAC
221 members.

222 Ms. Pelissier stated that one of the concerns they have is how the study will ensure that
223 transportation monies are spent efficiently and transportation improvements are not overlapped or

224 duplicated by widening roads, building Light Rail Transit, and recommending Bus Rapid Transit in the
225 same corridor.

226 Alice Gordon stated the Orange County BOCC wants to make sure park-and-ride lots are
227 adequate to meet the demand.

228 Diane Catotti stated it is very important to have a plan for how we will pay for the
229 improvements. Ms. Catotti asked about condemning businesses. Mr. Huntsinger stated if we grade
230 separate Farrington, the grade of Farrington would change. It may affect access to parcels at the
231 intersection. The impacts would be determined by the design.

232 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Goals & Objectives**
233 **and Targets (Attachment 7, 7A, 7B, and 7C)**

234
235 Andy Henry provided an introduction for the 2040 Long Range Transportation Plan and
236 Comprehensive Transportation Plan – Goals & Objectives and Targets, along with the attachments.

237 Ellen Reckhow stated she is pleased to see the targets have been adjusted. Ms. Reckhow asked
238 what are we aiming for, and Andy Henry stated we would like to be at best. Ms. Reckhow stated best is
239 doable and we should set our policies to meet best, and go on record that we want to be at the high-end
240 of the targets.

241 Alice Gordon stated we need to realize that we will need higher densities to support transit. It's
242 a balancing act of impacts.

243 A motion was made by Mike Woodard and seconded by Alice Gordon to release the Goals and
244 Objectives and Targets for public comments. The motion carried unanimously.

245 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Socio-Economic Data**
246 **(Attachment 8)**

247
248 Andy Henry provided an introduction for the 2040 Long Range Transportation Plan and
249 Comprehensive Transportation Plan – Socio-Economic Data, along with the attachment.

250 Ellen Reckhow asked if we could ask citizens in the draft survey if they think our targets should
251 be good, better or best and Andy Henry stated it could be added.

252 Alice Gordon asked why the Chatham County data decreased and Andy Henry stated they
253 developed their own forecast last time, and it was very high. We think we have a better number this
254 time.

255 Ed Harrison stated the public are viewing all planning as one. We need to be better at
256 explaining our planning process to residents. The land use maps are being revised.

257 A motion was made by Mike Woodard and seconded by Alice Gordon to release the baseline SE
258 Data for public comment. The motion carried unanimously.

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

260 Maricia Brown provided an introduction for Section 5307- FFY12 Partial Apportionment & Split
261 Recommendation, along with the attachments.

262 A motion was made by Alice Gordon and seconded by Ellen Reckhow to endorse the letter to
263 FTA for the split of the FFY12 (partial) Apportionment of Section 5307 funds. The motion carried
264 unanimously.

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

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

268 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the FY 2012
269 UPWP – Amendment #3. The motion carried unanimously.

270 **FY 2014-2020 TIP – Prioritization 2.0 Results (Attachments 11, 11A, 11B, and 11C)**

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

273 Alice Gordon asked Chuck Watts, Jr. for NCDOT's thoughts on the Prioritization 2.0 results. Mr.
274 Watts, Jr. stated NCDOT looks at statewide needs as MPOs don't advocate for statewide needs. MPOs
275 and RPOs are distinct to their area; they have different strengths but some of the same concerns. Mr.
276 Watts, Jr. has no objections to the letter.

277 A motion was made by Ellen Reckhow and seconded by Mike Woodard to endorse the letter to
278 NCDOT regarding the Strategic Investment Summits. The motion carried unanimously.

279 **FY 2012-2018 MTIP – Amendment #2 (Attachments 12 and 12A)**

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

282 A motion was made by Alice Gordon and seconded by Mike Woodard to direct LPA staff to move
283 \$100,000 of STPDA from U-4726IF to U-4726IG and adopt the Resolution to Modify the 2012-2018
284 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #2.
285 The motion carried unanimously.

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

287 Maricia Brown provided a description of the STP-DA Obligation Report.

288 Ed Harrison asked for a status of the Old Durham-Chapel Hill Road project. Mike Kneis stated
289 they are working on the Durham portion as Durham has the local match. Ed Harrison stated Chapel Hill
290 does not have the local match. They want to see progress made, as a significant amount of money is
291 needed for roadway improvements they would like to have some Division safety funds.

292 Dale McKeel provided background. Mr. McKeel stated the right of way acquisition cost grew.
293 Duke Energy may be responsible for the cost of the utility relocations. There are STPDA funds which
294 could be allocated to this project; however, the problem is the local match.

295 Jeff Brubaker stated the Morgan Creek Greenways and the Bolin Creek Greenways projects are
296 moving forward. We have received FHWA authorization.

297 Alice Gordon appreciates seeing the information. Ellen Reckhow suggested highlighting in color
298 the areas of concern and provide an explanation, and Lydia Lavelle suggested putting the report in the
299 packet.

300 A motion was made by Mike Woodard and seconded by Alice Gordon to receive the STP-DA
301 obligation report. The motion carried unanimously.

302 **Triangle Regional Transit Program – Scoping and PE/DEIS (Attachment 14)**

303 Juanita Shearer-Swink with Triangle Transit provided a PowerPoint Presentation on the Triangle
304 Regional Transit Program – Scoping and PE/DEIS, along with the attachment.

305 Ed Harrison stated the meeting scheduled in Chapel Hill on April 24, 2012 from 10-12 p.m. will
306 be difficult to attend. Lydia Lavelle echoed Mr. Harrison’s comments due to a meeting previously
307 scheduled in Chapel Hill.

308 **REPORTS:**

309 **Report from the TAC Chair**

310 Lydia Lavelle stated they are making progress on the Orange County Transit Plan. Bernadette
311 Pelissier stated if the Board stays on schedule, it should be approved on May 15, 2012.

312 **Report from the TCC Chair**

313 There was nothing to report.

314 **Report from Staff (Attachment 17)**

315 The Report from Staff is attached for review.

316 **NCDOT Report (Attachment 18)**

317 Mike Kneis, NCDOT Division 5, stated the Hillandale Road project is behind schedule. It is not
318 expected to be complete until October 1, 2012. There will be cost over-runs.

319 Ellen Reckhow stated the traffic increase on Carver Street is bad. They wanted a right-turn lane
320 on eastbound Carver to Hillandale Road.

321 Patrick Wilson, NCDOT Division 7, stated they are in the process of finishing up the ARRA
322 projects.

323 **INFORMATIONAL ITEMS:**

324 **Recent News Articles and Updates (Attachment 19)**

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

326 **Adjournment**


327 There being no further business before the Transportation Advisory Committee, a motion was
328 made by Alice Gordon and seconded by Mike Woodard to adjourn the meeting at 11:37 a.m. The
329 motion carried unanimously.

NCDOT
From Policy to Projects
2040 Plan

2040 Plan Update

MPO/RPO Briefing

April 2012



NC Statewide Transportation Plan




NCDOT
From Policy to Projects
2040 Plan

MPO/RPO Briefing


Briefing Topics

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

2



NC Statewide Transportation Plan



NCDOT
From Policy to Projects
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





3

 **NC Statewide Transportation Plan** 

NCDOT
From Policy to Projects
2040 Plan

Ongoing Activities

4

 **NC Statewide Transportation Plan** 

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



5



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

6





NCDOT
From Policy to Projects
2040 Plan

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

7

 **NC Statewide Transportation Plan** 



NCDOT
From Policy to Projects
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Public & Agency Input

3rd Round of Public Involvement initiated:

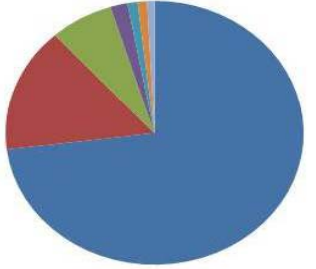
- Statewide Stakeholder Group
- Agency Coordination Group
- Regional Stakeholders
- MPOs and RPOs presentations
- Other presentations as requested

8

 **NC Statewide Transportation Plan** 

NCDOT
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2040 Plan

Modal Needs Estimates




- Highways
- Public Transportation
- Rail
- Aviation
- Ferry
- Ports
- Bicycle/Pedestrian


\$159 Billion (2011 Dollars)

- Needs based on optimal performance
- Includes today's \$45 Billion backlog
- Consistent with previous estimates

9



NC Statewide Transportation Plan




NCDOT
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2040 Plan

Finance: Revenue Forecast


- Available funds for projects - \$54 Billion
- \$159 Billion (Transportation Needs)
- \$105 Billion gap (BEST!)**
- \$76 Billion (better)
- \$40 Billion (good—current level)

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

10



NC Statewide Transportation Plan



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2040 Plan



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?

11



 NC Statewide Transportation Plan 

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2040 Plan

Revenue Enhancement Options

- Continue motor fuel tax indexing - \$19 Billion
- Increase registration/license fees - \$6 Billion
- Eliminate Highway Fund transfers - \$4 Billion
- Redirect vehicle lease fee to NCDOT - \$1 Billion
- Increase Highway Use Tax - \$3 Billion
- Local vehicle property tax - \$1 Billion
- Auto insurance surcharge - \$12 Billion
- Wholesale motor fuels tax - \$12 Billion
- Interstate tolling - \$42 Billion
- VMT Fee - \$27 Billion

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 NC Statewide Transportation Plan 


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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

13



NC Statewide Transportation Plan




NCDOT
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2040 Plan


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**

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NC Statewide Transportation Plan




NCDOT
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2040 Plan

Draft 2040 Plan:

– Key Preliminary Findings & Recommendations

15


 **NC Statewide Transportation Plan** **ATKINS**

NCDOT
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2040 Plan

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

16

 **NC Statewide Transportation Plan** **ATKINS**


NCDOT
 From Policy to Projects
2040 Plan

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

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NC Statewide Transportation Plan




NCDOT
 From Policy to Projects
2040 Plan

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

18



NC Statewide Transportation Plan





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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



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 **NC Statewide Transportation Plan** 

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Discussion Q&A

20

 **NC Statewide Transportation Plan** 

Thank you

Visit 2040 Plan website:

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

For more information or to submit additional comments:

Tyler Bray, PE, NCDOT PM, tbray@ncdot.gov

Mark Boggs, PE, Atkins, mark.boggs@atkinsglobal.com

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NC Statewide Transportation Plan

ATKINS

Member Organizations: Town of Carrboro • Town of Chapel Hill • County of Chatham • City of Durham
Durham County • Town of Hillsborough • NC Department of Transportation • Orange County

April 11, 2012

Mr. Tyler Bray, PE
North Carolina Department of Transportation
Transportation Planning Branch
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Bray:

Thank you for attending our April Transportation Advisory Committee meeting and presenting on the NCDOT 2040 Plan. We understand the challenges facing the state in crafting a financially feasible plan that meets our state's growing transportation needs. We support exploring new revenue options such as increased motor fuels taxes and fees, user fees such as tolling, and fees based on vehicle miles traveled. However, we have concerns over using any new local property or sales taxes for supporting the state transportation system. State assets should be supported with state revenue sources. Local governments do not have the financial resources to take on responsibility for the state transportation system.

We also have a concern over the plan's proposed emphasis on the statewide tier for investment priorities. Further justification for this decision is requested. Our understanding is that this emphasis was identified because of the perception that the investments in the statewide tier are most critical for economic development. While the statewide tier includes many of the busiest highways and interstates in the state, it also includes some lower volume highways. We believe that there may be some regional and subregional roads that are more critical for our MPO and the state's economic development than some statewide tier roads. Rather than simply prioritizing the statewide tier, the 2040 Plan should prioritize based on the desired outcomes, for example, economic development, improving safety, environmental sustainability, or increasing transportation choices.

We agree that the integration of land use and transportation is important. As the governments responsible for land use planning, cities and counties should be given greater input on highway planning and design decisions. In addition, we would like the 2040 Plan to identify the implementation of the Complete Streets policy and guidelines as an emphasis. Additional federal and state resources are necessary to implement the Complete Streets policy and guidelines. Local governments cannot be solely responsible for retrofitting state roads to accommodate all users.

Lastly, we want to know how the 2040 Plan will be coordinated with the prioritization work being done by NCDOT's Strategic Planning Office of Transportation (SPOT). We understand that the 2040 Plan establishes a long-term vision while SPOT's prioritization is used to develop the short-term work plan

and Transportation Improvement Program. SPOT's prioritization process includes a step where investment priorities are developed using stakeholder involvement. As recommended in the 2040 Plan, the Department must recognize that urban and rural areas do not have the same transportation needs. We think that both long-term and short-term investment priorities should be established at a MPO or RPO level using extensive stakeholder involvement. The 2040 Plan needs to reflect our needs as identified in our 2035 Long Range Transportation Plan, and the SPOT prioritization process should support the funding and implementation of our long-term vision.

Again, we appreciate the presentations that you have given at our MPO meetings on the 2040 Plan. Please consider our comments in finalizing the 2040 Plan. If you have any questions, please contact Ellen Beckmann at ellen.beckmann@durhamnc.gov.

Sincerely,

Lydia Lavelle, Chair
Transportation Advisory Committee

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: April 11, 2012

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

The TAC approved the FY 2012 UPWP on May 11, 2011 and amended it on January 11, 2012, February 8, 2012 and March 14, 2012 (Amendments #1, #2 and #3). 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**

TAC 4/11/2012 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%
II-A	Surveillance of Change									
1	Traffic Volume Counts	\$3,525	\$14,100	\$17,625	\$728	\$2,912	\$3,640	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$650	\$2,600	\$3,250	\$58	\$232	\$290	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$12,192	\$48,768	\$60,960	\$12,192	\$48,768	\$60,960
7	Air Travel	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$400	\$1,600	\$2,000
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$7,064	\$28,256	\$35,320	\$7,064	\$28,256	\$35,320
10	Mapping	\$14,880	\$59,520	\$74,400	\$6,942	\$27,768	\$34,710	\$21,822	\$87,288	\$109,110
11	Central Area Parking Inventory	\$952	\$3,808	\$4,760	\$0	\$0	\$0	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$1,000	\$4,000	\$5,000	\$652	\$2,608	\$3,260	\$1,652	\$6,608	\$8,260
13	Bike & Ped. Counts	\$10,000	\$40,000	\$50,000	\$760	\$3,040	\$3,800	\$10,760	\$43,040	\$53,800
II-B	Long Range Transp. Plan									
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$64	\$256	\$320
3	Travel Model Updates	\$63,356	\$253,424	\$316,780	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$17,100	\$68,400	\$85,500	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$2,678	\$10,712	\$13,390	\$2,678	\$10,712	\$13,390
7	Forecast of Future Travel Patterns	\$3,486	\$13,944	\$17,430	\$600	\$2,400	\$3,000	\$4,086	\$16,344	\$20,430
8	Capacity Deficiency Analysis	\$9,200	\$36,800	\$46,000	\$600	\$2,400	\$3,000	\$9,800	\$39,200	\$49,000
9	Highway Element of th LRTP	\$1,120	\$4,480	\$5,600	\$396	\$1,584	\$1,980	\$1,516	\$6,064	\$7,580
10	Transit Element of the LRTP	\$1,760	\$7,040	\$8,800	\$64	\$256	\$320	\$1,824	\$7,296	\$9,120
11	Bicycle & Ped. Element of the LRTP	\$12,800	\$51,200	\$64,000	\$1,496	\$5,984	\$7,480	\$14,296	\$57,184	\$71,480
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$1,000	\$4,000	\$5,000	\$96	\$384	\$480	\$1,096	\$4,384	\$5,480
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$3,600	\$14,400	\$18,000	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000
16	Financial Planning	\$2,500	\$10,000	\$12,500	\$2,000	\$8,000	\$10,000	\$4,500	\$18,000	\$22,500
17	Congestion Management Strategies	\$102,130	\$408,520	\$510,650	\$1,256	\$5,024	\$6,280	\$103,386	\$413,544	\$516,930
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$3,378	\$13,512	\$16,890	\$3,378	\$13,512	\$16,890
II-C	Short Range Transit Planning									
1	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$224	\$896	\$1,120
III-A	Planning Work Program									
	Planning Work Program	\$0	\$0	\$0	\$9,134	\$36,536	\$45,670	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan									
	TIP	\$0	\$0	\$0	\$12,364	\$49,456	\$61,820	\$12,364	\$49,456	\$61,820
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
2	Environmental Justice	\$1,692	\$6,768	\$8,460	\$64	\$256	\$320	\$1,756	\$7,024	\$8,780
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$32	\$128	\$160	\$32	\$128	\$160
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$13,000	\$52,000	\$65,000	\$454	\$1,816	\$2,270	\$13,454	\$53,816	\$67,270
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$5,445	\$96	\$384	\$480	\$1,185	\$4,740	\$5,925
3	Special Studies	\$182,000	\$728,000	\$910,000	\$10,314	\$41,256	\$51,570	\$192,314	\$769,256	\$961,570
4	Regional or Statewide Planning	\$13,885	\$55,540	\$69,425	\$351	\$1,403	\$1,754	\$14,236	\$56,943	\$71,179
III-E	Management & Operations									
1	Management & Operations	\$58,291	\$233,165	\$291,456	\$22,471	\$89,884	\$112,355	\$80,762	\$323,049	\$403,811
	Totals	\$502,916	\$2,011,665	\$2,514,581	\$114,028	\$456,111	\$570,139	\$616,944	\$2,467,776	\$3,084,720

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

TAC 4/11/2012 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%
II-A	Surveillance of Change									
	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)
II-B	Long Range Transp. Plan									
	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)
II-C	Short Range Transit Planning									
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program									
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan									
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$21	\$85	\$106	\$21	\$85	\$106
III-D	Incidental Plng./Project Dev.									
	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
III-E	Management & Operations									
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Totals	(228,029)	(912,117)	(1,140,146)	0	0	0	(228,029)	(912,117)	(1,140,146)

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

TAC 4/11/2012 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%
II-A	Surveillance of Change									
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
II-B	Long Range Transp. Plan									
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
II-C	Short Range Transit Planning									
1	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$224	\$896	\$1,120
III-A	Planning Work Program									
	Planning Work Program	\$0	\$0	\$0	\$9,134	\$36,536	\$45,670	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan									
	TIP	\$0	\$0	\$0	\$12,364	\$49,456	\$61,820	\$12,364	\$49,456	\$61,820
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
2	Environmental Justice	\$1,692	\$6,768	\$8,460	\$64	\$256	\$320	\$1,756	\$7,024	\$8,780
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$32	\$128	\$160	\$32	\$128	\$160
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$13,000	\$52,000	\$65,000	\$454	\$1,816	\$2,270	\$13,454	\$53,816	\$67,270
7	Private Sector Participation	\$0	\$0	\$0	\$21	\$85	\$106	\$21	\$85	\$106
III-D	Incidental Plng./Project Dev.									
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
III-E	Management & Operations									
1	Management & Operations	\$58,291	\$233,165	\$291,456	\$22,471	\$89,884	\$112,355	\$80,762	\$323,049	\$403,811
	Totals	\$274,887	\$1,099,548	\$1,374,435	\$114,028	\$456,111	\$570,139	\$388,915	\$1,555,659	\$1,944,574

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**

FY 2012-2018 MTIP Amendment #3 is needed to amend Chapel Hill Transit and Triangle Transit projects.

Chapel Hill Transit

Chapel Hill Transit has requested four amendments to the MTIP. The first amendment corresponds with the UPWP amendment to use \$16,000 of FTA Section 5307 funds and \$4,000 local funds for a Fixed Route/Demand Response Organizational Analysis in FY 2012. The second amendment would add project TD-5264 to lease a park-and-ride lot with FTA Section 5307 funds in FY 2013. The Town expects this project to continue through at least FY 2019. The third amendment would add funding for replacement buses in FY 13. Chapel Hill Transit received an award for \$7.2M federal “State of Good Repair” (SOGR) funding. The federal funding covers 83% of the funding, local is 9%, and state is 8%.

The fourth amendment adds a project and funding for U-5119A, MLK Alternatives Analysis. Chapel Hill Transit received \$560,000 of federal “Bus Livability” funding to do an alternatives analysis for Bus Rapid Transit on Martin Luther King Blvd. This is in addition to previously approved STPDA funding for a transit signal priority project on Martin Luther King Blvd., U-5119. The transit signal priority project has independent utility regardless of if Bus Rapid Transit is implemented, but will, of course, also be essential to any Bus Rapid Transit project in the corridor.

Triangle Transit

Triangle Transit has requested amending the MTIP to correct two 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 TCC recommended a third amendment for Triangle Transit related to planning assistance in the UPWP. This amendment was removed since it is inconsistent with the UPWP. Staff is not opposed to the proposed amendment, but MPO and NCDOT procedures require the MPO’s documents to be consistent. We will amend the MTIP at the same time that we amend the UPWP at a future meeting.

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

Addition - Funded will use annual 5307 allocation									
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
	CHAPEL HILL	Lease - Park & Ride Lot	FUZ US	2	2	2	2	2	2
			FUZ L	1	1	1	1	1	1

Existing - Unfunded				
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY13</u>
TA-4726	CHAPEL HILL	Replacement Buses	FED	5406
			L	586
			STAT	521

Modified - Funded				
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY13</u>
TG-4726	CHAPEL HILL	Replacement Buses	FUZ US	7500
		(SOG)	FUZ L	810
			FUZ STAT	720

Addition - Funded				
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY13</u>
U-5119A	CHAPEL HILL	MLK Alternatives Analysis	FUZ US	560
		(Bus Livability)	FUZ L	140

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						

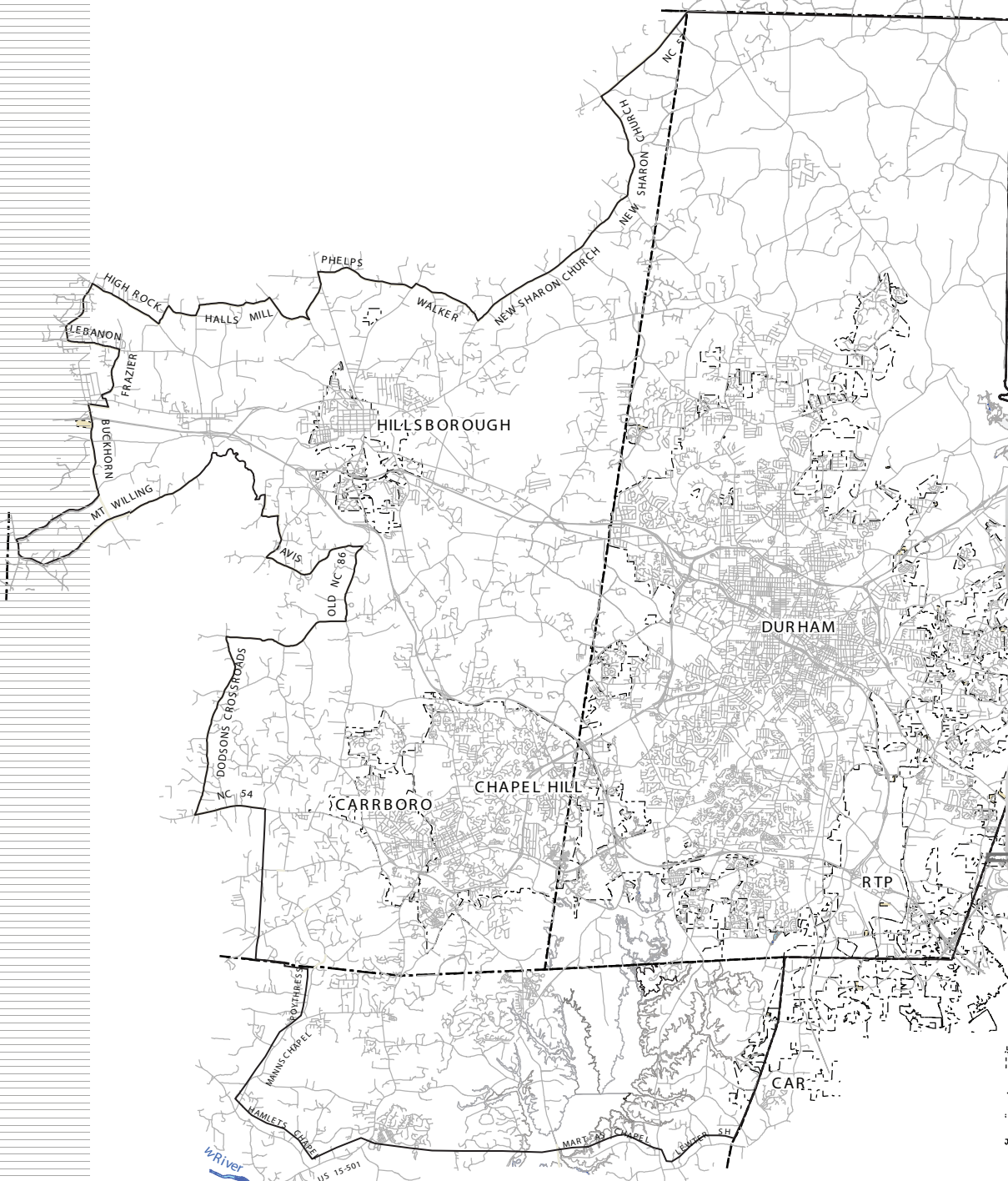
Existing										
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY12</u>	<u>FY13</u>	<u>FY14</u>	<u>FY15</u>	<u>FY16</u>	<u>FY17</u>	<u>FY18</u>
TG-4821B	TRIANGLE TRANSIT	Preventative Maintenance and Routine	FUZ US	800	800	800	800	800	800	800
		Capital Items - Spare Parts,Office and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

DCHC- MPO

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).

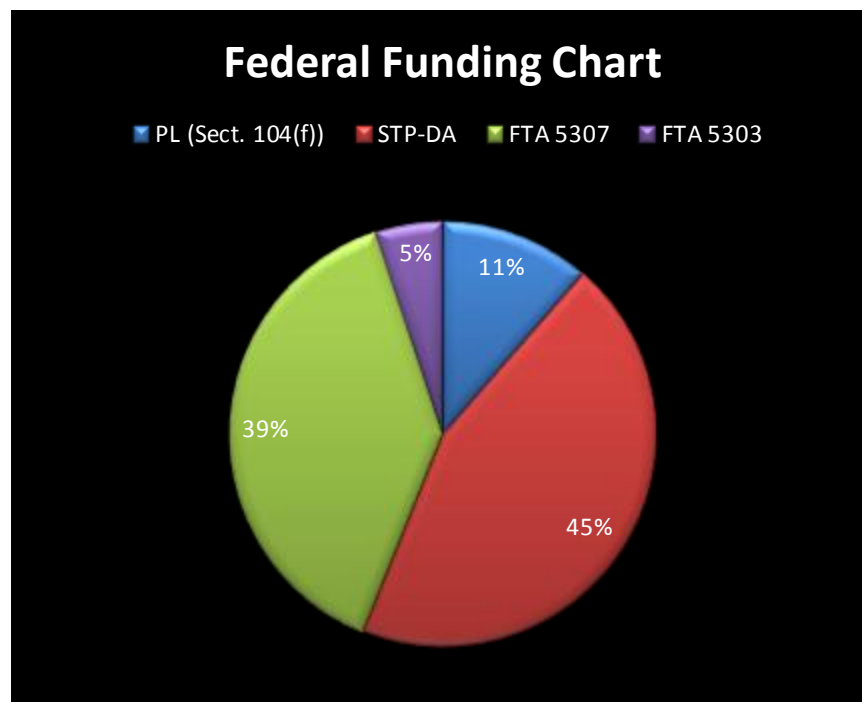
	CHT	DATA	TTA	MPO Total
Federal	\$111,359	\$115,897	\$0	\$227,256
State	\$13,920	\$14,487	\$0	\$28,407
Local	\$13,920	\$14,487	\$0	\$28,407
Total Sect. 5303	\$139,199	\$144,871	\$0	\$284,070

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	\$511,056	\$855,000	\$1,726,056
State	\$45,000	\$63,882	\$106,875	\$215,757
Local	\$45,000	\$63,882	\$106,875	\$215,757
Total Sect. 5307	\$450,000	\$638,820	\$1,068,750	\$2,157,570

SUMMARY OF ALL 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	\$1,726,056	\$215,757	\$215,757	\$2,157,570
FTA 5303	\$227,256	\$28,407	\$28,407	\$284,070
Totals	\$4,450,550	\$244,164	\$868,474	\$5,563,188



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.

FY 2013 Transportation Planning Work Plan and Unified Planning Work Program (UPWP) Emphasis Transportation Planning Projects/Products	
1	2040 LRTP
2	CTP
3	Development of the MPO CMP
4	Maintenance and update of ITS-SDP
5	Maintenance and update of the IDAS and Dynasmart
6	MPO Data collection and Surveillance of Change
7	TRM Modeling improvements, calibration and validation
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
Continuation of Special Projects	
1	TELUDE - GIS Warehouse/Enterprise & automation
2	NC 54 Corridor Study
3	UrbanSim Land use Model
4	Non-Motorized trip modeling
On-Going/Core/Routine 3-C Planning Process	
1	UPWP development/amendment/maintenance and invoicing
2	TIP development/amendments
3	ARRA-Stimulus projects reporting and audit compliance
4	TAC/TCC Meetings/agenda preparation/directives to staff/follow-ups
5	GIS mappings and geo-database administration/maintenance
6	bicycle -pedestrian planning
7	JARC/New Freedom
8	STP-DA
9	CMAQ
10	Financial management and auditing
11	Public involvement/engagement/outreach
12	MPO website update/maintenance/content management -visualization & interactive capabilities
13	State & Regional Planning and Coordination
14	Civil rights and Title VI compliance and planning
15	CMP monitoring
16	Data inventory monitoring
17	Project planning-NEPA

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION 2012-2013 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

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
9-Nov-11	TAC receives schedule for the development of the 2012-2013 UPWP
2-Dec-11	Deadline for funding request to be submitted to MPO by member agencies.
December 2011 - February 2012	Development of Draft 2012-2013 UPWP and coordinating with local agencies continues.
22-Feb-12	TCC receives Draft 2012-2013 UPWP.
14-Mar-12	TAC receives Draft 2012-2013 UPWP
February - March 2012	TCC coordinates with member jurisdictions budget process for local matching funds.
28-Mar-12	TCC recommends Draft 2012-2013 UPWP to be released for Public Comment
30-Mar-12	NCDOT PTD receives draft copy of FY2013 UPWP
11-Apr-12	TAC reviews Draft 2012-2013 UPWP & releases for public comments
25-Apr-12	TCC hold public hearing & recommends that TAC adopt FINAL FY2012-2013 UPWP and self certifies MPO planning process
9-May-12	TAC adopts FINAL 2012-2013 UPWP and self certifies MPO planning process; FTA & NCDOT to receive final FY2013 UPWP.
10-May-12	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

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	\$14,486	\$14,486	\$115,897	\$63,882	\$63,882	\$511,056	\$640,692	\$78,368	\$2,876,249	\$3,595,309
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	\$13,920	\$13,920	\$111,359	\$45,000	\$45,000	\$360,000	\$101,271	\$58,920	\$640,763	\$800,953
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	\$28,406	\$28,406	\$227,256	\$215,757	\$215,757	\$1,726,056	\$868,473	\$244,163	\$4,450,550	\$5,563,185

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

MPO Wide - Detail Funding Tables - All Funding Sources

II A	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	
	Surveillance of Change															
	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	
	II-B Long Range Transp. Plan															
	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	
	II-C Short Range Transit Planning															
	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	
	III-A Planning Work Program															
	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	
	III-B Transp. Improvement Plan															
	TIP	2,400	9,600	14,582	58,328	0	0	0	500	500	4,000	17,482	500	71,928	89,910	
	III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.															
	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	-	-	-	-	
	III-D Incidental Plng./Project Dev.															
	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	
	III-E Management & Operations															
	1 Management & Operations	49,277	197,107	24,872	99,486	11,558	11,558	92,470	80,371	80,371	642,966	166,077	91,928	1,032,030	1,290,035	
	Totals	\$497,463	\$1,989,851	\$126,847	\$507,386	\$28,406	\$28,406	\$227,257	\$215,757	\$215,757	\$1,726,055	\$868,472	\$244,163	\$4,450,550	\$5,563,185	

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

Composite Agency Tables -PL & STPDA Funding ONLY.

	Task Description	Chapel Hill			Carrboro			TJCOG			Durham			MPO		
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%
II A	Surveillance of Change															
1	Traffic Volume Counts	\$600	\$2,400	\$3,000	\$146	\$584	\$730	\$0	\$0	\$0	\$13,130	\$52,520	\$65,650	\$13,876	\$55,504	\$69,380
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$10,400	\$13,000	\$2,600	\$10,400	\$13,000
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$8,000	\$10,000	\$2,000	\$8,000	\$10,000
4	Traffic Accidents	\$0	\$0	\$0	\$72	\$288	\$360	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$872	\$3,488	\$4,360
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$800	\$3,200	\$4,000
6	Dwelling Unit, Pop. & Emp. Change	\$400	\$1,600	\$2,000	\$102	\$408	\$510	\$0	\$0	\$0	\$11,048	\$44,192	\$55,240	\$11,550	\$46,200	\$57,750
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$400	\$1,600	\$2,000
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,740	\$22,960	\$28,700	\$5,740	\$22,960	\$28,700
10	Mapping	\$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
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$1,280	\$1,600	\$320	\$1,280	\$1,600
2	Collection of Network Data	\$0	\$0	\$0	\$72	\$288	\$360	\$0	\$0	\$0	\$576	\$2,304	\$2,880	\$648	\$2,592	\$3,240
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,340	\$253,360	\$316,700	\$63,340	\$253,360	\$316,700
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$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 Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$4,800	\$6,000	\$1,200	\$4,800	\$6,000
16	Financial Planning	\$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
II-C	Short Range Transit Planning															
	Short Range Transit Planning	\$0	\$0	\$0	\$254	\$1,016	\$1,270	\$0	\$0	\$0	\$0	\$0	\$0	\$254	\$1,016	\$1,270
III-A	Planning Work Program															
	Planning Work Program	\$400	\$1,600	\$2,000	\$324	\$1,296	\$1,620	\$0	\$0	\$0	\$12,900	\$51,600	\$64,500	\$13,624	\$54,496	\$68,120
III-B	Transp. Improvement Plan															
	TIP	\$400	\$1,600	\$2,000	\$582	\$2,328	\$2,910	\$0	\$0	\$0	\$16,000	\$64,000	\$80,000	\$16,982	\$67,928	\$84,910
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$36	\$144	\$180	\$0	\$0	\$0	\$6,712	\$26,848	\$33,560	\$6,748	\$26,992	\$33,740
2	Environmental Justice	\$0	\$0	\$0	\$108	\$432	\$540	\$0	\$0	\$0	\$3,220	\$12,880	\$16,100	\$3,328	\$13,312	\$16,640
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$800	\$3,200	\$4,000
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$72	\$288	\$360	\$0	\$0	\$0	\$800	\$3,200	\$4,000	\$872	\$3,488	\$4,360
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$402	\$1,608	\$2,010	\$0	\$0	\$0	\$16,674	\$66,696	\$83,370	\$17,076	\$68,304	\$85,380
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$600	\$2,400	\$3,000	\$108	\$432	\$540	\$0	\$0	\$0	\$12,700	\$50,800	\$63,500	\$13,408	\$53,632	\$67,040
3	Special Studies	\$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
III-E	Management & Operations															
1	Management & Operations	\$4,000	\$16,000	\$20,000	\$2,298	\$9,194	\$11,492	\$0	\$0	\$0	\$67,850	\$271,400	\$339,250	\$74,148	\$296,594	\$370,742
	Totals	\$42,351	\$169,403	\$211,754	\$6,635	\$26,538	\$33,173	\$13,000	\$52,000	\$65,000	\$562,324	\$2,249,296	\$2,811,620	\$624,309	\$2,497,237	\$3,121,547

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

FHWA Planning Funds
MPO PL & STP-DA Total

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
	1 Traffic Volume Counts	13,130	52,520	65,650	746	2,984	3,730	13,876	55,504	69,380
	2 Vehicle Miles of Travel	1,600	6,400	8,000	1,000	4,000	5,000	2,600	10,400	13,000
	3 Street System Changes	1,000	4,000	5,000	1,000	4,000	5,000	2,000	8,000	10,000
	4 Traffic Accidents	800	3,200	4,000	72	288	360	872	3,488	4,360
	5 Transit System Data	800	3,200	4,000	0	0	0	800	3,200	4,000
	6 Dwelling Unit, Pop. & Emp. Change	4,400	17,600	22,000	7,150	28,600	35,750	11,550	46,200	57,750
	7 Air Travel	400	1,600	2,000	0	0	0	400	1,600	2,000
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	5,740	22,960	28,700	0	0	0	5,740	22,960	28,700
	10 Mapping	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
II-B	Long Range Transp. Plan									
	1 Collection of Base Year Data	320	1,280	1,600	0	0	0	320	1,280	1,600
	2 Collection of Network Data	576	2,304	2,880	72	288	360	648	2,592	3,240
	3 Travel Model Updates	63,340	253,360	316,700	0	0	0	63,340	253,360	316,700
	4 Travel Surveys	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	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 th 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
II-C	Short Range Transit Planning									
	1 Short Range Transit Planning	0	0	0	254	1,016	1,270	254	1,016	1,270
III-A	Planning Work Program									
	Planning Work Program	2,000	8,000	10,000	11,624	46,496	58,120	13,624	54,496	68,120
III-B	Transp. Improvement Plan									
	TIP	2,400	9,600	12,000	14,582	58,328	72,910	16,982	67,928	84,910
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
	1 Title VI	1,800	7,200	9,000	4,948	19,792	24,740	6,748	26,992	33,740
	2 Environmental Justice	800	3,200	4,000	2,528	10,112	12,640	3,328	13,312	16,640
	3 Minority Business Enterprise	800	3,200	4,000	0	0	0	800	3,200	4,000
	4 Planning for the Elderly & Disabled	800	3,200	4,000	72	288	360	872	3,488	4,360
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
	6 Public Involvement	13,400	53,600	67,000	3,676	14,704	18,380	17,076	68,304	85,380
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Png./Project Dev.									
	1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Png.	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
III-E	Management & Operations									
	1 Management & Operations	49,277	197,107	246,384	24,872	99,486	124,358	74,148	296,594	370,742
	Totals	497,463	1,989,851	2,487,314	126,847	507,386	634,233	624,309	2,497,237	3,121,547

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

II-A: Surveillance of Change

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

Task II-A-1: Traffic Volume Counts

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

Task II-A-4: Traffic Accidents

The DCHC MPO will collect route traffic accident data from TEES and prepare summary and analysis of high accident locations. Compare data analysis to previous years' results. Build off of and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Process (CMP) and the Mobility Report Card, MPO MTIP ranking and project prioritization, SPOT, Mobility funds and Urban Lop funds prioritization, etc.

Task II-A-5: Transit System Data

Transit system data efforts will be conducted by the MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), and the Triangle Transit Authority (TTA). This will include APC data to evaluate transit service performance, development of cross-town route(s), develop universities/college route(s) and consolidate and develop bus stop standards. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA NTD (Section 15) reporting requirements.

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

Maintain inventory of dwelling units and population to determine needed changes in transportation services to meet current and projected demands. Continue to review developments to assess impacts to the 2035 LRTP, the SE data for the 2035 LRTP update, land-use model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data

**Durham-Chapel Hill-Carrboro
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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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July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel
1.8		VOC	VOC	VOC	VOC
1.9	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory	Parking inventory		Parking inventory	Parking inventory
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2014 UPWP	Develop FY 2015 UPWP	Develop FY 2016 UPWP	Develop FY 2017 UPWP	Develop FY 2018 UPWP
2.5	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management
	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)
3.1	Land-use Scenario analysis	Approval of the 2040 LRTP for AQ analysis and conformity	Amendment of the 2040 LRTP for AQ analysis and conformity as necessary	Goals, Objectives and targets for 2045 LRTP	Approval of the 2045 LRTP for AQ analysis and conformity
3.2	Deficiency Analysis	CTP components- Highway, transit, bicycle and pedestrian vision plans	Model Update for 2045 LRTP analysis	SE data collection and Forecasts for 2045 LRTP	CTP components- Highway, transit, bicycle and pedestrian vision plans
3.3	Alternative analysis	AQ analysis and conformity determination process	Inter-Agency Consultation process	Deficiency analysis and need assessment	AQ analysis and conformity determination process
3.4	Development of Preferred Option	Inter-Agency Consultation process	CTP update	Generation of alternatives and evaluation of alternatives	Inter-Agency Consultation process
3.5		Draft LRTP AQ Conformity Jan 2013 & approval in March 2013	Land-use Scenario analysis	Land-use Scenario analysis	

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	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
3.6			2045 LRTP Visioning process	Financial analysis	
3.7		2040 LRTP conformity deadline June 15 2013		Selection of Preferred options	
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2013 base year data-traffic counts, transit, etc	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis
4.3	2010 Census TAZ Delineation	Collection & development of 2013 networks			
4.4	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts			
4.7		2013 base year model calibration and validation			
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	
5.2	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan		Update of the Comprehensive Pedestrian Plan	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan	on-going implementation of the bike and pedestria plans
5.3			On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Transit Development Plan (TDP) DATA	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA	Transit survey
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion

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July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
7.4	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.5	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.6	Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update
7.7	Develop Performance monitoring Plan		Develop Performance monitoring Plan		Develop Performance monitoring Plan
7.8	Identification and evaluation of strategies.		Identification and evaluation of strategies.		Identification and evaluation of strategies.
7.9	Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies
7.10	Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
			Develop final draft 2013-2019 MTIP. TIP conformity determination		Develop final draft 2015-2021 MTIP. TIP conformity determination
	Reconcile 2011-17 MTIP and STIP		TAC Approves 2013-2019 MTIP		TAC Approves 2015-2021 MTIP
	TAC Approves 2011-2017 MTIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2013-2019 STIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2015-2021 STIP
	BOT Approves 2011-2017 STIP	Develop & submit TIP Project Priority List for 2013-2019 TIP		Develop & submit TIP Project Priority List for 2015-2021 TIP	
		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP	
		One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT	
		Development 2013-2019 MTIP . Public input and comment process.		Development 2015-2021 MTIP . Public input and comment process.	
	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list

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July 1, 2012 to June 30, 2017					
	1	2	3	4	5
FY	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Period	2012-13	2013-14	2014-15	2015-16	2016-17
	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
		Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process
	Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.

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

Appendices A

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

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

TAC 4/11/2012 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
II A	Surveillance of Change														
	1 Traffic Volume Counts	\$13,130	\$52,520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,130	\$0	\$52,520	\$65,650
	2 Vehicle Miles of Travel	\$1,600	\$6,400	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,600	\$0	\$10,400	\$13,000
	3 Street System Changes	\$1,000	\$4,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	4 Traffic Accidents	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000
	5 Transit System Data	\$800	\$3,200	\$0	\$0	\$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
II B	Long Range Transp. Plan														
	1 Collection of Base Year Data	\$320	\$1,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320	\$0	\$1,280	\$1,600
	2 Collection of Network Data	\$576	\$2,304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$576	\$0	\$2,304	\$2,880
	3 Travel Model Updates	\$63,340	\$253,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,340	\$0	\$253,360	\$316,700
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$2,680	\$10,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,680	\$0	\$10,720	\$13,400
	6 Community Goals & Objectives	\$400	\$1,600	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000
	7 Forecast of Future Travel Patterns	\$3,000	\$12,000	\$6,800	\$27,200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$39,200	\$49,000
	8 Capacity Deficiency Analysis	\$6,000	\$24,000	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000	\$0	\$76,000	\$95,000
	9 Highway Element of th LRTP	\$1,000	\$4,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	10 Transit Element of the LRTP	\$1,000	\$4,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	11 Bicycle & Ped. Element of the LRTP	\$12,400	\$49,600	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$51,200	\$64,000
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
	13 Collector Street Element of LRTP	\$1,000	\$4,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	14 Rail, Water or other mode of LRTP	\$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
II C	Short Range Transit Planning														
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program														
	Planning Work Program	\$2,000	\$8,000	\$10,900	\$43,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,900	\$0	\$51,600	\$64,500
III-B	Transp. Improvement Plan														
	TIP	\$2,400	\$9,600	\$13,600	\$54,400	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$0	\$64,000	\$80,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
	1 Title VI	\$1,800	\$7,200	\$4,912	\$19,648	\$0	\$0	\$0	\$0	\$0	\$0	\$6,712	\$0	\$26,848	\$33,560
	2 Environmental Justice	\$800	\$3,200	\$2,420	\$9,680	\$0	\$0	\$0	\$0	\$0	\$0	\$3,220	\$0	\$12,880	\$16,100
	3 Minority Business Enterprise	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000
	4 Planning for the Elderly & Disabled	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$13,400	\$53,600	\$3,274	\$13,096	\$0	\$0	\$0	\$0	\$0	\$0	\$16,674	\$0	\$66,696	\$83,370
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$9,800	\$39,200	\$2,900	\$11,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,700	\$0	\$50,800	\$63,500
	3 Special Studies	\$159,200	\$636,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$159,200	\$0	\$636,800	\$796,000
	4 Regional or Statewide Planning	\$9,400	\$37,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,400	\$0	\$37,600	\$47,000
III-E	Management & Operations														
	1 Management & Operations	\$49,277	\$197,107	\$18,573	\$74,293	\$8,088	\$8,088	\$64,707	\$56,596	\$56,596	\$452,766	\$132,533	\$64,683	\$788,873	\$986,090
	Totals	\$459,463	\$1,837,851	\$102,861	\$411,445	\$14,486	\$14,486	\$115,897	\$63,882	\$63,882	\$511,055	\$640,692	\$78,368	\$2,876,249	\$3,595,309

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

TAC 4/11/2012 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
II-A	Surveillance of Change														
1	Traffic Volume Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$200	\$200	\$1,600	\$3,125	\$3,125	\$25,000	\$3,325	\$3,325	\$26,600	\$33,250
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$400	\$1,600	\$400	\$400	\$3,200	\$0	\$0	\$0	\$800	\$400	\$4,800	\$6,000
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$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
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
13	Bike & Ped. Counts	\$0	\$0	\$551	\$2,203	\$0	\$0	\$0	\$0	\$0	\$0	\$551	\$0	\$2,203	\$2,754
II-B	Long Range Transp. Plan														
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$150	\$150	\$1,197	\$0	\$0	\$0	\$150	\$150	\$1,197	\$1,496
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$2,000	\$8,000	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$3,000	\$1,000	\$16,000	\$20,000
9	Highway Element of th LRTP	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
10	Transit Element of the LRTP	\$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
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
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$0	\$0	\$200	\$800	\$100	\$100	\$800	\$0	\$0	\$0	\$300	\$100	\$1,600	\$2,000
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$1,000	\$4,000	\$400	\$1,600	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,900	\$500	\$9,600	\$12,000
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
18	Air Qual. Planning/Conformity Ana	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
II-C	Short Range Transit Planning														
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,250	\$1,250	\$10,000	\$2,250	\$2,250	\$18,000	\$22,500
III-A	Planning Work Program														
1	Planning Work Program	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$500	\$500	\$4,000	\$900	\$500	\$5,600	\$7,000
III-B	Transp. Improvement Plan														
1	TIP	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$500	\$500	\$4,000	\$900	\$500	\$5,600	\$7,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Req.														
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$50	\$400	\$50	\$50	\$400	\$500
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500	\$12,000	\$1,500	\$1,500	\$12,000	\$15,000
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
3	Special Studies	\$20,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$6,000	\$6,000	\$48,000	\$26,000	\$6,000	\$128,000	\$160,000
4	Regional or Statewide Planning	\$0	\$0	\$3,000	\$12,000	\$3,000	\$3,000	\$24,000	\$5,300	\$5,300	\$42,400	\$11,300	\$8,300	\$78,400	\$98,000
III-E	Management & Operations														
1	Management & Operations	\$0	\$0	\$4,000	\$16,000	\$3,470	\$3,470	\$27,763	\$23,775	\$23,775	\$190,200	\$31,245	\$27,245	\$233,963	\$292,453
Totals		\$25,000	\$100,000	\$17,351	\$69,404	\$13,920	\$13,920	\$111,359	\$45,000	\$45,000	\$360,000	\$101,271	\$58,920	\$640,763	\$800,953

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

TAC 4/11/2012 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%					
II-A	Surveillance of Change															
1	Traffic Volume Counts	\$0	\$0	\$146	\$584	\$0	\$0	\$0	\$0	\$0	\$0	\$146	\$0	\$584	\$730	
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$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	\$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	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$418	\$1,672	\$0	\$0	\$0	\$0	\$0	\$0	\$418	\$0	\$1,672	\$2,090	
11	Central Area Parking Inventory	\$0	\$0	\$88	\$352	\$0	\$0	\$0	\$0	\$0	\$0	\$88	\$0	\$352	\$440	
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$36	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$36	\$0	\$144	\$180	
13	Bike & Ped. Counts	\$0	\$0	\$88	\$352	\$0	\$0	\$0	\$0	\$0	\$0	\$88	\$0	\$352	\$440	
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Community Goals & Objectives	\$0	\$0	\$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	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Highway Element of th LRTP	\$0	\$0	\$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	\$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	\$0
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	Congestion Management Strategies	\$0	\$0	\$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	\$0
II-C	Short Range Transit Planning															
1	Short Range Transit Planning	\$0	\$0	\$254	\$1,016	\$0	\$0	\$0	\$0	\$0	\$0	\$254	\$0	\$1,016	\$1,270	
											\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program															
	Planning Work Program	\$0	\$0	\$324	\$1,296	\$0	\$0	\$0	\$0	\$0	\$0	\$324	\$0	\$1,296	\$1,620	
											\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
	TIP	\$0	\$0	\$582	\$2,328	\$0	\$0	\$0	\$0	\$0	\$0	\$582	\$0	\$2,328	\$2,910	
											\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.															
1	Title VI	\$0	\$0	\$36	\$144	\$0	\$0	\$0	\$0	\$0	\$0	\$36	\$0	\$144	\$180	
2	Environmental Justice	\$0	\$0	\$108	\$432	\$0	\$0	\$0	\$0	\$0	\$0	\$108	\$0	\$432	\$540	
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$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	\$0
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$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	\$0
III-E	Management & Operations															
1	Management & Operations	\$0	\$0	\$2,298	\$9,194	\$0	\$0	\$0	\$0	\$0	\$0	\$2,298	\$0	\$9,194	\$11,492	
Totals		\$0	\$0	\$6,635	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,635	\$0	\$26,538	\$33,173	

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

Triangle J COG

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program															
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
	1 TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$8,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III E	Management & Operations															
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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

TAC 4/11/2012 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	
II A	Surveillance of Change											
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$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
II B	Long Range Transp. Plan											
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$11,250	\$11,250	\$90,000	\$11,250	\$11,250	\$90,000	\$112,500	\$112,500
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$2,188	\$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
II C	Short Range Transit Planning											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$43,438	\$43,438	\$347,500	\$43,438	\$43,438	\$347,500	\$434,375	\$434,375
III-A	Planning Work Program											
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan											
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.											
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.											
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$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
III E	Management & Operations											
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$0	\$0	\$0	\$106,875	\$106,875	\$855,000	\$106,875	\$106,875	\$855,000	\$1,068,750	\$1,068,750

Appendices B

Federal Transit Administration (FTA) Agency Funding Tables & DBE forms

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	442300	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	none	none	
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		\$8,089	\$14,488
17-	Section 5303 NCDOT 10%	\$6,399		\$8,089	\$14,488
18-	Section 5303 FTA 80%	\$51,190		\$64,708	\$115,898
19-	Section 5307 Transit - Local 10%	\$2,742	\$4,544	\$56,596	\$63,882
20-	Section 5307 Transit - NCDOT 10%	\$2,742	\$4,544	\$56,596	\$63,882
21-	Section 5307 Transit - FTA 80%	\$21,938	\$36,350	\$452,766	\$511,054

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	<i>Transit System Data</i>	<i>Dwelling Unit, Pop. & Emp. Change</i>	<i>Mapping</i>	<i>Travel Model Updates</i>	<i>Capacity Deficiency Analysis</i>	<i>Transit Element of the L RTP</i>
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	<i>Bicycle Element of the L RTP</i>	<i>Collector Street Element of L RTP</i>	<i>Financial Plan</i>	<i>Congestion Management Strategies</i>	<i>Short Range Transit Planning</i>	<i>Planning Work Program</i>
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 regionwide 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 development of the 2035 Regional Plan	This project supports the development 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	47 \$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	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	This project supports the development of the 2035 Regional Plan	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	\$3,470	\$13,920
17-	Section 5303 NCDOT 10%		\$3,000	\$3,470	\$13,920
18-	Section 5303 FTA 80%		\$24,000	\$27,762	\$111,359
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	⁴⁸ \$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>	<i>TOTALS</i>
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%	\$7,500	\$11,250	\$2,188	\$43,437	\$42,500	\$106,875
20-	Section 5307 Transit - NCDOT 10%	\$7,500	\$11,250	\$2,188	\$43,437	\$42,500	\$106,875
21-	Section 5307 Transit - FTA 80%	\$60,000	\$90,000	\$17,500	\$347,500	\$340,000	\$855,000

CITY OF DURHAM
Anticipated DBE Contracting Opportunities for FY12

Name of MPO: CITY OF DURHAM (DATA)

Person Completing Form: Pierre Owusu

Telephone Number: 919-560-5343 ext. 36214

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
THERE ARE CURRENTLY NO PLANNED DBE CONTRACTING OPPORTUNITIES ASSOCIATED WITH THIS GRANT				\$0.00	\$0.00

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

CHAPEL HILL
Anticipated DBE Contracting Opportunities for FY13

Name of MPO: Town of Chapel Hill

Person Completing Form: Carmen Cole

Telephone Number: 919-969-4911

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
THERE ARE CURRENTLY NO ANTICIPATED DBE CONTRACTING OPPORTUNITIES.				\$0	\$0

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

TRIANGLE TRANSIT

Anticipated DBE Contracting Opportunities for FY13

Name of MPO/Member Agency: **Durham-Chapel Hill-Carrboro MPO**

Person Completing Form: Patrick McDonough, Triangle Transit

Telephone Number (919) 485-7455

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	Triangle Transit	Consultant	\$544,000	\$680,000
II-A-5	Transit System Data	Triangle Transit	Consultant	Zero to \$96,000	Zero to \$120,000

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

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.
- The TCC subcommittee also discussed the need to review the structure of the Local Planning Agency and how local governments can have more oversight over planning activities.

Proposed match cost sharing based on 2010 population as follows:

The population figures are based on 2010 Census data. This table shows an example of a way to distribute the local match. Population figures and the corresponding proposed match are subject to change in the final scenario.

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

Orange County and Chatham County are estimates of population within the adopted MPO boundary outside of municipalities. The Chatham County figure does not include the population within the Town of Cary. The Town of Cary is not a member of the MPO, but has received MPO CMAQ funding for a project in the MPO area. The above scenario does not assume that Cary would be expected to contribute to the local match.

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.

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 11, 2012

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

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 TCC received this information in March, but deferred a recommendation and asked to receive additional information. This is presented to the TAC for information only. Staff would appreciate receiving initial comments on the proposed changes and will respond to any questions. A TCC recommendation for TAC action will be presented at a future meeting.

Town of Hillsborough Request

The TAC approved \$496,000 federal CMAQ for the Hillsborough Riverwalk Phase II project. NCDOT required us to decrease the funding for the Hillsborough Riverwalk project by \$9,690 after the TAC approved the funding since the MPO was slightly over our federal CMAQ allocation (less than 0.1%). As a result, the federal funding for the project is now \$486,310. 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. The replacement project is closely related to the original project and will be obligated on a similar schedule. NCDOT staff have requested a revised CMAQ application form. LPA 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 \$665,000 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 \$1,949,756 federal CMAQ.

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 CMAQ project.

Summary

The table below compares the original and the revised projects. Only the federal funding is shown. A minimum 20 percent local match is required for all phases of the projects listed below.

Project	TIP #	FY 13	FY 14	FY 15	Total
Original – Hillsborough Riverwalk Phase II	C-5184	\$40,000 (ROW)	\$345,600 (ROW)	\$100,710 (Construction)	\$486,310
Revised – Hillsborough Riverwalk Access Sidewalks	C-5184	\$48,728 (Planning) \$80,000 (ROW)	\$357,582 (Construction)		\$486,310
Original – DATA Operating Assistance	TO-5130B	\$951,100 (Operation)	\$998,655 (Operation)		\$1,949,756
Revised – DATA Operating Assistance	TO-5130B		\$464,000 (Operation)	\$484,000 (Operation)	\$948,000
Revised – DATA Passenger Amenities	TG-4738		\$201,756 (Capital)		\$201,756
Revised – BCC Operating Assistance	C-5103B	\$800,000 (Operation)			\$800,000

Next Steps

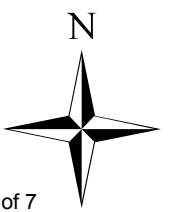
- The Town of Hillsborough and DATA will complete new CMAQ applications for the revised projects.
- NCDOT and the interagency review team will approve the new CMAQ application forms.
- The DCHC MPO will amend the projects in the MTIP. The NC Board of Transportation will approve a STIP amendment.
- The DCHC MPO will request that the CMAQ funds for DATA be flexed to FTA.

TAC Action: Receive update.



- | | | | |
|--|---|---|---|
|  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 | |

1 inch = 500 feet _{3 of 7}



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

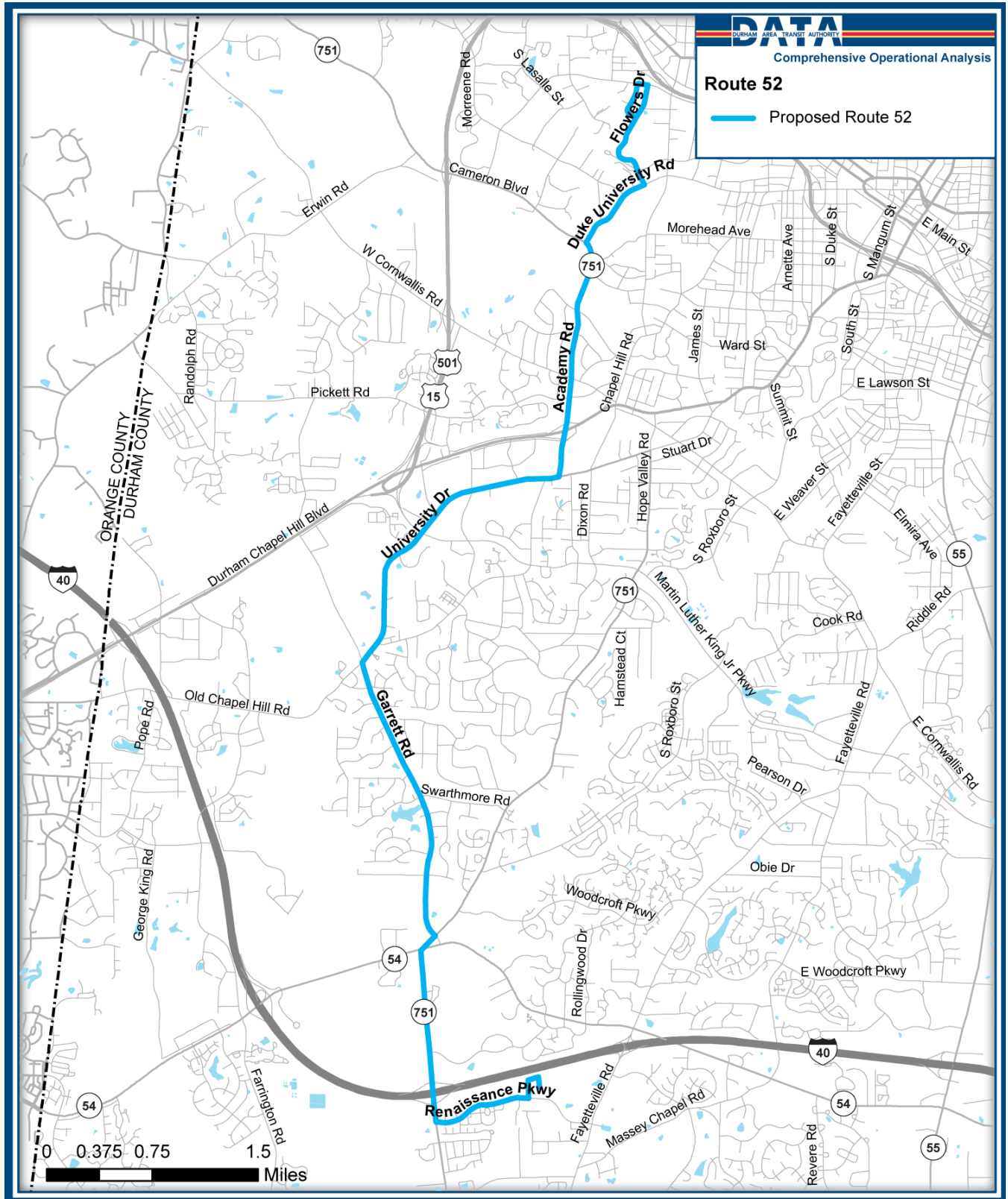


Figure 7-33: Route 30: Durham Regional-Duke Medical Hospital Connector



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
Total 2-Year Costs					\$1,186,000	\$948,000	\$237,200
Capital Projects					Total Cost	Federal Share	Durham Local Share
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

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 11, 2012

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

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

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

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

Town of Carrboro Transportation Study/Main Street Road Diet

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

Town of Hillsborough Downtown Transportation Study

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

2040 Long Range Transportation Plan LRTP

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

Comprehensive Transportation Plan (CTP)

- Draft CTP –Depends on NCDOT Schedule
- Public Input

- Recommended CTP
- Adopted CTP - September 2012
- Technical report and implementation

NC 54/I-40 Corridor/Sub-Area Study

- ✓ Staff study initiation meeting
- ✓ Draft scope of services
- ✓ Agency review of scope and time
- ✓ Request for Proposal notice – October 2008
- ✓ Proposal due January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval – May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - ✓ Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - ✓ Public Workshop #2 – Feb 25, 2010
- ✓ Transportation/Land Use Master Plan – June 2010
 - ✓ Public Workshop #3 – May 11, 2010
- ✓ Documentation and Final Presentation – June 2010
- ✓ Local agency review – ongoing
- ✓ Additional study to address issues raised during public comment
- ✓ Phase 2 – Draft plan completed
- 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:** 1.61%
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: 3/31/2012 **Scheduled Progress:** 100%
Last Estimate Paid: **Actual Progress:** 97.84%

Contract Number: C202164 **Route:** SR-1959
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-4011
Length: 0.767 miles **Federal Aid Number:** STP-1959(3)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).
Type of Work: GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: \$4,666,751.41 **Cost Overrun/Underrun:** -0.42%
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: 3/15/2012 **Scheduled Progress:** 47.82%
Last Estimate Paid: 3/23/2012 **Actual Progress:** 55.2%

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:** 14.18%
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:** 10/1/2012
Last Estimate Thru: 3/7/2012 **Scheduled Progress:** 69.7%
Last Estimate Paid: 3/14/2012 **Actual Progress:** 58.66%

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

<p>BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT. Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$8,384,157.45 Cost Overrun/Underrun: 0% Availability Date: 2/27/2012 Letting Date: 1/17/2012 Completion Date: 11/15/2012 Work Began: 2/27/2012 Revised Completion Date: Estimated Completion: 11/15/2012 Last Estimate Thru: 3/22/2012 Scheduled Progress: 5% Last Estimate Paid: 3/29/2012 Actual Progress: 3.17%</p>	
<p>Contract Number: C202918 Route: SR-1002, SR-1400, SR-1628 SR-1669, SR-1675 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 6.09 miles Federal Aid Number: Resident Engineer: Mark W. Luther, PE RE Phone Number: (919)220-4680 Location Description: 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: 5/2/2012 Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>Contract Number: C202928 Route: - Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 13.57 miles Federal Aid Number: Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: NC-54 FROM NC-55 TO WEST OF DAVIS DR AND 10 SECTIONS OF SECONDARY ROADS. Type of Work: WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION. Contractor Name: BARRETT, IRVIN & JORDAN CONTRACTORS INC Contract Amount: \$3,634,988.89 Cost Overrun/Underrun: Availability Date: 3/12/2012 Letting Date: 1/17/2012 Completion Date: 11/9/2012 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>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: 7.02% 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: 3/31/2012 Scheduled Progress: 100% Last Estimate Paid: Actual Progress: 93.38%</p>	
<p>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</p>	

Completion Date: 11/7/2011	Work Began: 7/11/2011
Revised Completion Date: 8/28/2012	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	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	on schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	behind schedule	\$5.175 million	ARRA
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TAC 4/11/2012 Attachment 17

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	TBD	work underway	\$140,000.00	Small Construction
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		Bike racks installed and reimbursed ; 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	work underway	\$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	Concurrence in award to White Oak Construction Corporation	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	4/12/2012	8/10/2012	Mandatory pre-bid held 3/29/12	\$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.)	R/W/U 7/20/12	Let 12/20/12	Consultant design underway	\$198,000	Spot Safety-State

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

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			F.A. construction	\$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.)			Design underway	\$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; CEI RFQ underway	\$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	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	N/A	N/A	plans pending NCDOT review; Supplemental to remove construction 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-to be revised		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 8/2012	12/31/2012- to be revised	Consultant design underway	\$450,000	High Hazard Safety
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
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	Delayed R/W to 3/12 and Construction to 5/13 to allow City to secure increased funding
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	10/16/2012			\$4.2 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			\$3,7 million	
Orange	W-5318	GRADE, DRAIN, AND PAVE NC 86 FROM NC 57 TO CASWELL COUNTY LINE GEOMETRIC IMPROVEMENT, PAVED SHOULDERS AND RUMBLE STRIPS	1/15/2013			\$4.75 million	
ALAMANCE, ORANGE	17BP.7.P.2	BRIDGE PRESERVATION - BRIDGES 38, 41, 51, 52, 121, AND 293 IN ALAMANCE COUNTY; BRIDGES 6, 59, 81, AND 82 IN ORANGE COUNTY	5/15/2012			\$2.3 million	

DOT delays Main Street bridge work to 2013

The Herald-Sun By Ray Gronberg March 9, 2012

DURHAM – Construction of a replacement for the bridge that carries Main Street over Campus Drive at Duke University's East Campus won't begin until the late spring or early summer of 2013, a N.C. Department of Transportation engineer says.

The state agency still intends to hire the bridge's builder this summer, and will give it time to order steel and other materials it will need to build the new span, said Wally Bowman, chief engineer for DOT's Division 5.

Bowman added that DOT also intends to tell potential bidders that once construction starts, they'll have to complete the bridge in 150 days or less.

In fact, DOT is so eager to minimize project-related disruptions along the Main Street corridor that it's "willing to pay an extra premium" if contractors pledge a significant bettering of the 150-day, five-month timetable, Bowman told the City Council.

A bridge like this normally takes six months to a year, he added.

The idea of starting in 2013 and of establishing a short construction deadline were welcome news to council members who've fretted about the trouble a long closure of Main Street would cause residents.

Councilman Eugene Brown said he and other residents of nearby Trinity Park "feel a whole lot better than we did a couple months ago" when details about the construction schedule initially surfaced.

At first, city officials were expecting construction on the bridge replacement to begin this year. Main Street will be closed while the work unfolds, with DOT setting up detours to direct traffic onto the Durham Freeway between Chapel Hill Street and Swift Avenue.

The bridge isn't the only work affecting the Main Street corridor. The city's Water Management Department has begun replacing water lines there, and DOT intends to pave much of the street.

The paving is still going forward this year, regardless of the delay to the bridge, Bowman said.

As for the bridge, workers won't start taking down the existing span until after Duke's spring commencement in May 2013.

DOT has also pledged that there will be no work on Campus Drive – which passes under Main – during Duke's freshman move-in that August, Bowman said.

The new bridge will be longer than the existing span. Because of the size of its steel components, workers will have to shave about a foot off the top of the "graffiti wall" abutment along Campus Drive, Bowman said.

Workers also will need to take down part of the stone wall that lines the edge of East Campus on Main Street.

They'll stockpile the rocks, and a Duke-hired company will rebuild the wall once the bridge is complete.

DOT could have asked the bridge contractor to rebuild of the wall instead.

But Duke officials wanted control of the rebuild because they have someone "they've used over and over again and feel comfortable with," Bowman said.

He added that DOT for legal reasons wouldn't have been able to guarantee the bridge's builder subcontracts with Duke's preferred firm.

Bowman and city Transportation Director Mark Ahrendsen said DOT, city and Duke officials have met a couple times in recent weeks to make sure everyone's on the same page about the plan.

In those meetings, DOT officials told their city and Duke counterparts "we'd see what we could do to tighten" the construction timetable, Bowman said.

Mayor Bill Bell joined Brown in praising the agency.

"I want to thank you for working together to put together a plan that hopefully will work for all involved," Bell told Bowman.

Plan for N.C. 54 ready for second round of debate

The Herald-Sun By Ray Gronberg March 11, 2012

DURHAM – More than a year after round one, elected officials are getting ready to resume debate on a plan they hope will address the traffic problems they foresee growing in the N.C. 54 corridor on the border between Durham and Chapel Hill.

The plan has been revised since an initial round of hearings in the fall of 2010. Officials acknowledge that the first draft wasn't well received.

"The public response to Phase 1 was not all-embracing," city Transportation Department planner Leta Huntsinger said Thursday as she briefed City Council members on the revisions.

As before, the plan relies heavily on mass transit and other infrastructure spending to make the corridor work as growth continues at UNC Chapel Hill, in south Durham and at other points that generate traffic for N.C. 54.

The key differences between the new version of the plan and the old one lie in their treatment of park and ride arrangements for transit, and in some of the alterations they propose for the road and its key intersections.

Huntsinger said the new plan disperses park-and-ride lots more widely than did the first version, which placed many of them at "Leigh Village," a potential light-rail station off Farrington Road a third of a mile or so north of N.C. 54.

Rather than putting 2,000 or so spaces in a deck at a Leigh Village station, planners think local governments should settle for building 500 spaces there.

To make up the difference, they'd look to establish large park-and-ride operations at Patterson Place and other spots in the U.S. 15-501 corridor, and somewhat smaller ones at or near the Streets at Southpoint mall.

That's a response to complaints in 2010 about the initial version of the plan from residents who said the traffic associated with a large park-and-ride at Leigh Village would overwhelm Farrington Road and the Farrington/54 intersection.

"The public says, 'Why bring those cars into the corridor at all?'" Huntsinger said, noting that the tradeoff is that Durham and Chapel Hill officials will have to arrange more bus service to the "more dispersed" set of park-and-rides the plan now suggests.

But the idea of spreading out the park-and-rides also has its doubters. Orange County Manager Frank Clifton in January cited the change as a factor in his recommendation that planners reconsider the idea of routing light rail through the N.C. 54 corridor.

He thought the change would cut into the rail line's ridership and, by requiring additional bus service, wind up costing local governments additional money.

Clifton wanted planners to study the idea of send a Durham-Chapel Hill rail line down the U.S. 15-501. But elected officials shelved that idea, acknowledging that Chapel Hill has built its land-use planning around the assumption that rail would use the N.C. 54 corridor.

As for the road network, the old and new versions of the corridor plan are consistent in calling for a major redesign of the N.C. 54/Interstate 40/Farrington Road interchange.

The interchange is the corridor's major traffic bottleneck, and is a difficult fix because of how close Farrington Road is to the on and off ramps on the west side of the interstate.

Planners think they can smooth out the traffic flow by expanding N.C. 54's bridge over I-40 so it can hold more travel and turn lanes, by adding a cloverleaf ramp to the southwest quadrant of the interchange and by building a special access ramp motorists coming up Farrington Road from Chatham County and other points to the south can use to get on eastbound I-40 without having to put a wheel on N.C. 54.

They also want to eventually eliminate the Farrington/N.C. 54 intersection and another just to the west at N.C. 54 and Falconbridge altogether. Bridges would carry traffic on Farrington and Falconbridge over the state highway,

The new version of the plan scraps the idea of building an all-new set of ramps from I-40 to allow motorists direct access to the Leigh Village site. The report accompanying acknowledges that the idea had found little favor with residents of the area.

A joint committee of elected officials from Durham and Orange counties is scheduled to hold a public hearing on the new version of the plan Wednesday morning. County, town and city governments in both counties also have to weigh in.

But a Durham City Council member who listened to Thursday's briefing said it's clear local leaders have to settle on a plan soon.

N.C. 54 and its current and prospective traffic bottlenecks are "one of the clogs in economic development we have to fix," Councilman Mike Woodard said.

Booming corridor

The Herald-Sun By Ray Gronberg March 13, 2012

DURHAM – Developers are mulling plans to build a pair of seven-story office buildings and a parking deck about a hundred yards to the northwest of the intersection of N.C. 54 and Farrington Road.

The plan is in what Durham officials term the "pre-submittal" stage, meaning developers Lou Gonzalez and Chris Howlett have yet to formally apply for permits or a rezoning.

But they have begun meeting with residents to brief them on the idea, and have engineers studying the potential traffic effects with an eye toward spelling out what changes to N.C. 54 or Farrington Road they'd have to pay for.

Their lawyer, Tom Stark, confirmed on Friday that the plan would displace the existing Farrington Road Baptist Church.

The congregation "wishes to move to get off the intersection," Stark said. "That works for us because there's strong demand for medical offices in this area. The patients all have to travel in from the highway, and having medical offices close to [Interstate] 40 is a lot more efficient for the patients."

Preliminary sketches indicate that each of the two buildings would have about 84,000 square feet of floor space. The deck would include 503 parking spaces to go with another 165 or so in a surface lot.

Stark said he and his clients believe the proposal is "consistent with what everybody expected there" because Durham's land-use policy labels the 5-acre site and a good bit of land just to the north suitable for office development.

Gonzalez and Howlett will, however, need the City Council to weigh in because the actual zoning of the site calls for suburban-scale residential development there.

No one's bothered to address the discrepancy until now because a church "can exist in any zone," Stark said.

Even though the proposal is still in its formative stages, it's already attracting attention from elected officials in both Chapel Hill and Durham.

A Chapel Hill town councilman who lives nearby, Ed Harrison, asked Durham city/county planners for information about the proposal early this month.

Harrison noted that it's targeting an intersection that is "generally considered among the worst in the western

Triangle” when it comes to congestion.

The N.C. 54/Farrington intersection is less than 100 yards west of a set of on and off ramps for Interstate 40 – a juxtaposition that’s bedeviled local-government planners and engineers who’ve been trying for a couple years now to figure out a way to make traffic flow more smoothly along the N.C. 54 corridor.

Their proposed solutions are making the rounds among elected officials in both Durham and Orange counties, with a public hearing before a joint committee coming up on Wednesday.

The N.C. 54 corridor plan among other things calls for changes to Durham’s land-use planning for the area, to focus development at a potential light-rail station about a third of a mile north of the intersection.

Planners envision high-density development close to the station and a tapering in density the farther one moves away from it.

For the Farrington Road Baptist Church site, they suggest residential development, albeit at densities nearly 18 times greater than the nominal two units an acre allowed there now. The plan would drop the office designation embedded in Durham’s existing land-use policy.

Administrators see the corridor plan as something that portends an eventual amendment to the 2005-vintage land-use policy.

“The corridor study really was a transportation and land-use study, not just a transportation study,” Ahrendsen said, explaining that engineering and regulations have to complement each other.

Stark said his clients know the corridor study is in the works and expect it will shape the work they’ll have to do on the intersection. The city and the N.C. Department of Transportation ordinarily make developers pay for and install any roadwork needed to handle a project’s traffic.

“We think there’ll probably be additional lanes, one or more,” Stark said. “I wouldn’t be surprised if there was an additional left turn lane or something. But that’s sheer speculation on my part. It’s up to traffic engineers to figure out.”

But Stark noted that his office is nearby, and that Gonzalez and Howlett are responsible for much of the recent development at the intersection.

“We believe what we’ll do [in road improvements] will make it better,” he said. “They’re local people. They travel through this intersection every day too. They want it to work.”

NC Turnpike Authority losing money on some tolls

WRAL.com By Bruce Mildwurf March 15, 2012

North Carolina is actually taking a loss when it bills some drivers for traveling through Research Triangle Park on the state’s first toll road.

The North Carolina Turnpike Authority says that, in its first two months of operation, it has collected more than \$71,700 in tolls on the 3.5-mile stretch, which links Interstate 40 and N.C. Highway 147 in Durham County and N.C. Highway 540 in Wake County.

Drivers have two options to pay for the tolls – one with what’s called an NC QuickPass, in which money is deducted from a prepaid account, and another in which drivers are billed.

In some cases, the charge is less than the cost of the postage used to mail the bill.

“They’re few and far between. It’s the exception, not the rule,” Barry Mickle, director of operations for the Turnpike Authority, said Wednesday. “We decided we would treat everybody fairly and equitably. So, if you travel the toll road, you need to be charged.”

Overall, Mickle said, the first stretch of the Triangle Expressway has proven to be a success.

Since tolling began Jan. 3, the Turnpike Authority has counted more than 256,000 vehicles on the road.

"It's going terrific," Mickle said. "We're exceeding all our expectations."

It has also sold more than 16,000 NC QuickPass transponders – the agency had set a goal to sell 2,700 by June – which drivers can place on their car. Drivers who use the transponders receive a discounted rate of between 30 to 50 cents.

The Turnpike Authority identifies those without transponders by using overhead cameras to snap photos of license plates. Drivers are billed monthly, at a rate of 45 to 77 cents.

Tolling is expected to begin this summer on two other stretches of the Triangle Expressway.

The 12.6-mile Western Wake Freeway, between N.C. Highway 55 in Cary and N.C. 55 in Holly Springs, is expected to open by the end of the year.

When it does, the existing portion of N.C. 540 between N.C. Highway 54 and N.C. 55, will also be tolled.

In two years, Congress won't have any money for transportation

The Washington Post.com By [Brad Plumer](#) Published: March 15, 2012

When it comes to transportation, we're facing a short-term crisis and a long-term disaster. The Senate's two-year, \$109 billion highway bill addresses the first. Unless it — or something like it — becomes law, all federal spending on roads, bridges, and transit will screech to a halt on March 31.

But what happens after those two years are up? It looks like the federal government will simply run out of money to fund the country's transportation needs. The Highway Trust Fund, which is paid for by the federal gas tax, is rapidly dwindling. Americans are buying more fuel-efficient cars and driving less. And the 18.4-cents-per-gallon gas tax isn't indexed to inflation. That means that, right now, there isn't enough money to maintain transportation spending at current levels. The Senate bill, which passed on a 74-22 vote on Tuesday, had to resort to a bunch of side-measures to make up the shortfall. But the Senate could only stretch things out so far. When 2014 rolls around, the trust fund will be broke.

Here's how the \$109 billion Senate transportation bill will be paid for. The gas tax is set to raise \$72 billion over the next two years, according to the Congressional Budget Office. That's the biggest chunk of it. The bill would then also use future revenue over the next 10 years to fund current spending. That's another big part of it. But there was a cost to all this gimmickry. According to the CBO, the Highway Trust Fund will be totally bankrupt by 2014.

And even then, there was still a \$10 billion shortfall in the Senate bill. So they had to scrounge around for the rest. Some of the money, about \$3.7 billion, came out of a separate trust fund intended to clean up leaking underground fuel tanks (which was originally paid for by part of the gas tax). Another \$2.8 billion came from ending the tax deduction for "black liquor," a byproduct of paper manufacturing. Another \$743 million came from revoking passports for people who owe \$50,000 in back taxes. The IRS was given more power to collect delinquent Medicare taxes and transfer some tariffs into the Highway Trust Fund.

The House, for its part, is struggling with this funding question. The Republican leadership knows it needs to pass a bill by March 31, or risk a horrific backlash. And the GOP doesn't want to slash spending below existing levels — an early version of their transportation bill would've done just that and it faced a big outcry from state officials. But they're not sure how to make up the difference. Conservatives are skeptical of the Senate's gimmicks. And House Republicans don't want to raise the gas tax. Originally they tried to get more money by earmarking revenue from

expanded oil and gas drilling, but fiscal conservatives loathed the idea of bankrolling current spending with hypothetical future taxes.

All of this could be avoided, of course, if Congress would just raise the gas tax — or, alternatively, if it indexed the current gas tax for inflation. A few senators, like Mike Enzi (R-Wyo.) tried to offer amendments to do just that. But those went nowhere. Come 2014, however, Congress won't be able to avoid this issue any longer.

If there's one bright spot, it's that a few states are well aware of this looming fiasco and moving to take action. Here's Robert Puentes of the Brookings Institution: "Maryland is looking at raising gas taxes. Chicago has put in place an Infrastructure Trust. Virginia is taking advantage of public/private partnerships. Los Angeles passed a referendum for transportation projects in the middle of the recession. So look outside of Washington for leadership on this issue."

Discussion group to study 15-501 corridor

The Herald-Sun By Gregory Childress March 18, 2011

CHAPEL HILL – Should the southern U.S. 15-501 corridor be opened for more development? And if so, how much should it be allowed to grow?

Those are just some of the questions a newly created 15-501 Corridor Discussion Group has been charged with answering as it works to create a land use recommendation for the U.S. 15-501 southern corridor in Chapel Hill.

The recommendations could be incorporated into the process of developing Chapel Hill 2020, the town's comprehensive plan to guide growth for the next decade.

The group is scheduled to meet three times, with the first meeting to take place Wednesday from 8 a.m. to 10 a.m., at 105 Market St. in rooms 3 and 5.

Topics will include existing conditions in the corridor, development opportunities, annexation and access and other issues. The group will receive public comment at each of the three meetings.

The two subsequent meetings will take place April 18 and 19. The goal is to make a recommendation to Chapel Hill 2020 stakeholders and participants by April 24.

"The participants will decide whether the recommendations will go into the plan," said George Cianciolo, one of the co-chairs of Chapel Hill 2020. "Even if it goes into the plan, advisory boards may not accept it."

Cianciolo said some residents erroneously believe the group will get to decide how the area is developed

"Nobody is voting on anything," Cianciolo said. "This is a recommendation. The final decision will reside with council."

The Chapel Hill part of the U.S. 15-501 southern corridor has come under increasing pressure from developers as northern Chatham County grows to add thousands of homes and expanded retail opportunities.

Just this month, Chatham officials announced plans for a new Wal-Mart that Chapel Hill officials worry will join other surrounding retail in swiping sales tax revenue Orange County and its municipal governments depend on to help pay the bills.

"Obviously, this will be great for Chatham County sales tax revenue and have a negative impact on Orange County sales tax revenue," Chapel Hill-Carrboro Chamber of Commerce President and CEO Aaron Nelson said in response to the announcement.

The areas to be studied by the group include and surround the Southern Village commercial core, the park-and-ride lot, the 15-501 entrance to Chapel Hill and the Obey Creek property.

The group will consider existing conditions, opportunities for change, the goals of the Chapel Hill 2020 process, and the community's interests.

"After the Future Focus workshops in February, both town staff and several 2020 stakeholders suggested that we establish a parallel discussion group to develop a recommendation on the 15/501 South corridor," Rosemary Waldorf, co-chair of Chapel Hill 2020, said in a statement.

Waldorf and Cianciolo approached Mayor Mark Kleinschmidt and Town Manager Roger Stancil and both agreed the discussion group would be a good idea.

In an interview Friday, Kleinschmidt said an analysis of the area is long overdue.

"We haven't done an area plan or analysis of the southern area in 20 years, and the need to do so is underscored by the changes in northern Chatham," Kleinschmidt said.

He said the council has received some criticism about not initially including the area in 2020, but noted the comprehensive planning process has been led by citizens.

"This has been a citizen driven, citizen focused effort," Kleinschmidt said.

He believes the process will likely produce changes to allow growth, but said environmentally sensitive areas must be protected.

"It's just as important that we don't allow pressures to overrun those concerns as well," Kleinschmidt said.

Former Mayor Kevin Foy has agreed to chair the discussion group and serve as an impartial moderator.

A consultant, Urban Collage, will provide professional support, the data and background information that citizens have said they need to strive for consensus on a land use recommendation for the corridor.

County talks light rail cost-sharing

The Carrboro Citizen By Rose Laudicina, Staff Writer March 22, 2012

To keep moving forward with plans for a light rail system and expanded bus service between Orange County and Durham County, the Orange County Board of Commissioners first have to figure out how they want costs to be shared between the two counties.

"The question right now is what is a fair and equitable distribution between Orange and Durham," Commissioner Steve Yuhasz said.

There are five cost-sharing options on the table, all of which were discussed with two Triangle Transit representatives at the commissioners' work session last Thursday.

Options ranged from Orange County paying for just the number of stations located in the county, which is four out of 17, to the county paying for the amount of the 17.4 miles of track laid within county lines.

"From informal talks with Durham, we decided we want to have a cost-sharing principal that both parties could see as fair and was simple to explain," board Chair Bernadette Pelissier said.

The cost-sharing proposal is part of the proposed Orange County Bus and Rail Investment Plan (OCBRIP), and would be the largest expense in the plan.

Additional expenditures within the OCBRIP are expanded capital projects, such as new park-and-ride lots and a possible Amtrak train station in Hillsborough, new and expanded bus service and dedicated bus lanes along Martin Luther King Jr. Boulevard.

However, while the projects included in the OCBRIP would offer expanded transit options for the county, the question of how to pay for everything is still partially unknown.

Orange County Planning Director Craig Benedict told commissioners that revenue used for the OCBRIP could come from a \$7 vehicle tag tax, a \$3 Triangle Transit fee and some rental car-tax and sales-tax revenue.

An additional source of revenue, mentioned by Benedict and the board, could come from a half-cent sales tax, which could be put on the November ballot if approved by the commissioners.

After discussing at length the five options, the commissioners favored option three, which proposes Orange County would pay approximately \$316.2 million, with 50 percent of the cost coming from federal funding, 25 percent from the state and 25 percent – \$79.05 million – from local funding. In this option, Durham County would pay approximately \$1.06 billion, with \$265.45 million coming from local funding.

“Certainly, I would like to pay less and have them pay more,” Yuhasz said. “If this is to go forward, I think we need to finally say this is an OK place and it might not be as good as I would’ve liked ... but it is better than where I started.”

Orange and Durham counties to weigh transit cost-sharing plan

Orange, Durham will start negotiations

The News and Observer By Katelyn Ferral March 27, 2012

CHAPEL HILL - Orange County Commissioners have agreed to move forward with a plan to split regional light rail costs with Durham County.

The commissioners approved a tentative cost-share option 6-1 last week and agreed to begin formal negotiations with Durham over how to pay for a regional rail line that would connect the two counties. Commissioner Earl McKee dissented, saying he wanted to wait to negotiate until the county held its two public hearings scheduled for April.

The plan would split a \$316.2 million rail cost, with 50 percent paid for by the federal government, 25 percent by the state and 25 percent by Durham and Orange Counties.

Orange County would pay \$79.5 million and Durham would pay \$265.45 of that local share.

The proposed regional transit plan would connect Wake, Orange and Durham Counties with expanded and faster bus routes and a light rail system. Durham and Orange Counties would share costs for a proposed 17.4 mile light rail line that would run between UNC-Chapel Hill and Alston Avenue in Durham.

Voters in Orange County would have to pass a half cent sales tax for the rail project to move forward. Durham County passed the tax last fall, but won't implement it until Orange passes one too.

Officials from Durham and Orange Counties have met over the last few months to discuss a cost sharing agreement. Earlier this month, the group agreed on the cost share plan, and Commissioner Chairwoman Bernadette Pelissier said Durham made compromises and was fair.

“I think the cost sharing is a fair way to do cost sharing and that Durham did negotiate in good faith with us,” she said.

Commissioner Alice Gordon initially objected to the plan too, asking commissioners to wait until they hear public comment on the plan.

"You don't want to have already committed yourself to Durham to those things and not give the public a chance to weigh in," she said.

She later changed her mind and voted for the plan, but McKee said the county should hold up negotiations until it gets public comment. You know never know what a resident might suggest that could change the plan, he said.

"We've got two hearings coming up," he said. "I do not feel that we are so time constrained that we need to begin negotiating on this specific number."

Pelissier and all the other commissioners disagreed.

"We're not asking the public on how to cost share with Durham, asking them for how the plan itself looks," she said.

Commissioner Barry Jacobs said the plan would not be nailed down completely before the commissioners heard from the public.

"We're essentially agreeing in principle," he said. "...I think it's important to send Durham a definite signal as to whether we're on board with them."

The costs of the plan don't change, said Commissioner Valerie Foushee. Ultimately the two counties will still be working with the same numbers to split, she said.

"We can't play with the numbers, the numbers are what they are, any negotiations we enter into have to be based on a number," she said. "I would suggest that we understand and communicate to the public ...that what we do from this point forward...are in principle only and does not bind the board to any resolution at this time."

County Manager Frank Clifton said regardless of what the counties agree to, the plan is dependent on federal and state money, which hasn't been awarded yet.

"The reality is without federal or state money that agreement doesn't mean a lot," he said.

The county will hold a public hearing on the plan on April 3.

Carrboro talks traffic issues

The Carrboro Citizen By Susan Dickson, Staff Writer March 29, 2012

CARRBORO – "Road diets" for both West Main Street and Jones Ferry Road could improve safety in Carrboro, according to recent reports.

The Carrboro Board of Aldermen on Tuesday held public hearings on a report on the West Main Street road diet and the Oak-Poplar neighborhood traffic circulation study, as well as proposed safety improvements to Jones Ferry Road.

The report on the Oak-Poplar neighborhood traffic circulation study and the West Main Street road diet, or lane reduction, suggested possible solutions to identified traffic issues, including modifying pavement markings on West Main Street to reduce travel lanes from four to two plus a center turn lane, making Oak Avenue one-way, traffic calming on Oak Avenue and Shelton Street, reconstructing the Shelton/Hillsborough Road/West Main intersection, mid-block pedestrian crossings on West Main and others.

Board members said they supported re-striping West Main Street as part of the road diet in order to slow traffic and said they would like to explore further a possible painted pedestrian island near the intersection of Poplar and West Main. Town staff will draft a preliminary plan for the pavement markings included in the road diet.

In addition, board members asked staff to look into making Oak Avenue one-way, as well as other options that could slow cars traveling on Oak Avenue, like additional speed bumps.

A number of Oak Avenue residents spoke in favor of making safety improvements to the street.

"I have a lot of complaints about the current traffic situation on Oak Avenue," said resident Jenny McMillan, adding that she would like for the town to consider making the street one-way, since many drivers using it as a cut-through from North Greensboro Street to Weaver Street speed.

"I just think that it's only going to get worse for us, and right now I'm terrified every time my 10-year-old goes down the street on his bicycle," she added.

The town's Transportation Advisory Board recently reviewed the report and requested more time to study it before making official recommendations to the board regarding improvements. However, the TAB did recommend that the town conduct a study on the one-way option for Oak Avenue.

Mayor Mark Chilton said it would be important to consider the impacts of a one-way Oak Avenue on other mill village streets.

"If you make Oak Avenue one-way northbound, then any school traffic that's currently coming in on Oak Avenue toward Carrboro Elementary is going to have to be shifted around on Shelton Street," he said.

The board also reviewed a concept plan for safety improvements to the Jones Ferry Road corridor. According to town transportation planner Jeff Brubaker, 20 car accidents occurred at the Jones Ferry/Davie intersection from 2006 to 2011. In addition, the area is of particular concern because the bus stop near Davie at Abbey Court has the highest ridership in Carrboro, with 660 average daily riders.

Possible safety improvements to Jones Ferry include reducing the number of lanes through a road diet, adding medians and left-turn bays and adding new bike lane and sidewalk segments.