

**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

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

**March 13, 2013****9:00 am**

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

- 1. Roll Call**
- 2. Ethics Reminder**

In accordance with the State Government Ethics Act, it is the duty of every Board member to avoid conflicts of interest. Does any Board member have any know conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

- 3. Adjustments to the Agenda**
- 4. Public Comments**
- 5. Directives to Staff (Attachment 5)**

**CONSENT AGENDA**

- 6. February 13, 2013 TAC Meeting Minutes**  
**Attachment 6**

A copy of the February 13, 2013 TAC meeting minutes is enclosed as Attachment 6.

**TAC Action:** Approve minutes of the February 13, 2013 TAC meeting.

- 7. FY 2012-2013 Unified Planning Work Program Amendment #2**  
**Attachment 7**  
**Maricia Brown, LPA Staff**

The TAC approved the 2012-2013 UPWP on May 9, 2012. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. Amendment #2 is necessary to reflect a change for Chapel Hill Transit and the City of Durham.

**TCC Recommendation:** Recommend that the TAC approve Amendment #2 to the FY 2012-2013 Unified Planning Work Program.

**TAC Action:** Approve Amendment #2 to the FY 2012-2013 Unified Planning Work Program.

**8. FY 2012-2018 Transportation Improvement Program – Amendment #8  
Attachment 8, 8A  
Ellen Beckmann, LPA Staff**

FY 2012-2018 Transportation Improvement Program Amendment #8 is necessary to reflect several items.

- Carrboro STPDA Project Funding Request
- Modifications to Ensure Consistency Between the 2040 MTP and FY 2012-2018 TIP
- Statewide TIP Amendments

Attachment 8 is a memo describing the proposed changes. Attachment 8A is the “Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #8”

**TCC Recommendation:** That the TAC approve the STPDA programming changes and the “Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #8.”

**TAC Action:** Approve the STPDA programming changes and the “Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #8.”

**ACTION ITEMS**

**9. 2040 Metropolitan Transportation Plan (MTP) Report and Air Quality Conformity Determination and Analysis Report – Public Hearing (9:05-9:35)  
Report posted on MPO website  
Andy Henry, LPA Staff  
John Hodges-Copple, Triangle J COG**

The TAC approved the draft 2040 Metropolitan Transportation Plan (MTP) and draft Comprehensive Transportation Plan (CTP) at their December 2012 meeting. The full report for the 2040 MTP was released for public comment on February 28, 2013. The related Air Quality Conformity Determination and Analysis report was not released because travel demand modeling staff continues to work on correcting a modeling problem in Johnston County that is causing that county to fail air quality conformity. Air Quality failure means that the expected emissions resulting from implementing the 2040 MTP in Johnston County will exceed the levels permitted in the motor vehicle emissions budget (MVEB) for that county.

LPA staff recommends that the TAC move forward with today’s public hearing for the 2040 MTP. The adjusted schedule will be:

- Conduct public hearing for 2040 MTP report – March TAC meeting;
- Adopt 2040 MTP report – April TAC meeting;
- Release Air Quality Analysis report when completed;
- Conduct public hearing for Air Quality Analysis report – April TAC meeting; and,

- Approve Air Quality Analysis report – May TAC meeting.

The DCHC MPO must have a federally-approved 2040 MTP and related Air Quality Analysis by June 15, 2013. LPA staff believes that the adjusted schedule will still meet this deadline.

The 2040 MTP full report is posted on the MPO website:

[http://www.dchcmo.org/index.php?option=com\\_content&task=view&id=97&Itemid=35](http://www.dchcmo.org/index.php?option=com_content&task=view&id=97&Itemid=35).

**TAC Action:** Conduct public hearing on the 2040 Metropolitan Transportation Plan (MTP) full report.

#### **10. US 15-501 Corridor Study (9:35-9:55)**

##### **Attachment 10**

##### **Darius Sturdivant, NCDOT Division 8**

NCDOT is planning to conduct a Corridor Study in both the DCHC MPO and Triangle Area RPO planning areas along US 15-501 between US 64 at Pittsboro and NC 54 at Chapel Hill. The intent of this corridor study is to look at issues such as access management, signal spacing, driveway cuts, and similar operational issues along the corridor and to coordinate this effort along with proposed multi-modal transportation projects that are planned for the area.

Representatives from NCDOT will give a presentation outlining the purpose and process for this study. The TCC has recommended local and MPO staff to participate on a working group for this study.

**TAC Action:** Receive presentation.

#### **11. FY 2013-2014 Unified Planning Work Program (9:55-10:25)**

##### **Attachment 11, 11A**

##### **Maricia Brown, LPA Staff**

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

**TCC Recommendation:** Recommend that the TAC release the draft FY 2013-2014 Unified Planning Work Program for public comment.

**TAC Action:** Release the draft FY 2013-2014 Unified Planning Work Program for public comment.

**REPORTS:****12. Report from the TAC Chair**  
Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

**13. Report from the TCC Chair**  
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

**14. Report from Staff**  
Attachment [14](#)  
Felix Nwoko, LPA Staff**15. NCDOT Report**  
Attachment [15](#)  
Wally Bowman, Division 5 – NCDOT  
Mike Mills, Division 7 – NCDOT  
Richard Hancock, Division 8 - NCDOT  
Julie Bollinger, Transportation Planning Branch – NCDOT  
Tamra Shaw, Public Transportation Division – NCDOT  
Kelly Becker, Traffic Operations – NCDOT

TAC Action: Receive report of NCDOT

**INFORMATIONAL ITEMS****16. Recent News Articles and Updates**  
Attachment [16](#)**17. Letter from Secretary Tata re Bicycle and Pedestrian Funding – 2013-02-13**  
Attachment [17](#)**18. DCHC MPO 2035 LRTP Recognized by Florida DOT**  
Attachment [18](#)**19. Letter to NCDOT re First Draft FY 14-20 STIP – 2013-03-07**  
Attachment [19](#)**20. NC Statewide Bicycle and Pedestrian Plan – Draft**  
See these websites for the Draft NC Statewide Bicycle and Pedestrian Plan

- Plan website: <http://www.walkbikenc.com/>

- Online viewing of draft plan document:  
<http://issuu.com/walkbike/docs/walkbikencplansummary?mode=window&shareButtonEnabled=false&searchButtonEnabled=false&proSidebarEnabled=true>
- Online survey: [http://www.surveymonkey.com/s/WalkBikeNC\\_Draft](http://www.surveymonkey.com/s/WalkBikeNC_Draft)
- NCDOT website: <http://www.ncdot.gov/bikeped/planning/walkbikenc/>

## **21. NC State Ethics Law Compliance**

This is a reminder that all members and alternates of the TAC and TCC are required to comply with the State Ethics Law as of January 1, 2013.

- A website provides information for MPO members:  
<http://www.ethicscommission.nc.gov/coverage/planningorgs.aspx>
- Training Deadline June 30, 2013
  - On-line training: <http://www.ethicscommission.nc.gov/education/eduOnline.aspx>
  - Live presentations:  
<http://www.ethicscommission.nc.gov/education/eduSchedule.aspx>
- Statement of Economic Interest Deadline April 15, 2013:  
[http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO\\_RPO](http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO_RPO)

## **Adjourn**

**Next meeting: April 10, 2013**

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

3/14/2013	NCDOT Citizens Informational Workshop on US 15-501(University Drive) and Summit Street/Forestwood Drive Intersection, Forest Hills Neighborhood Clubhouse, 5-7 pm
3/18/2013	Durham Traffic Separation Study Public Meeting at Durham Armory, 5-7 pm
3/19/2013	Durham Traffic Separation Study Public Meeting at Hilton Durham, 5-7 pm
3/21/2013	Regional Transportation Alliance Annual Breakfast, Renaissance Raleigh Hotel, 7:30 am
3/21/2013	Durham Traffic Separation Study Public Meeting at Holton Resource Center, 5-7 pm
3/22/2013	Triangle Bicycle and Pedestrian Workshop at Raleigh Convention Center, 8 am-noon

[www.dchcmpo.org](http://www.dchcmpo.org)  
[www.twitter.com/dchcmpo](http://www.twitter.com/dchcmpo)

**TAC Directives to Staff**  
 Pre-12/31/11 (Pending/In Progress/On Going)  
 01/01/12 – Present (Completed/Pending/In Progress)

<b>Meeting Date</b>	<b>Directive</b>	<b>Status</b>
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> Durham County Sustainability Office provides annual reports. Target incorporated into 2040 MTP.
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.
5/9/2012	Refer to the Durham-Wake County transit corridor project as “regional rail” not “commuter rail”	<u>In Progress:</u> The change will be integrated into MPO documents and plan.
6/13/2012	Work with Orange County and Triangle Transit on developing the Implementation Agreement for the Orange County Bus and Rail Investment Plan	<u>Completed:</u> See 10/10/2012 TAC Agenda
8/8/2012	Write a letter to the BGMPO regarding the MPO boundaries. Develop a mutually agreeable recommendation.	<u>Completed:</u> See 11/14/2012 TAC Agenda
11/14/2012	Provide recommendation for remaining FY 2012 STPDA projects	<u>In Progress:</u> See 12/12/2012 TAC and 3/13/2013 TAC Agenda.
11/14/2012	Provide update on MAP-21	<u>Completed:</u> See 2/13/2013 TAC Agenda.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u>
12/12/2012	Provide a report on how the Bennett Road and Mount Carmel Church Road intersection can be improved and funded	<u>In Progress:</u> Update at 2/13/2013 TAC meeting
2/13/2013	Provide a presentation on the Statewide Bicycle and Pedestrian Plan	<u>In Progress:</u> Draft plan released. See 3/13/2013 TAC Agenda
2/13/2013	Provide a recommendation on how to add transit operators as voting members of the TAC	<u>In Progress:</u>
2/13/2013	Send letter to incoming Board of Transportation members	<u>In Progress:</u> Division 7 member to be announced; new members to be sworn-in in April.





43 **Ethics Reminder (Attachment 2)**

44 Ellen Reckhow read the Ethics Awareness & Conflict of Interest Reminder for TAC members.  
 45 “In accordance with the State Government Ethics Act, it is the duty of every Board member to avoid  
 46 conflicts of interest. Does any Board member have any know conflict of interest with respect to any  
 47 matters coming before the Board today? If so, please identify the conflict and refrain from any  
 48 participation in the particular matter involved.”

49 **Adjustments to the Agenda**

50 Mark Ahrendsen provided an introduction for items that were distributed at the beginning of  
 51 the meeting which will be discussed during the agenda item.

52 **Public Comments**

53 There were no comments from the public for items not on the agenda.

54 **Directives to Staff (Attachment 5)**

55 The Directives to Staff are attached for review.

56 **CONSENT AGENDA:**

57 **January 9, 2013 TAC Meeting Minutes (Attachment 6)**

58 A motion was made by Diane Catotti and seconded by Steve Schewel to approve the January  
 59 9, 2013 TAC Meeting Minutes. The motion carried unanimously.

60 **FY 2012-2013 Unified Planning Work Program Amendment #1 (Attachment 7)**

61 A motion was made by Diane Catotti and seconded by Steve Schewel to approve the FY  
 62 2012-2013 Unified Planning Work Program Amendment #1. The motion carried unanimously.

63 **ACTION ITEMS:**

64 **2040 Metropolitan Transportation Plan (MTP) Report and Air Quality Conformity Determination**  
 65 **and Analysis Report (Attachments 8 and 8A)**

66  
 67 Andy Henry provided an update on the 2040 Metropolitan Transportation Plan (MTP) Report  
 68 and Air Quality Conformity Determination and Analysis Report, along with the attachments.

69 A motion was made by Diane Catotti and seconded by Lydia Lavelle to release the 2040  
70 Metropolitan Transportation Plan (MTP) full report and the Air Quality Conformity Determination  
71 and Analysis report contingent on TCC review at their February 27, 2013 meeting. The motion  
72 carried unanimously.

73 **FY 2014-2020 Transportation Improvement Program (Attachments 9, 9A, and 9B)**

74 Ellen Beckmann provided an introduction for the FY 2014-2020 Transportation Improvement  
75 Program, along with the attachments.

76 Ms. Beckmann reviewed all of the TCC recommended comments to be sent to NCDOT with  
77 the TAC members.

78 Ellen Reckhow suggested meeting with NCDOT early to review the points and request a  
79 meeting with the new Board members.

80 Lydia Lavelle stated we should expand the first comment to include funding for lighting for  
81 greenways. Ed Harrison stated the use of that is going to require ordinance changes by the Towns;  
82 but it is a good idea. It needs to be lit for pedestrians and cyclists. Mark Kleinschmidt stated they  
83 should also be respectful of local dark skies ordinances.

84 Alice Gordon stated the last bullet on the first page should be changed to read  
85 "appreciation" instead of "appreciate." It would also helpful if the comments were grouped by topic,  
86 such as, bicycle and pedestrian, roadway, etc.

87 A statement from Hillary Honig Ensminger was read. "Upon review of the proposed budget  
88 for the TIP/STIP, the following public comment is submitted for consideration and inclusion as part of  
89 the TIP/STIP 2014-2020 budget allocation: request for financial allocation of a minimum of \$500,000  
90 to be included as a line item in the upcoming and future TIP/STIP for pedestrian/bikeway lighting,  
91 safety, and maintenance of state-owned properties. Currently the line item in the proposed TIP/STIP  
92 budget along state-owned as well as municipal properties has a budget of \$0 for pedestrian/bikeway

93 maintenance, safety, and lighting. This lack of any funding whatsoever is incongruent with the  
94 significant rise of use by pedestrians and bikers and taxpayers. This has been strongly evidenced as  
95 an ongoing and upward trend in demographic and feasibility studies nationwide.

96 Of greatest need associated with safety are proper lighting/footlighting of state-owned  
97 sidewalks on overpasses, bikeways, and proper up-lighting of darkened underpasses where state  
98 highways run above pedestrian/bikeways making them dangerous as vast unlit areas where rape,  
99 drug, and criminal activity is prevalent. Duke is rated the 3<sup>rd</sup> most dangerous campus in the U.S. due  
100 to lack of attention to pedestrian/bike safety.

101 As the population increases, so does the need to address this concern as a line item and to  
102 put money aside. Employment growth and economic development go hand-in-hand with an increase  
103 in pedestrian safety. Though no line item to account for the pecuniary needs associated with  
104 pedestrian/bikeways has been included as part of prior TIP/STIP budgets, now is the time to get on  
105 board with what the demographic/feasibility studies are indicating by making a monetary provision  
106 for a growing pedestrian/bike-riding population.

107 As a taxpayer, I and others, utilize the pedestrian right-of-ways and sidewalks as our sole way  
108 of getting around. We are acutely aware of how much improvement is needed to make these  
109 pedestrian/bikeways safe to use.

110 Your attention to this matter is greatly needed and appreciated. Sincerely, Hillary Honig  
111 Ensminger.”

112 Ed Harrison stated the Statewide Bicycle/Pedestrian Plan is a significant effort. It should be  
113 discussed by the TAC. Dale McKeel stated his understanding is the plan should be released before  
114 the end of February with a couple-of-month comment period. Mr. McKeel is organizing a forum to  
115 discuss the plan on March 22, 2013 and will provide a presentation to the TAC.

116 A motion was made by Alice Gordon and seconded by Diane Catotti to authorize the TAC  
117 Chair to work with the LPA Staff to draft a letter with comments to be sent to NCDOT on the first  
118 draft FY 2014-2020 Transportation Improvement Program with the following additions: consider  
119 funding for lighting greenways, request a meeting with the Board of Transportation members, and  
120 reorganize the comments by topic. The motion carried unanimously.

121 **Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) – Presentation (Attachments 10 and 10A)**

122 Jill Stark with FHWA provided a Power Point Presentation on Moving Ahead for Progress in  
123 the 21<sup>st</sup> Century (MAP-21), along with the attachments. She noted that MAP-21 allows for more  
124 flexibility in funding.

125 Mark Kleinschmidt stated we are actually in a worse position in North Carolina since the  
126 state is the gatekeeper of money and the state is controlled by rural interests. We can't employ the  
127 flexibility that is intended.

128 Jill Stark stated there are only three states (North Carolina, Virginia, and Texas) that have a  
129 state-owned highway system. The rule was developed nationally. We understand the state's  
130 perspective as they maintain the roads.

131 Jill Stark stated one change is that a transit operator must be a voting member on the TAC.  
132 Ms. Stark stated they haven't received a clear answer from FHWA or FTA on whether the TAC could  
133 rotate the position of the transit operators.

134 Ellen Reckhow stated we may need to amend our bylaws to add transit operators as voting  
135 members of the TAC. This will be referred to the TCC to make a recommendation to the TAC.

136 Ellen Reckhow clarified that non-voting members (such as TTA) can make motions, but can't  
137 vote. Alternates cannot make motions or vote if the voting member is in attendance.

138 Ms. Stark stated the major effects are there are no earmarks in MAP-21, the bill combined  
139 funding programs for greater flexibility, and requires performance measures.

140 **Watch for Me NC – Update (Attachment 11)**

141 Dale McKeel provided an update on the Watch for Me NC – Update, along with the  
142 attachment. The good news is the campaign will continue in 2013 with some new focus areas.

143 Laura Sant with the UNC Highway Safety Research Program provided an update on the  
144 campaign in regards to what worked, what needs to be improved, and the enforcement.

145 Ellen Reckhow asked are we seeing a decrease in crashes. Ms. Sant stated it takes a while to  
146 get the data.

147 Chuck Watts, Jr. stated it is a good program. Our built environment is part of the problem as  
148 many roads are dangerous by design.

149 Bernadette Pelissier asked if you will be able to target certain intersections that are  
150 problems, and Ms. Sant stated they looked at five years of crash data to identify the hot spots and  
151 have provided that to the enforcement section. Ms. Pelissier stated pedestrians don't feel safe  
152 crossing the street. Mark Kleinschmidt stated we need to make sure highway designers receive  
153 information on safe design. Chuck Watts, Jr. stated the Complete Streets program will help with  
154 that. Diane Catotti stated they need to share the hot spot information with the local staff.

155 Steve Schewel asked about bicycle safety and Ms. Sant stated they have a lot of bike crashes  
156 at intersections. Bicycle helmet use is low. We are going to help educate people to wear bike  
157 helmets and use bike lights. We are also going to help educate motorists on how to safely pass a  
158 cyclist.

159 Chuck Watts, Jr. stated that many are scared to bike on streets. More will ride if they feel  
160 safe.

161 Laura Sant stated they are also educating children in schools. In the upcoming year, we are  
162 going to continue to work with expanding the campaign to all municipalities in the three counties.

163 Dale McKeel stated that if there are other communities that are interested in participating  
164 with the education portion of the campaign, but not necessarily enforcement, that is an option.

165 Ellen Reckhow suggested meeting with the local bicycle/pedestrian advisory groups. Ms.  
166 Sant stated they have a list of stakeholders including the advisory groups.

167 Ed Sarvis with the Durham Police Department spoke regarding the enforcement. Education  
168 was a big part. There is a low compliance and awareness of yielding rules. They will be participating  
169 in education and enforcement again this campaign.

170 Mark Kleinschmidt stated there needs to be more than a sign that says crosswalk ahead. The  
171 sign needs to say you have to yield. Ellen Reckhow stated we need to look at the signage. Chuck  
172 Watts, Jr. stated context is critical.

173 **REPORTS:**

174 **Report from the TAC Chair**

175 Ellen Reckhow thanked and recognized our out-going North Carolina Board of Transportation  
176 member, Chuck Watts, Jr. Mr. Watts, Jr. has been the most engaged board member we have had.  
177 Alice Gordon stated her warm appreciation for Mr. Watts, Jr. Chuck Watts, Jr. stated it has been a  
178 great opportunity and an honor to serve.

179 Ellen Reckhow read a letter from John Sullivan, FHWA, recognizing the excellent work of  
180 Ellen Beckmann. Jill Stark thanked Ellen Beckmann and the MPO for the level of work. Alice Gordon  
181 underscored the congratulations.

182 Ellen Reckhow reminded members about the Ethics policy. Diane Catotti asked that staff  
183 resend the links on the MPO Ethics requirements. Diane Catotti asked staff to poll the group to see if  
184 there's interest to do a group setting to complete the requirements.

185 Ellen Reckhow stated that Governor McCrory announced the development of a 25-50 year  
186 plan which would have four elements: transportation, rail, energy, and water resources. Ms.  
187 Reckhow stated she hopes the MPO and local jurisdictions have input.

188 **Report from the TCC Chair**

189 Mark Ahrendsen stated the LPA staff will be updating the MOU (Memorandum of  
190 Understanding) which is 20 years old. We will be looking at voting members and the rules over the  
191 next several months. We will also look at the member financial structure and oversight.

192 The Hopson Road groundbreaking is tomorrow at 10:30 a.m.; Smith Level Road public  
193 meeting scheduled for February 25, 2013 from 4 p.m. – 7 p.m. at the Carrboro Town Hall; NCRR  
194 Progress in Motion meeting on March 5-6, 2013 in Raleigh; Durham Traffic Separation Study  
195 meetings will be rescheduled; RTA Annual Breakfast on March 21, 2013; and the new NC Board of  
196 Transportation members are to be sworn-in March 2013.

197 Ellen Reckhow stated a letter needs to be sent to the new NC Board of Transportation  
198 members welcoming them.

199 **Report from Staff (Attachment 14)**

200 The Report from Staff is attached for review. Dale McKeel stated that last month a letter was  
201 sent to NCDOT supporting the increase in funding for bicycle/pedestrian projects. This item was  
202 pulled from the NC Board of Transportation meeting agenda they are not sure when it will be put  
203 back on the agenda.

204 **NCDOT Report (Attachment 15)**

205 Patrick Wilson, Division 7, provided an update on projects. There will be a Smith Level Road  
206 meeting on February 25, 2013.

207 Mr. Wilson provided an update on the Mt. Carmel/Bennett Road intersection. Staff with the  
208 local NCDOT office met with the Town staff, as well as MPO staff, last month to present a couple of

209 options. The Town of Chapel Hill staff asked NCDOT to send them options for their review and  
 210 NCDOT has provided the options. As of now, NCDOT is waiting on them to make a decision on which  
 211 option they prefer. Once they identify their option, NCDOT will try to identify a funding source.

212 Ed Harrison stated they received a complaint about the lighting on Weaver Dairy Road. Mr.  
 213 Wilson stated they are going to refresh the paint and markers when the weather clears up.

214 Alice Gordon thanked NCDOT and staff for working on an option to improve the intersection  
 215 at Mt. Carmel/Bennett Road. There are two options: (1) roundabout; and (2) an extension of Azalea  
 216 Drive to better align with Mt. Carmel. There is not enough traffic to justify a traffic signal. We may  
 217 need to combine several funding sources for the project.

218 Joey Hopkins, Division 5, stated Chuck Watts, Jr. has been a good Board member and  
 219 thanked him for everything he has done. Mr. Hopkins stated that the Hillandale Road landscaping  
 220 project won't be until this fall. Ellen Reckhow stated NCDOT needs to look at the reflective paint.

221 Mr. Hopkins stated there have been five fatalities at railroads since January 1, 2013  
 222 statewide. Secretary Tata and a committee are going to meet to discuss.

223 Mr. Hopkins stated NCDOT is looking at adding wide shoulders during the resurfacing project  
 224 on Barbee Chapel and Farrington Road as part of the Triangle Commuter Bike Initiative.

225 **INFORMATIONAL ITEMS:**

226 **Recent News Articles and Updates (Attachment 16)**

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

228 **Letter to Secretary Tata re Bicycle and Pedestrian Funding – 2013-02-04 (Attachment 17)**

229 The letter to Secretary Tata re bicycle and pedestrian funding – 2013-02-04 is attached for  
 230 review.

231 **NC State Ethics Law Compliance**

232           Reminder that all members and alternates for the TAC and TCC are required to comply with  
233 the NC State Ethics Law.

234    **Adjournment**

235           There being no further business before the Transportation Advisory Committee, a motion  
236 was made by Alice Gordon and seconded by Diane Catotti to adjourn the meeting at 11:08 a.m. The  
237 motion carried unanimously.

**RESOLUTION**

**TO APPROVE AMENDMENT #2 TO THE FY 2012-2013 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

**March 13, 2013**

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 2012-2013 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 2012-2013

**Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #2 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2012-2013 as described in the attached sheets.**

I, Ellen Reckhow, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 13<sup>th</sup> day of March, 2013

\_\_\_\_\_  
Signature of TAC Chair

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina  
COUNTY OF: Durham

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that Ellen Reckhow personally appeared before me on the 13<sup>th</sup> day of March, 2013, to affix his signature to the foregoing document.

\_\_\_\_\_  
Notary Public

101 City Hall Plaza  
Durham, NC 27701

My commission expires: \_\_\_\_\_

**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**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
<b>II-A</b>	<b>Surveillance of Change</b>														
1	Traffic Volume Counts	13,130	52,520	746	2,984	0	0	0	0	0	0	13,876	-	55,504	69,380
2	Vehicle Miles of Travel	1,600	6,400	1,000	4,000	0	0	0	0	0	0	2,600	-	10,400	13,000
3	Street System Changes	1,000	4,000	1,000	4,000	0	0	0	0	0	0	2,000	-	8,000	10,000
4	Traffic Accidents	800	3,200	72	288	0	0	0	0	0	0	872	-	3,488	4,360
5	Transit System Data	800	3,200	0	0	6,599	6,599	52,790	13,367	13,367	106,938	20,766	19,966	162,929	203,661
6	Dwelling Unit, Pop. & Emp. Change	4,400	17,600	7,150	28,600	400	400	3,200	0	0	0	11,950	400	49,400	61,750
7	Air Travel	400	1,600	0	0	0	0	0	0	0	0	400	-	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	5,740	22,960	0	0	0	0	0	0	0	0	5,740	-	22,960	28,700
10	Mapping	4,400	17,600	9,674	38,696	3,000	3,000	24,000	0	0	0	17,074	3,000	80,296	100,370
11	Central Area Parking Inventory	0	0	488	1,952	0	0	0	0	0	0	488	-	1,952	2,440
12	Bike & Ped. Facilities Inventory	1,200	4,800	636	2,544	0	0	0	0	0	0	1,836	-	7,344	9,180
13	Bike & Ped. Counts	3,600	14,400	639	2,555	0	0	0	0	0	0	4,239	-	16,955	21,194
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
1	Collection of Base Year Data	320	1,280	0	0	0	0	0	0	0	0	320	-	1,280	1,600
2	Collection of Network Data	576	2,304	72	288	0	0	0	0	0	0	648	-	2,592	3,240
3	Travel Model Updates	63,340	253,360	0	0	150	150	1,197	11,250	11,250	90,000	74,740	11,400	344,557	430,696
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Forecast of Data to Horizon year	5,680	22,720	0	0	0	0	0	0	0	0	5,680	-	22,720	28,400
6	Community Goals & Objectives	400	1,600	544	2,176	0	0	0	0	0	0	944	-	3,776	4,720
7	Forecast of Future Travel Patterns	3,000	12,000	550	2,200	0	0	0	0	0	0	3,550	-	14,200	17,750
8	Capacity Deficiency Analysis	6,000	24,000	2,500	10,000	1,000	1,000	8,000	0	0	0	9,500	1,000	42,000	52,500
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	946	3,784	500	500	4,000	0	0	0	58,446	500	235,784	294,730
18	Air Qual. Planning/Conformity Anal.	1,600	6,400	3,778	15,112	0	0	0	0	0	0	5,378	-	21,512	26,890
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	Short Range Transit Planning	0	0	254	1,016	1,000	1,000	8,000	44,688	44,688	357,500	45,942	45,688	366,516	458,145
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	2,000	8,000	11,624	46,496	0	0	0	500	500	4,000	14,124	500	58,496	73,120
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	2,400	9,600	14,782	59,128	0	0	0	500	500	4,000	17,682	500	72,728	90,910
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
1	Title VI	1,800	7,200	4,948	19,792	0	0	0	500	500	4,000	7,248	500	30,992	38,740
2	Environmental Justice	800	3,200	2,528	10,112	0	0	0	0	0	0	3,328	-	13,312	16,640
3	Minority Business Enterprise	800	3,200	0	0	0	0	0	50	50	400	850	50	3,600	4,500
4	Planning for the Elderly & Disabled	800	3,200	72	288	0	0	0	1,000	1,000	8,000	1,872	1,000	11,488	14,360
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	1,500	1,500	12,000	1,500	1,500	12,000	15,000
6	Public Involvement	13,400	53,600	3,676	14,704	0	0	0	500	500	4,000	17,576	500	72,304	90,380
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	425,000
2	Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	3,608	14,432	0	0	0	0	0	0	13,408	-	53,632	67,040
3	Special Studies	181,200	724,800	486	1,944	0	0	0	6,000	6,000	48,000	187,686	6,000	774,744	968,431
4	Regional or Statewide Planning	17,400	69,600	3,000	12,000	3,000	3,000	24,000	5,300	5,300	42,400	28,700	8,300	148,000	185,000
<b>III-E</b>	<b>Management &amp; Operations</b>														
1	Management & Operations	49,277	197,107	10,602	42,409	11,559	11,559	92,468	80,371	80,371	642,966	151,808	91,929	974,951	1,218,688
	<b>Totals</b>	<b>\$497,463</b>	<b>\$1,989,851</b>	<b>\$94,083</b>	<b>\$376,333</b>	<b>\$28,407</b>	<b>\$28,407</b>	<b>\$227,255</b>	<b>\$215,757</b>	<b>\$215,757</b>	<b>\$1,726,055</b>	<b>\$835,709</b>	<b>\$244,164</b>	<b>\$4,319,495</b>	<b>\$5,399,368</b>

**Durham-Chapel Hill-Carrboro Urban Area  
FY 2012-2013 Unified Planning Work Program  
Detail Funding Source Tables - FHWA/FTA Funds**

TAC 3/13/2013 Attachment 7

MPO-Wide Detail Funding Tables  
Amendment #2 Details

3/7/13 10:13 AM

Task Description	STP-DA 133(b)(3)(7)		Task Funding Summary AMENDMENT #2 PROPOSED CHANGES		
	Local 20%	FHWA 80%	Local	Federal	Total
<b>II-A Surveillance of Change</b>					
1 Traffic Volume Counts			\$0	\$0	\$0
2 Vehicle Miles of Travel			\$0	\$0	\$0
3 Street System Changes			\$0	\$0	\$0
4 Traffic Accidents			\$0	\$0	\$0
5 Transit System Data			\$0	\$0	\$0
6 Dwelling Unit, Pop. & Emp. Change			\$0	\$0	\$0
7 Air Travel			\$0	\$0	\$0
8 Vehicle Occupancy Rates			\$0	\$0	\$0
9 Travel Time Studies			\$0	\$0	\$0
10 Mapping	(750)	(3,000)	(\$750)	(\$3,000)	(\$3,750)
11 Central Area Parking Inventory			\$0	\$0	\$0
12 Bike & Ped. Facilities Inventory			\$0	\$0	\$0
13 Bike & Ped. Counts			\$0	\$0	\$0
<b>II-B Long Range Transp. Plan</b>					
1 Collection of Base Year Data			\$0	\$0	\$0
2 Collection of Network Data			\$0	\$0	\$0
3 Travel Model Updates			\$0	\$0	\$0
4 Travel Surveys			\$0	\$0	\$0
5 Forecast of Data to Horizon year			\$0	\$0	\$0
6 Community Goals & Objectives			\$0	\$0	\$0
7 Forecast of Future Travel Patterns			\$0	\$0	\$0
8 Capacity Deficiency Analysis			\$0	\$0	\$0
9 Highway Element of th LRTP			\$0	\$0	\$0
10 Transit Element of the LRTP			\$0	\$0	\$0
11 Bicycle & Ped. Element of the LRTP			\$0	\$0	\$0
12 Airport/Air Travel Element of LRTP			\$0	\$0	\$0
13 Collector Street Element of LRTP			\$0	\$0	\$0
14 Rail, Water or other mode of LRTP			\$0	\$0	\$0
15 Freight Movement/Mobility Planning			\$0	\$0	\$0
16 Financial Planning	(250)	(1,000)	(\$250)	(\$1,000)	(\$1,250)
17 Congestion Management Strategies			\$0	\$0	\$0
18 Air Qual. Planning/Conformity Anal.			\$0	\$0	\$0
<b>II-C Short Range Transit Planning</b>					
1 Short Range Transit Planning			\$0	\$0	\$0
<b>III-A Planning Work Program</b>					
1 Planning Work Program			\$0	\$0	\$0
<b>III-B Transp. Improvement Plan</b>					
1 TIP			\$0	\$0	\$0
<b>III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>					
1 Title VI			\$0	\$0	\$0
2 Environmental Justice			\$0	\$0	\$0
3 Minority Business Enterprise			\$0	\$0	\$0
4 Planning for the Elderly & Disabled			\$0	\$0	\$0
5 Safety/Drug Control Planning			\$0	\$0	\$0
6 Public Involvement			\$0	\$0	\$0
7 Private Sector Participation			\$0	\$0	\$0
<b>III-D Incidental Plng./Project Dev.</b>					
1 Transportation Enhancement Plng.			\$0	\$0	\$0
2 Enviro. Analysis & Pre-TIP Plng.			\$0	\$0	\$0
3 Special Studies	(61,200)	(244,800)	(\$61,200)	(\$244,800)	(\$306,000)
4 Regional or Statewide Planning			\$0	\$0	\$0
<b>III-E Management &amp; Operations</b>					
1 Management & Operations	1,000	4,000	\$1,000	\$4,000	\$5,000
<b>Totals</b>	<b>(61,200)</b>	<b>(244,800)</b>	<b>(\$61,200)</b>	<b>(\$244,800)</b>	<b>(\$306,000)</b>

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

TAC 3/13/2013 Attachment 7

MPO Wide - Detail Funding Tables - All Funding Sources

**FINAL Figures AFTER Amendment #2**  
**Approval Proposed March 13, 2013**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
<b>II-A</b>	<b>Surveillance of Change</b>														
1	Traffic Volume Counts	13,130	52,520	746	2,984	0	0	0	0	0	0	13,876	-	55,504	69,380
2	Vehicle Miles of Travel	1,600	6,400	1,000	4,000	0	0	0	0	0	0	2,600	-	10,400	13,000
3	Street System Changes	1,000	4,000	1,000	4,000	0	0	0	0	0	0	2,000	-	8,000	10,000
4	Traffic Accidents	800	3,200	72	288	0	0	0	0	0	0	872	-	3,488	4,360
5	Transit System Data	800	3,200	0	0	6,599	6,599	52,790	13,367	13,367	106,938	20,766	19,966	162,929	203,661
6	Dwelling Unit, Pop. & Emp. Change	4,400	17,600	7,150	28,600	400	400	3,200	0	0	0	11,950	400	49,400	61,750
7	Air Travel	400	1,600	0	0	0	0	0	0	0	0	400	-	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	5,740	22,960	0	0	0	0	0	0	0	0	5,740	-	22,960	28,700
10	Mapping	3,650	14,600	9,674	38,696	3,000	3,000	24,000	0	0	0	16,324	3,000	77,296	96,620
11	Central Area Parking Inventory	0	0	488	1,952	0	0	0	0	0	0	488	-	1,952	2,440
12	Bike & Ped. Facilities Inventory	1,200	4,800	636	2,544	0	0	0	0	0	0	1,836	-	7,344	9,180
13	Bike & Ped. Counts	3,600	14,400	639	2,555	0	0	0	0	0	0	4,239	-	16,955	21,194
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
1	Collection of Base Year Data	320	1,280	0	0	0	0	0	0	0	0	320	-	1,280	1,600
2	Collection of Network Data	576	2,304	72	288	0	0	0	0	0	0	648	-	2,592	3,240
3	Travel Model Updates	63,340	253,360	0	0	150	150	1,197	11,250	11,250	90,000	74,740	11,400	344,557	430,696
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Forecast of Data to Horizon year	5,680	22,720	0	0	0	0	0	0	0	0	5,680	-	22,720	28,400
6	Community Goals & Objectives	400	1,600	544	2,176	0	0	0	0	0	0	944	-	3,776	4,720
7	Forecast of Future Travel Patterns	3,000	12,000	550	2,200	0	0	0	0	0	0	3,550	-	14,200	17,750
8	Capacity Deficiency Analysis	6,000	24,000	2,500	10,000	1,000	1,000	8,000	0	0	0	9,500	1,000	42,000	52,500
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	750	3,000	2,200	8,800	500	500	4,000	4,544	4,544	36,350	7,994	5,044	52,150	65,188
17	Congestion Management Strategies	57,000	228,000	946	3,784	500	500	4,000	0	0	0	58,446	500	235,784	294,730
18	Air Qual. Planning/Conformity Anal.	1,600	6,400	3,778	15,112	0	0	0	0	0	0	5,378	-	21,512	26,890
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	Short Range Transit Planning	0	0	254	1,016	1,000	1,000	8,000	44,688	44,688	357,500	45,942	45,688	366,516	458,145
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	2,000	8,000	11,624	46,496	0	0	0	500	500	4,000	14,124	500	58,496	73,120
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	2,400	9,600	14,782	59,128	0	0	0	500	500	4,000	17,682	500	72,728	90,910
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
1	Title VI	1,800	7,200	4,948	19,792	0	0	0	500	500	4,000	7,248	500	30,992	38,740
2	Environmental Justice	800	3,200	2,528	10,112	0	0	0	0	0	0	3,328	-	13,312	16,640
3	Minority Business Enterprise	800	3,200	0	0	0	0	0	50	50	400	850	50	3,600	4,500
4	Planning for the Elderly & Disabled	800	3,200	72	288	0	0	0	1,000	1,000	8,000	1,872	1,000	11,488	14,360
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	1,500	1,500	12,000	1,500	1,500	12,000	15,000
6	Public Involvement	13,400	53,600	3,676	14,704	0	0	0	500	500	4,000	17,576	500	72,304	90,380
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	425,000
2	Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	3,608	14,432	0	0	0	0	0	0	13,408	-	53,632	67,040
3	Special Studies	120,000	480,000	486	1,944	0	0	0	6,000	6,000	48,000	126,486	6,000	529,944	662,431
4	Regional or Statewide Planning	17,400	69,600	3,000	12,000	3,000	3,000	24,000	5,300	5,300	42,400	28,700	8,300	148,000	185,000
<b>III-E</b>	<b>Management &amp; Operations</b>														
1	Management & Operations	50,277	201,107	10,602	42,409	11,559	11,559	92,468	80,371	80,371	642,966	152,808	91,929	978,951	1,223,688
	<b>Totals</b>	<b>\$436,263</b>	<b>\$1,745,051</b>	<b>\$94,083</b>	<b>\$376,333</b>	<b>\$28,407</b>	<b>\$28,407</b>	<b>\$227,255</b>	<b>\$215,757</b>	<b>\$215,757</b>	<b>\$1,726,055</b>	<b>\$774,509</b>	<b>\$244,164</b>	<b>\$4,074,695</b>	<b>\$5,093,368</b>

## MEMORANDUM

**TO:** Transportation Advisory Committee (TAC)

**FROM:** Lead Planning Agency

**DATE:** March 13, 2013

**RE:** FY 2012-2018 Transportation Improvement Program Amendment #8

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FY 2012-2018 Transportation Improvement Program Amendment #8 is necessary to reflect several items.

- Carrboro STPDA Project Funding Request
- Modifications to Ensure Consistency Between the 2040 MTP and FY 2012-2018 TIP
- Statewide TIP Amendments

### **Carrboro STPDA Project Funding Request**

At the November and December TAC meetings, the TAC received a report on several DCHC MPO STPDA-funded projects that were programmed for 2012 that were not been obligated as of the close of the federal fiscal year. The TAC approved TIP Amendments moving some of the funding for projects that were being advanced by the local governments to FY 2013 or 2014. The Towns of Carrboro and Chapel Hill requested additional time to consider their projects. The TAC requested that the TCC provide a recommendation on the remaining projects as soon as possible.

The TCC's recommendation is to allow projects to advance if obligation of funding is expected to occur by the end of FY 2014. The TCC plans to hold the next Call for Projects for STPDA in fall of 2013. Any STPDA funding that is not obligated or not expected to meet the FY 2014 obligation deadline will be redistributed through the next Call for Projects. No projects are currently programmed beyond FY 2014.

The TCC has developed a recommendation for one of the Town of Carrboro's projects as described below.

#### **U-4726Dx Bolin Creek Greenway (Jones Creek) - \$214,700 Construction**

The Town has requested reallocating this funding to U-4726DE (Homestead to CHHS greenway) and EL-4828 (Morgan Creek Greenway). U-4726DE is at the 90 percent plan phase, and the Town has received a revised engineer's estimate that exceeds the current funding allocation. Currently, U-4726DE is programmed for \$531,000 of federal STPDA funding (\$663,750 total) for construction. The revised engineer's estimate would require an additional \$192,184 of federal STPDA funding (\$240,230 total).

As the Jones Creek funding is no longer needed by the Town of Carrboro and since the Jones Creek funding is fully sufficient to cover the shortfall for U-4726DE, the TCC recommends fully funding the U-4726DE shortfall from the Jones Creek funding. The remainder would be assigned to EL-4828 (Morgan Creek Greenway).

<b>TCC recommended funding changes for U-4726-DE (Homestead-CHHS Greenway)</b>	
From Jones Creek Greenway	\$192,184
Remainder of \$214,700 to Morgan Creek Greenway (EL-4828)	\$22,516

The TCC understands from the Town that the amount of funding necessary for the Morgan Creek Greenway is still uncertain. However, the Town believes that the current funding for Morgan Creek will be insufficient, even with the addition of the remainder of funding from the Jones Creek Greenway. If this project can meet the obligation deadlines set by the TAC (by the end of FY 2014), the TCC and TAC will likely be considering a future request for additional funding for EL-4828 before the next STPDA Call for Projects. At that time, if the Town has demonstrated that it can obligate all of its other STPDA funding, the Town should receive full consideration of additional STPDA funding to completely fund the project.

FY 2012-2018 TIP Amendment #8 displays Carrboro's requested changes under U-4726 and EL-4828. The STPDA database will be updated to match this TIP Amendment.

	<b>Current</b>		<b>Proposal</b>	
U-4726Dx (Bolin Creek Greenway – Jones Creek)	\$214,700	FY 2012	\$0	
U-4726DE (Bolin Creek Greenway - Homestead to CHHS)	\$531,000	FY 2013	\$723,184	FY 2013
EL-4828 (Morgan Creek Greenway)	\$374,000	FY 2013	\$396,516	FY 2013
Total	\$1,119,700		\$1,119,700	

#### **Modifications to Ensure Consistency between the 2040 MTP and FY 2012-2018 TIP**

The Federal Highway Administration has requested that the DCHC MPO make some modifications to the descriptions of four projects in the FY 2012-2018 TIP to ensure that they are consistent with the 2040 MTP. The projects that are recommended to be modified are:

- I-3306 – I-40 widening in Orange County – FHWA requests specific details on widening in the description.
- U-3308 – Alston Avenue widening – FHWA requests specific details on the interim roadway striping for the Main Street to NC 98 section
- U-2803 – Smith Level Road widening – FHWA requests specific details on widening in the description.
- U-0071 – East End Connector – FHWA requests specific details on number of lanes in the description.

### **Statewide TIP Amendments**

The TIP Amendment also includes two recently adopted STIP Amendments. BP-5500 is a statewide project for bridge preservation projects. C-5230 is a traffic signal controller upgrade in Durham that has been cancelled.

**TCC Recommendation:** That the TAC approve the STPDA programming changes and the “Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #8”.

**TAC Action:** Approve the STPDA programming changes and the “Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #8.”

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

**AMENDMENT #8  
March 13, 2013**

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 #8 to DCHC 2012-2018 MTIP” provided here on this, the 13th day of March, 2013.

---

Ellen Reckhow, TAC Chair

Durham County, North Carolina

I certify that Ellen Reckhow personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: March 13, 2013

---

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

Attachment to Resolution for Amendment #8 to DCHC 2012-2018 MTIP

Amendments

**STATEWIDE**

\* BP-5500  
STATEWIDE

VARIOUS BRIDGE PRESERVATION ISSUES AT  
SELECTED SITES.

ADD CONSTRUCTION IN FY 13 THROUGH FY 23.

PROJECT WAS PREVIOUSLY IDENTIFIED AS BP-5300.

CONSTRUCTION	FY 2013 -	\$2,500,000	(FA)
	FY 2013 -	\$2,500,000	(STPOFF)
	FY 2014 -	\$2,500,000	(FA)
	FY 2014 -	\$2,500,000	(STPOFF)
	FY 2015 -	\$5,000,000	(FA)
	FY 2015 -	\$5,000,000	(STPOFF)
	FY 2016 -	\$5,000,000	(FA)
	FY 2016 -	\$5,000,000	(STPOFF)
	FY 2017 -	\$5,000,000	(FA)
	FY 2017 -	\$5,000,000	(STPOFF)
	FY 2018 -	\$5,000,000	(FA)
	FY 2018 -	\$5,000,000	(STPOFF)
	FY 2019 -	\$5,000,000	(FA)
	FY 2019 -	\$5,000,000	(STPOFF)
	FY 2020 -	\$5,000,000	(FA)
	FY 2020 -	\$5,000,000	(STPOFF)
	FY 2021 -	\$5,000,000	(FA)
	FY 2021 -	\$5,000,000	(STPOFF)
	FY 2022 -	\$5,000,000	(FA)
	FY 2022 -	\$5,000,000	(STPOFF)
	FY 2023 -	\$5,000,000	(FA)
	FY 2023 -	\$5,000,000	(STPOFF)
		\$100,000,000	

**DIVISION 5**

\* C-5230  
DURHAM

VARIOUS TRAFFIC SIGNAL CONTROLLER UPGRADE IN  
DURHAM.

DELETE. PROJECT DECLINED BY CITY.

Modifications

Location	ID #	Description	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Various	U-4726	DCHC Urban Area Bicycle and Pedestrian Allocation	STPDA	2746	2600						
Durham			C	687	650						
Orange											
Chatham											

Location	ID #	Description	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Carrboro	EL-4828	Morgan Creek Greenway - Carrboro	STPDA	397							
Orange			C	99							

Location	ID #	Description	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Durham	U-3308	NC 55 (ALSTON AVENUE), NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS-NC 98 (HOLLOWAY STREET) IN DURHAM. (1 MILE). WIDEN TO FOUR LANE DIVIDED FACILITY FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO MAIN STREET AND REPLACE NORFOLKSOUTHERN RAILROAD BRIDGES. MODERNIZATON FROM MAIN STREET TO US 70 BUSINESS-NC 98 (HOLLOWAY STREET) INCLUDING ADDITION OF ON-STREET PARKING, BIKE LANES, TURN LANES, MEDIAN AND ACCESS MANAGEMENT.	STP M	28							
			STP C			13800	13800				

Location	ID #	Description	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Orange	I-3306	A I-40, I-85 in Orange County to Durham County Line. Widen to six lanes.	IMS M							7230	7230
			NHS C							10845	10845

Location	ID #	Description	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Durham	U-0071	East End Connector, NC 147 (Durham Freeway) to North of NC 98 in Durham. Four-lane divided (with auxiliary lanes), part on new location. (3.2 miles)	T R	21950							
			T U	3000							
			T M	1883							
			T C		29750	29750	29750	29750			

Location	ID #	Description	Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Orange	U-2803	SR 1919 (Smith Level Road), Rock Haven Road to Bridge No. 88 in Carrboro. Widen to add bike lanes, sidewalks, roundabout, and turn lanes with a center median (0.6 mile)	S C	3900							

## **2040 MTP – Final Plan**

### *Compilation of Public Comments*

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#### **Background**

This document compiles all the comments that have been received from the public during the public input process for final 2040 Metropolitan Transportation Plan (MTP) report. All comments received by email and letters up through March 12, 2013 have been included.

---

From: Lisa Brach  
Sent: Friday, March 01, 2013 5:07 PM  
To: Henry, Andrew  
Subject: Re: Long-Range Transportation Plan review

Do you purposely schedule these hearings when those of us who work normal hours in order to pay our taxes are unable to attend????? It is beginning to look that way when the Public Hearings are scheduled on a weekday at 9:00am!!!!

---

From: sylvester williams  
Sent: Monday, March 04, 2013 12:02 AM  
To: Henry, Andrew  
Cc: denise hester;  
Subject: East End Connector

This email is to reiterate our stand on the East End Connector. The Durham Committee On The Affairs Of Black People and the Hayestown Community (of which I am President) are on record as being opposed to the building of the East End Connector.

I was a member of the ad-hoc committee and none of the concerns I expressed were part of the final proposal. I am also President of Hayestown, the area being directly affected by construction of EEC. The community is a predominantly elderly African American community. Many in the community, though poor, own their homes. Not only will construction impair their health but could force many of them to move.

Previous reports done by NCDOT did not include comments by UNC graduate students on environmental justice. The graduate students' report highlighted once again, that a predominantly African American community (Urban Renewal and Hayti) was being impacted by a major road project with no concerns for the people in the community.

The EEC project along with the widening of Holloway Street and Highway 55 are taking place within a short period of time of each other within miles of each other. Even though they minimize the effect of the number of homes being taken, what happens to the people living in their homes when pollutants from the construction is released into the air. The road building will destroy businesses and the value of homes in this area and the quality of life.

As the letter from NCDOT stated, there is no economic benefit to our community. This supposedly, was the top criterion, for new road projects. Once again a predominantly African American community is being asked to bear the brunt of growth for the city, county and state without any real benefit.

There are three reasons why we are opposed to the building of the East End Connector.

#### Health Concerns

Section 4.1.8 on air quality states that MSATs or Mobile Source Air Toxic would be increased due to increased traffic on the East End Connector. The document does not take into account how the elderly residents of Hayestown health will be negatively impacted by the emission of MSATs. The EA document emphasized that MSAT caused cancer in animals and that there currently in not a way to measure levels of these toxins. "The localized levels of Mobile Source Air Toxics (MSAT) emissions for the preferred alternative could be higher relative to the No-Build Alternative". Why would the state of North Carolina want to build a road that could impair the health of local taxpaying citizens. There is mitigation for wildlife, but there is nothing in place to protect the health of residents in the EEC area.

## Economic Development

The proposed road will not significantly add to traffic being driven to local businesses along Holloway Street and Highway 98. While minority communities in Durham continue to have double digit unemployment rates, why are roads being built that will not address this economic malaise. EEC should provide better access to these businesses in order to spur economic growth in a predominantly minority community. If given the opportunity we can make the economic base in NECD much stronger, but not with onerous zoning laws and threats of eminent domain which result from the building of the EEC.

## Lack of Funding

The state of North Carolina nor the city of Durham currently have enough funds to complete the construction of the East End Connector. With the state showing a budget deficit of over \$2 billion, eliminating the construction of the EEC could either save on budget dollars or allow funds to be directed to areas of the state where it is most needed.


In the service of Christ Jesus, the Son of the Living God,

Pastor Sylvester Williams  
President Hayestown Community  
Economic Co-Chair Durham Business and Professional Chain

In the service of Christ Jesus, the Son of the Living God,

Pastor Sylvester Williams

**US 15-501 Corridor Study  
Chatham/Orange Counties**




**CORRIDOR STUDY  
PROJECT LIMITS**



**US 15-501**

- Project length: 13 miles
- Chatham and Orange Counties
- US 64 Bypass Pittsboro – NC 54 Chapel Hill



## CORRIDOR STUDY: POTENTIAL CHALLENGES



- Land Development
- Traffic Congestion
- Access Management



## TYPES OF STUDIES

Comprehensive Transportation Plan (CTP)

Metropolitan Transportation Plan (MTP)

Feasibility Study

**\*Corridor Study\***



## COMPREHENSIVE TRANSPORTATION PLAN (CTP)

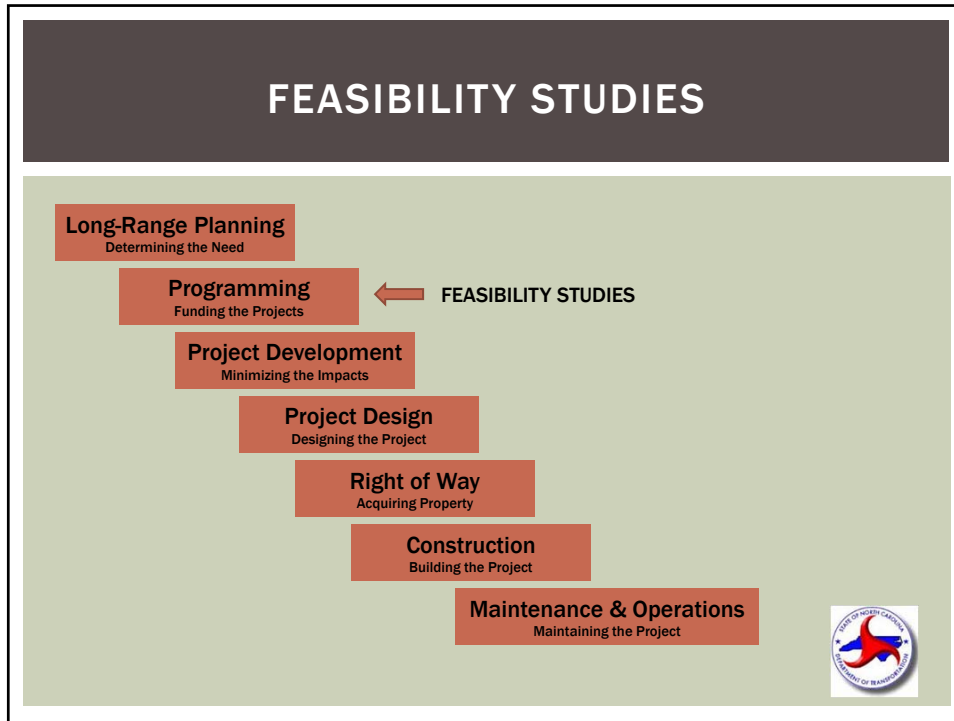
- State Requirement
- Long Range Planning Document
- Multi-modal plan
- Non-fiscally constrained
- Serves present and future travel demand in and around a county, municipality or MPO.
- Based on adopted land development plans no more than 5 years old
- Includes the latest socioeconomic data



## METROPOLITAN TRANSPORTATION PLAN (MTP)

- Federal Requirement
- Long Range Planning Document
- Multimodal plan
- Fiscally Constrained
- Updated every 4 years
- Includes the latest socioeconomic data
- Must address planning factors outlined in MAP-21






## FEASIBILITY STUDIES

Conducted for Candidate STIP Projects

Initial step in the planning/design process

Candidate STIP Projects are Identified by:

- Comprehensive Transportation Plan
- Local Governments
- Board of Transportation
- Public



## CORRIDOR STUDY

- Planning Study
- Identifies specific problems along a corridor
- Study indicates existing/future deficiencies
- Provides alternative solutions
- Project recommendations will have to be added to the CTP and financially constrained MTP, before it can receive funding



## CORRIDOR VISION: POTENTIAL STRATEGIES



Superstreets  
Roundabouts  
Interchanges  
Consolidating driveways  
Managed Lanes



## CORRIDOR VISION

**“To provide mobility while managing access and encouraging development that reflects the character of the local area.”**



## CORRIDOR STUDY: WHERE WE ARE NOW



- Draft Scope
- Local Involvement
- Public Outreach
- Feedback/comments



## CONTACT INFO

**NCDOT Division 8**  
**902 N. Sandhills Blvd**  
**Aberdeen, NC 28315**  
**Phone: (910) 944-2344**  
**Fax: (910) 944-5623**

Contact: Richard Hancock  
Email: [rwhancock@ncdot.gov](mailto:rwhancock@ncdot.gov)

Contact: Darius Sturdivant  
Email: [dsturdivant@ncdot.gov](mailto:dsturdivant@ncdot.gov)

**Website: <http://www.ncdot.gov>**

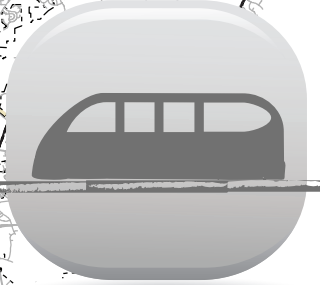


# DCHC- MPO

TAC 3/13/2013 Attachment 11

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

### FY 2013-2014



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

**RESOLUTION**

Approving the FY 2013-2014 Unified Planning Work Program

March 13, 2013

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 2013-2014.

**Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2013-2014 Unified Planning Work Program.***

I, Ellen Reckhow, 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 \_\_\_\_\_, 2013

Ellen Reckhow, TAC Chair

Durham County, North Carolina

I certify that Ellen Reckhow personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: \_\_\_\_\_, 2013

\_\_\_\_\_  
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 2013-2014 Unified Planning Work Program (UPWP) of the  
DCHC Urban Area/Metropolitan Planning Organization

March 13, 2013

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 2013-2014.

**Now therefore, be it resolved that the Transportation Advisory Committee hereby endorses  
the FY 2013-2014 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization.**

I, Ellen Reckhow, 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 \_\_\_\_\_, 2013.

Ellen Reckhow, TAC Chair

Durham County, North Carolina

I certify that Ellen Reckhow personally appeared before me this day acknowledging to me that she  
signed the forgoing document.

Date: \_\_\_\_\_, 2013

\_\_\_\_\_  
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 2013-2014 (FY 2014)**

**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 \_\_\_\_, 2013

Ellen Reckhow, TAC Chair

Clerk/Secretary/Planner

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.

## 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 \_\_\_\_\_

## 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 \_\_\_\_\_

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization -DCHCMPO (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the North Carolina Department of Transportation and the US Department of Transportation it will comply with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation. Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives; no person in the United States shall, on the grounds of race, color, sex, age, national origin or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Highway Administration and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal-Aid Highway Program:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23 (b) and 21.23 (e) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal-Aid Highway Program and, in adapted form in all proposals for negotiated agreements:

*The DCHC MPO in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation; Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation Issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this Invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.*

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Federal-Aid Highway Program; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under the Federal-Aid Highway program.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is sued for a purpose for which the Federal financial assistance is extended, or for another purpose involving

the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, and property or other Federal financial assistance extended after the date hereof to the Recipient under the Federal-Aid Highway Program and is binding on it, other recipients, sub-grantees, contractors, sub-contractors, transferees, successors in interest and other participants in the Federal-Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

\_\_\_\_\_  
Ellen Reckow  
Chair, DCHC MPO TAC

\_\_\_\_\_  
Date

\_\_\_\_\_  
Felix Nwoko, PhD.  
Transportation Planning Manager, DCHC MPO

\_\_\_\_\_  
Date

## 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 2013-14 UPWP Funds will federally mandated planning I projects and continuation major emphasis projects. These are summarized as follows:

- 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 Update of the 2040 MTP
- 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

The focus of the FY 2014 UPWP is summarized as follows:

- Implementation of MAP-21 Metropolitan Planning requirements
- Continuation of routine planning- TIP, UPWP, Data monitoring, GIS, Public Involvement, AQ, etc.
- Continuation of special and mandated projects/programs: Title VI, LEP, EJ, safety/freight, Modeling, TRM V6, Land-use, Geocoder, integration of Community Viz with UrbanSim, CMP, Transit, CTP, Asset Management Plan for all modes (required for All transit agencies), etc
- 2013 Base Year data collection, inventory, analysis and tabulation for the 2045 MTP (to be aligned and streamlined with CMP Data collection efforts).
- Preparation and development of 2045 MTP Process.
- Preparation of 2015 Base year data collection/inventory and travel survey for the major Model update (TRM Version7).
- Major surveys (household, parking, External station transit onboard, cordon, etc) for TRM version Possibly in 2014 or 2015, discussion underway with TRM partners/stakeholders) – In included the proposed FY 2014 Work Plan contained herein
- Regional Transit and implementation of County transit plans

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 2013-14 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 MAP-21 Section 104(f) allocation. The statewide section 104(f) funds are distributed among the 17 MPOs based on a formula. The DCHC MPO PL fund allocation for FY 2013-14 is as follows:

Federal (PL funds)	\$	239,089
Local (20% match)	\$	59,772
Total PL Funds	\$	<u>298,861</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) over 200,000 in 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:

Federal (STP-DA)	\$	1,156,445
Local (20% match)	\$	289,111
Total	\$	<u>1,445,556</u>

**FTA Funds** -Three types of funds are used for transit planning purposes by the DCHC MPO; Section 5303, Section 5307 and Section 5309 funds administered through the Federal Transit Administration and the NCDOT Public Transit Division.

**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	\$108,156	\$112,636	\$0	\$220,792
State	\$13,520	\$14,080	\$0	\$27,600
Local	\$13,520	\$14,080	\$0	\$27,600
<b>Total Sect. 5303</b>	<b>\$135,196</b>	<b>\$140,796</b>	<b>\$0</b>	<b>\$275,992</b>

**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.

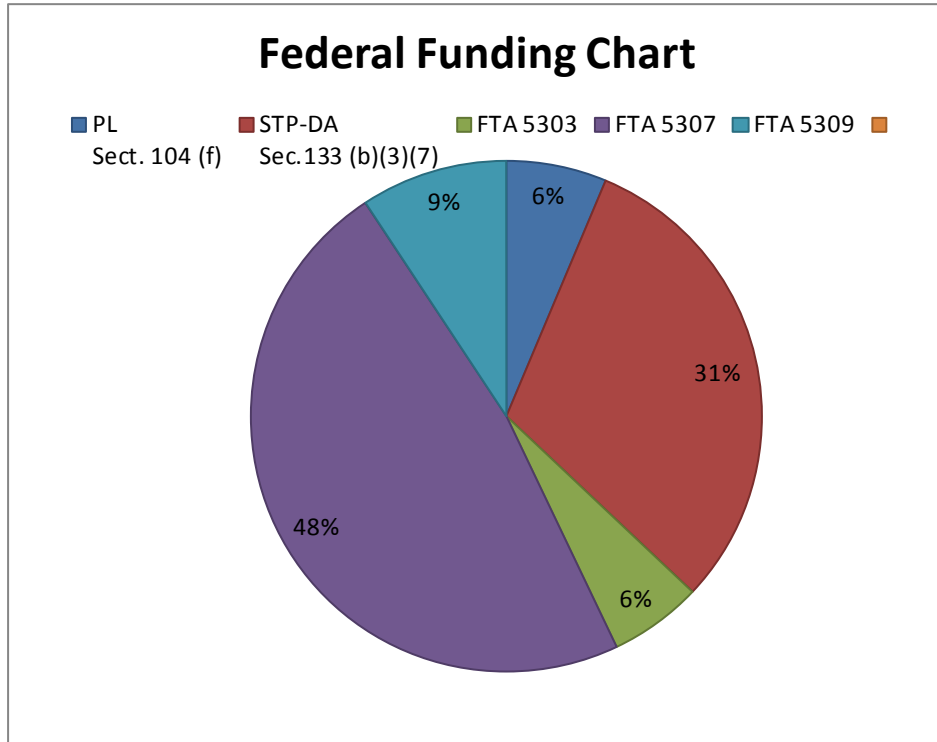
	CHT	DATA	TTA	MPO Total
Federal	\$577,000	\$539,793	\$684,000	\$1,800,793
State	\$72,125	\$67,474	\$85,500	\$225,099
Local	\$72,125	\$67,474	\$85,500	\$225,099
<b>Total Sect. 5307</b>	<b>\$721,250</b>	<b>\$674,741</b>	<b>\$855,000</b>	<b>\$2,250,991</b>

**Section 5309** funds can be used for planning as well as other purposes, and are distributed by the formula by FTA. Chapel Hill Transit will use of Section 5309 funds from the FTA for assistance on an alternatives analysis project in FY2014. These funds require a 25% local match, which is provided by the Town of Chapel Hill; and 25% State match which is provided by the Public Transportation Division of NCDOT.

	CHT	DATA	TTA	MPO Total
Federal	\$350,000	\$0	\$0	\$350,000
State	\$175,000	\$0	\$0	\$175,000
Local	\$175,000	\$0	\$0	\$175,000
<b>Total Sect. 5309</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$700,000</b>

## SUMMARY OF ALL FUNDING SOURCES

Funding Type	Federal	State	Local	Total
PL Sect. 104 (f)	\$239,089	\$0	\$59,772	\$298,861
STP-DA Sec.133 (b)(3)(7)	\$1,156,445	\$0	\$289,111	\$1,445,556
FTA 5303	\$220,792	\$27,600	\$27,600	\$275,992
FTA 5307	\$1,800,793	\$225,099	\$225,099	\$2,250,991
FTA 5309	\$350,000	\$175,000	\$175,000	\$700,000
<b>Totals</b>	<b>\$3,767,118</b>	<b>\$427,699</b>	<b>\$776,582</b>	<b>\$4,971,400</b>



# Summary of FY 12 UPWP Accomplishments & FY 14 UPWP Focus Area

## Introduction

The Main emphases of the FY 2011-12 Unified Planning Work Program (UPWP) were the development of the 2040 Long Range Transportation Plan and Air Quality Conformity Determination, model, enhancement, calibration and validation of the Triangle Regional Model, the update of the MPO GIS enterprise, update Non-motorized Trip Model, the development of the MPO integrated land-use/transportation model, Intelligent Transportation Systems (ITS) Strategic Deployment Plan, Congestion Management Process (data collection and analysis,, evaluation of performance indicators, development of mitigation measures, State of Systems Report, etc), Land-use Scenario Planning MPO Collector Street Plan, development of the regional transit plan, County transit plan, 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, such as UPWP planning, SPOT/TIP/Mobility funds, Title VI/EJ/LEP, visualization, etc. 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. Civil Rights Title VI Audit and MPO Title VI Plan: The DCHC MPO prepared Title VI Plan, which addressed how the MPO is integrating nondiscriminatory practices in its transportation planning, public participation, and decision making. Title VI is a requirements of the federal Civil Rights Act of 1964 and other legislation that direct the fair treatment and meaningful involvement of all people—regardless of race, color, national origin, disability, age, gender, or income status—in programs and activities receiving federal funding, including for transportation issues. The MPO also prepared response to NCDOT Civil Rights Division Title VI audit and certification questionnaires
2. Limited English Proficiency Plan : The MPO) developed federally mandated Limited English Proficiency (LEP) Plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to MPO programs as required by Executive Order 13166. A Limited English proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write or understand English. The LEP Plan included the required four factor analysis and strategies for ensuring access to transportation by LEP population.
3. Demographic Profiles for Environmental Justices (EJ) and Civil Rights Title VI: The MPO developed demographic profiles for EJ and LEP in accordance with federal requirements. The MPO collected and analyzed Census and American Community Services (ACS) data. The pieces of information from the CENSUS and ACS were used to evaluate whether certain language groups with the DCHC MPO area met the Safe Harbor clause of LEP guidance. The MPO also generated various charts, graphs and GIS mapping associated with the LEP demographic profiles.
4. 2045 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation: The LPA completed several tasks associated with the development of the 2040 MTP and the CTP such as; goals and objective, targets, land-use scenarios, deficiency analysis, socio-economic/ demographic forecast, etc.
5. Data Collection and Monitoring (Surveillance): The Lead Planning Agency (LPA) continued data collection, tabulation and analysis to support various MPO technical and planning functions such

as modeling, Congestion Management Process (CMP), Mobility Report Card, Transportation Improvement Program project ranking/prioritization, Metropolitan Transportation Plan (MTP) evaluation, air quality analysis and conformity, Environmental Justice, Socio-economic and demographic projections/forecasting, Highway Performance Management System (HPMS), Transit planning, project development, Bicycle and pedestrian planning, safety, etc. The following data elements were either collected, tabulated, update and/or monitored within the MPO boundary:

- a. Daily traffic volume
  - b. Turning Movement Counts (TMC)
  - c. Truck classification counts
  - d. Signal and detector data
  - e. Roadway geometric information
  - f. Transit system data (stop, route system wide reports, including boarding alighting, load, run time, costs, passenger/miles, etc)
  - g. Travel time
  - h. Bicycle pedestrian counts (peak period and 12-hour)
  - i. Development activities, permits and certificate of occupancies
  - j. ACS demographic data
  - k. Employment/ land-use
6. GIS Online Framework: Continued work a repository for local, regional and State GIS data for use by the public and local and regional official. The GIS On-line will support the MPO short and long-range transportation by providing a visualization capability required by federal regulations as well as provide innovative ways interactive mapping and geo-spatial information to the public and policy makers.
  7. NC 54/I-40 Corridor Study: The MPO completed Phase 2 of the NC 54/I-40 Corridor Study. 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. A critical component of this study is public outreach and public involvement. In addition to traditional methods for obtaining public input the consultant team conducted focus group meetings and “hands-on” public workshops. The TAC adopted the Study at their June meeting.
  8. 2012-2018 Metropolitan Transportation Improvement Program (MTIP) and air quality conformity analysis: The MPO finalized the development of the 2012-18 MTIP.
  9. Amendments and Administrative Modifications of the 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.
  10. CMP: Completed CMP data collection and some analysis. Still awaiting signal and geometric data from couple of agencies. Draft Technical Memorandum completed.
  11. Revision and enhancement of the MTIP Project Prioritization and Ranking Methodology for the 2012-2018 MTIP: The Lead Planning Agency continued work on the refinements and revision of the MTIP project prioritization and ranking methodology. Draft methodology was made available to the public and local MPO agencies for review and comments.
  12. Development of the SPOT2 –The MPO continued work associated with the update of SPOT2, including working with NCDOT on the developing of input data for SPOT2. The MPO also continued the coordination with NCDOT on the urban loop analysis.

13. Stimulus Program (ARRA) Project Selection, monitoring and Reporting: The Lead Planning Agency continue to work with NCDOT regarding ARRA auditing, report and oversight.
14. 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..
15. The MPO continued work on several special and major emphasis projects: MPO Land-use model, MPO Non-Motorized Trip model, MPO GIS, Community VIZ integration, MPO Twitter account, Preparation of CMAQ applications, MPO Collector Street Plan, etc.
16. 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. This has been completed.
17. Carrboro Main Street Study and Rood Diet: Study completed and results and report presented to the TAC.
18. Hillsborough Downtown Study: Study completed and results and report presented to the TAC.
19. "Watch for Me" Pedestrian Safety Campaign – The MPO worked with NCDOT Bicycle and Pedestrian Division, UNC Highway Safety Research and regional stakeholders on development a safety campaign.
20. Bicycle lane restriping. The MPO worked with NCDOT Division 5 and Division 7 regarding priorities and plans for restriping roadways scheduled for resurfacing by NCDOT
21. 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.
22. 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
23. ITS Strategic Deployment Plan (SDP). Work continues on the implementation of the Triangle Regional ITS SDP. This included linkages of ITS to travel model and the required bridging of planning and operations.
24. Ramp Metering
25. MPO agencies' service requests

The tentative development schedule for the 2013-14 UPWP is presented below. The work program will contain new initiative for FY2014 and a continuation of the FY2013 initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local member governments' budget process.

DATES	DCHC MPO ACTIVITY DESCRIPTION
31-Oct-12	MPO funding request sent out to member agencies
<b>30-Nov-12</b>	<b>Deadline for funding request to be submitted to MPO by member agencies.</b>
December 2012 - January 2013	Development of Draft 2013-2014 UPWP and coordinating with local agencies continues.
23-Jan-13	TCC receives Draft 2013-2014 UPWP.
27-Feb-13	TCC receives Draft 2013-2014 UPWP.
13-Mar-13	TAC receives Draft 2013-2014 UPWP & releases for public comment. Draft sent to FTA for review & comments.
27-Mar-13	TCC hold public hearing TCC recommends that TAC adopt FINAL FY2013-2014 TCC recommends MPO completes self-certification UPWP planning process
10-Apr-13	TAC adopts FINAL FY2013-2014 UPWP and self certifies MPO planning process;
12-Apr-13	Final FY2013-2014 UPWP submitted to NCDOT/FHWA for approval.
<b>19-Apr-13</b>	<b>FINAL FY2013-2014 due to NCDOT-TPB</b>

**MPO Wide - Funding Distribution by Agency**

Receiving Agency	SPR Highway		STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Funding Summary				
	NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	LOCAL	NCDOT	FHWA	FTA	TOTALS
	20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%					
LPA	\$0	\$0	\$279,736	\$1,118,945	\$35,789	\$143,157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,525	\$0	\$1,262,101	\$0	\$1,577,627
City of Durham	\$0	\$0	\$0	\$0	\$0	\$0	\$14,080	\$14,080	\$112,636	\$67,474	\$67,474	\$539,793	\$0	\$0	\$0	\$81,554	\$81,554	\$0	\$652,429	\$815,537
Chapel Hill Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,125	\$72,125	\$577,000	\$175,000	\$175,000	\$350,000	\$247,125	\$247,125	\$0	\$927,000	\$1,421,250
Town of Chapel Hill	\$0	\$0	\$0	\$0	\$17,351	\$69,404	\$13,520	\$13,520	\$108,156	\$0	\$0	\$0	\$0	\$0	\$0	\$30,871	\$13,520	\$69,404	\$108,156	\$221,951
Town of Carrboro	\$0	\$0	\$0	\$0	\$6,632	\$26,528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,632	\$0	\$26,528	\$0	\$33,160
Triangle Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,500	\$85,500	\$684,000	\$0	\$0	\$0	\$85,500	\$85,500	\$0	\$684,000	\$855,000
TJCOG	\$0	\$0	\$9,375	\$37,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,375	\$0	\$37,500	\$0	\$46,875
<b>Totals</b>	\$0	\$0	\$289,111	\$1,156,445	\$59,772	\$239,089	\$27,600	\$27,600	\$220,792	\$225,099	\$225,099	\$1,800,793	\$175,000	\$175,000	\$350,000	\$776,582	\$427,699	\$1,395,533	\$2,371,585	\$4,971,400

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
<b>II-A</b>	<b>Surveillance of Change</b>																			
	1 Traffic Volume Counts	0	0	32,352	129,408	818	3,272	0	0	0	0	0	0	0	0	0	33,170	-	132,680	165,850
	2 Vehicle Miles of Travel	0	0	756	3,026	0	0	0	0	0	0	0	0	0	0	0	756	-	3,026	3,782
	3 Street System Changes	0	0	572	2,288	0	0	0	0	0	0	0	0	0	0	0	572	-	2,288	2,860
	4 Traffic Accidents	0	0	298	1,194	0	0	0	0	0	0	0	0	0	0	0	298	-	1,194	1,492
	5 Transit System Data	0	0	5,346	21,385	0	0	7,019	7,019	56,150	45,712	45,712	365,693	0	0	0	58,077	52,730	443,228	554,036
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	9,567	38,266	400	400	3,200	0	0	0	0	0	0	9,967	400	41,466	51,833
	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	20,907	83,629	0	0	0	0	0	0	0	0	0	0	0	20,907	-	83,629	104,537
	10 Mapping	0	0	35,132	140,526	2,490	9,960	3,300	3,300	26,400	2,750	2,750	22,000	0	0	0	43,672	6,050	198,886	248,608
	11 Central Area Parking Inventory	0	0	148	590	0	0	0	0	0	0	0	0	0	0	0	148	-	590	738
	12 Bike & Ped. Facilities Inventory	0	0	423	1,694	600	2,400	0	0	0	0	0	0	0	0	0	1,023	-	4,094	5,117
	13 Bike & Ped. Counts	0	0	4,460	17,841	969	3,875	0	0	0	0	0	0	0	0	0	5,429	-	21,717	27,146
<b>II-B</b>	<b>Long Range Transp. Plan</b>																			
	1 Collection of Base Year Data	0	0	6,410	25,641	2,000	8,000	0	0	0	0	0	0	0	0	0	8,410	-	33,641	42,051
	2 Collection of Network Data	0	0	3,594	14,374	0	0	500	500	4,000	0	0	0	0	0	0	4,094	500	18,374	22,968
	3 Travel Model Updates	0	0	47,872	191,488	0	0	350	350	2,797	9,000	9,000	72,000	0	0	0	57,222	9,350	266,285	332,856
	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	3,094	12,375	672	2,688	1,000	1,000	8,000	0	0	0	0	0	0	4,766	1,000	23,063	28,829
	6 Community Goals & Objectives	0	0	0	0	268	1,072	0	0	0	0	0	0	0	0	0	268	-	1,072	1,340
	7 Forecast of Future Travel Patterns	0	0	2,557	10,227	0	0	0	0	0	0	0	0	0	0	0	2,557	-	10,227	12,784
	8 Capacity Deficiency Analysis	0	0	3,615	14,458	0	0	0	0	0	0	0	0	0	0	0	3,615	-	14,458	18,073
	9 Highway Element of th L RTP	0	0	1,934	7,734	0	0	0	0	0	0	0	0	0	0	0	1,934	-	7,734	9,668
	10 Transit Element of the L RTP	0	0	2,320	9,281	146	584	0	0	0	1,750	1,750	14,000	0	0	0	4,216	1,750	23,865	29,832
	11 Bicycle & Ped. Element of the L RTP	0	0	5,221	20,883	0	0	0	0	0	0	0	0	0	0	0	5,221	-	20,883	26,104
	12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	13 Collector Street Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	14 Rail, Water or other mode of L RTP	0	0	773	3,094	0	0	0	0	0	0	0	0	0	0	0	773	-	3,094	3,867
	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	400	1,600	200	200	1,600	41,202	41,202	329,618	0	0	0	41,802	41,402	332,818	416,023
	17 Congestion Management Strategies	0	0	24,676	98,703	964	3,856	300	300	2,400	0	0	0	0	0	0	25,940	300	104,959	131,198
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	618	2,470	0	0	0	0	0	0	0	0	0	618	-	2,470	3,088
<b>II-C</b>	<b>Short Range Transit Planning</b>																			
	Short Range Transit Planning	0	0	0	0	326	1,304	1,000	1,000	8,000	1,250	1,250	10,000	0	0	0	2,576	2,250	19,304	24,130
<b>III-A</b>	<b>Planning Work Program</b>																			
	Planning Work Program	0	0	0	0	12,674	50,694	0	0	0	500	500	4,000	0	0	0	13,174	500	54,694	68,368
<b>III-B</b>	<b>Transp. Improvement Plan</b>																			
	TIP	0	0	0	0	7,930	31,722	200	200	1,600	500	500	4,000	0	0	0	8,630	700	37,322	46,652
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																			
	1 Title VI	0	0	4,321	17,284	0	0	0	0	0	500	500	4,000	0	0	0	4,821	500	21,284	26,605
	2 Environmental Justice	0	0	4,211	16,843	146	584	0	0	0	0	0	0	0	0	0	4,357	-	17,427	21,783
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	500	500	4,000	0	0	0	500	500	4,000	5,000
	4 Planning for the Elderly & Disabled	0	0	0	0	72	288	0	0	0	1,000	1,000	8,000	0	0	0	1,072	1,000	8,288	10,360
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	4,000	4,000	32,000	0	0	0	4,000	4,000	32,000	40,000
	6 Public Involvement	0	0	21,062	84,247	402	1,608	0	0	0	500	500	4,000	0	0	0	21,964	500	89,855	112,319
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>																			
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	2,556	10,225	0	0	0	0	0	0	0	0	0	0	0	2,556	-	10,225	12,781
	3 Special Studies	0	0	12,172	48,687	242	968	0	0	0	35,000	35,000	280,000	175,000	175,000	350,000	222,414	210,000	679,655	1,112,069
	4 Regional or Statewide Planning	0	0	13,069	52,275	3,000	12,000	2,600	2,600	20,800	5,000	5,000	40,000	0	0	0	23,669	7,600	125,075	156,344
<b>III-E</b>	<b>Management &amp; Operations</b>																			
	1 Management & Operations	0	0	29,261	117,044	15,469	61,876	10,731	10,731	85,846	75,935	75,935	607,482	0	0	0	131,396	86,666	872,248	1,090,310
	<b>Totals</b>	\$0	\$0	\$289,111	\$1,156,445	\$59,772	\$239,088	\$27,599	\$27,599	\$220,794	\$225,099	\$225,099	\$1,800,793	\$175,000	\$175,000	\$350,000	\$776,581	\$427,698	\$3,767,119	\$4,971,399

	Task Description	Chapel Hill			Carrboro			TJCOG			LPA			City of 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%	Local 20%	FHWA 80%	Total 100%
<b>II A</b>	<b>Surveillance of Change</b>																		
	1 Traffic Volume Counts	\$600	\$2,400	\$3,000	\$218	\$872	\$1,090	\$0	\$0	\$0	\$32,352	\$129,408	\$161,760	\$0	\$0	\$0	\$33,170	\$132,680	\$165,850
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$756	\$3,026	\$3,782	\$0	\$0	\$0	\$756	\$3,026	\$3,782
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572	\$2,288	\$2,860	\$0	\$0	\$0	\$572	\$2,288	\$2,860
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$298	\$1,194	\$1,492	\$0	\$0	\$0	\$298	\$1,194	\$1,492
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,346	\$21,385	\$26,732	\$0	\$0	\$0	\$5,346	\$21,385	\$26,732
	6 Dwelling Unit, Pop. & Emp. Change	\$2,000	\$8,000	\$10,000	\$108	\$432	\$540	\$0	\$0	\$0	\$7,459	\$29,834	\$37,293	\$0	\$0	\$0	\$9,567	\$38,266	\$47,833
	7 Air Travel	\$0	\$0	\$0	\$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	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,907	\$83,629	\$104,537	\$0	\$0	\$0	\$20,907	\$83,629	\$104,537
	10 Mapping	\$2,000	\$8,000	\$10,000	\$490	\$1,960	\$2,450	\$0	\$0	\$0	\$35,132	\$140,526	\$175,658	\$0	\$0	\$0	\$37,622	\$150,486	\$188,108
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148	\$590	\$738	\$0	\$0	\$0	\$148	\$590	\$738
	12 Bike & Ped. Facilities Inventory	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$423	\$1,694	\$2,117	\$0	\$0	\$0	\$1,023	\$4,094	\$5,117
	13 Bike & Ped. Counts	\$751	\$3,003	\$3,754	\$218	\$872	\$1,090	\$0	\$0	\$0	\$4,460	\$17,841	\$22,302	\$0	\$0	\$0	\$5,429	\$21,717	\$27,146
<b>II-B</b>	<b>Long Range Transp. Plan</b>																		
	1 Collection of Base Year Data	\$2,000	\$8,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$6,410	\$25,641	\$32,051	\$0	\$0	\$0	\$8,410	\$33,641	\$42,051
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,594	\$14,374	\$17,968	\$0	\$0	\$0	\$3,594	\$14,374	\$17,968
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,872	\$191,488	\$239,360	\$0	\$0	\$0	\$47,872	\$191,488	\$239,360
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$600	\$2,400	\$3,000	\$72	\$288	\$360	\$0	\$0	\$0	\$3,094	\$12,375	\$15,469	\$0	\$0	\$0	\$3,766	\$15,063	\$18,829
	6 Community Goals & Objectives	\$0	\$0	\$0	\$268	\$1,072	\$1,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268	\$1,072	\$1,340
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,557	\$10,227	\$12,784	\$0	\$0	\$0	\$2,557	\$10,227	\$12,784
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,615	\$14,458	\$18,073	\$0	\$0	\$0	\$3,615	\$14,458	\$18,073
	9 Highway Element of th L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,934	\$7,734	\$9,668	\$0	\$0	\$0	\$1,934	\$7,734	\$9,668
	10 Transit Element of the L RTP	\$0	\$0	\$0	\$146	\$584	\$730	\$0	\$0	\$0	\$2,320	\$9,281	\$11,602	\$0	\$0	\$0	\$2,466	\$9,865	\$12,332
	11 Bicycle & Ped. Element of the L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,221	\$20,883	\$26,104	\$0	\$0	\$0	\$5,221	\$20,883	\$26,104
	12 Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$773	\$3,094	\$3,867	\$0	\$0	\$0	\$773	\$3,094	\$3,867
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000
	17 Congestion Management Strategies	\$600	\$2,400	\$3,000	\$364	\$1,456	\$1,820	\$0	\$0	\$0	\$24,676	\$98,703	\$123,378	\$0	\$0	\$0	\$25,640	\$102,559	\$128,198
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$618	\$2,470	\$3,088	\$0	\$0	\$0	\$618	\$2,470	\$3,088
<b>II-C</b>	<b>Short Range Transit Planning</b>																		
	Short Range Transit Planning	\$0	\$0	\$0	\$326	\$1,304	\$1,630	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326	\$1,304	\$1,630
<b>III-A</b>	<b>Planning Work Program</b>																		
	Planning Work Program	\$400	\$1,600	\$2,000	\$326	\$1,304	\$1,630	\$0	\$0	\$0	\$11,948	\$47,790	\$59,738	\$0	\$0	\$0	\$12,674	\$50,694	\$63,368
<b>III-B</b>	<b>Transp. Improvement Plan</b>																		
	TIP	\$400	\$1,600	\$2,000	\$910	\$3,640	\$4,550	\$0	\$0	\$0	\$6,620	\$26,482	\$33,102	\$0	\$0	\$0	\$7,930	\$31,722	\$39,652
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																		
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,321	\$17,284	\$21,605	\$0	\$0	\$0	\$4,321	\$17,284	\$21,605
	2 Environmental Justice	\$0	\$0	\$0	\$146	\$584	\$730	\$0	\$0	\$0	\$4,211	\$16,843	\$21,053	\$0	\$0	\$0	\$4,357	\$17,427	\$21,783
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$72	\$288	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72	\$288	\$360
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$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	\$21,062	\$84,247	\$105,309	\$0	\$0	\$0	\$21,464	\$85,855	\$107,319

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

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
<b>II-A</b>	<b>Surveillance of Change</b>									
	1 Traffic Volume Counts	32,352	129,408	161,760	818	3,272	4,090	33,170	132,680	165,850
	2 Vehicle Miles of Travel	756	3,026	3,782	0	0	0	756	3,026	3,782
	3 Street System Changes	572	2,288	2,860	0	0	0	572	2,288	2,860
	4 Traffic Accidents	298	1,194	1,492	0	0	0	298	1,194	1,492
	5 Transit System Data	5,346	21,385	26,732	0	0	0	5,346	21,385	26,732
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	9,567	38,266	47,833	9,567	38,266	47,833
	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	20,907	83,629	104,537	0	0	0	20,907	83,629	104,537
	10 Mapping	35,132	140,526	175,658	2,490	9,960	12,450	37,622	150,486	188,108
	11 Central Area Parking Inventory	148	590	738	0	0	0	148	590	738
	12 Bike & Ped. Facilities Inventory	423	1,694	2,117	600	2,400	3,000	1,023	4,094	5,117
	13 Bike & Ped. Counts	4,460	17,841	22,302	969	3,875	4,844	5,429	21,717	27,146
<b>II-B</b>	<b>Long Range Transp. Plan</b>									
	1 Collection of Base Year Data	6,410	25,641	32,051	2,000	8,000	10,000	8,410	33,641	42,051
	2 Collection of Network Data	3,594	14,374	17,968	0	0	0	3,594	14,374	17,968
	3 Travel Model Updates	47,872	191,488	239,360	0	0	0	47,872	191,488	239,360
	4 Travel Surveys	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	3,094	12,375	15,469	672	2,688	3,360	3,766	15,063	18,829
	6 Community Goals & Objectives	0	0	0	268	1,072	1,340	268	1,072	1,340
	7 Forecast of Future Travel Patterns	2,557	10,227	12,784	0	0	0	2,557	10,227	12,784
	8 Capacity Deficiency Analysis	3,615	14,458	18,073	0	0	0	3,615	14,458	18,073
	9 Highway Element of th LRTP	1,934	7,734	9,668	0	0	0	1,934	7,734	9,668
	10 Transit Element of the LRTP	2,320	9,281	11,602	146	584	730	2,466	9,865	12,332
	11 Bicycle & Ped. Element of the LRTP	5,221	20,883	26,104	0	0	0	5,221	20,883	26,104
	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	773	3,094	3,867	0	0	0	773	3,094	3,867
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	400	1,600	2,000	400	1,600	2,000
	17 Congestion Management Strategies	24,676	98,703	123,378	964	3,856	4,820	25,640	102,559	128,198
	18 Air Qual. Planning/Conformity Anal.	0	0	0	618	2,470	3,088	618	2,470	3,088
<b>II-C</b>	<b>Short Range Transit Planning</b>									
	1 Short Range Transit Planning	0	0	0	326	1,304	1,630	326	1,304	1,630
<b>III-A</b>	<b>Planning Work Program</b>									
	Planning Work Program	0	0	0	12,674	50,694	63,368	12,674	50,694	63,368
<b>III-B</b>	<b>Transp. Improvement Plan</b>									
	TIP	0	0	0	7,930	31,722	39,652	7,930	31,722	39,652
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>									
	1 Title VI	4,321	17,284	21,605	0	0	0	4,321	17,284	21,605
	2 Environmental Justice	4,211	16,843	21,053	146	584	730	4,357	17,427	21,783
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0
	4 Planning for the Elderly & Disabled	0	0	0	72	288	360	72	288	360
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
	6 Public Involvement	21,062	84,247	105,309	402	1,608	2,010	21,464	85,855	107,319
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>									
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Plng.	2,556	10,225	12,781	0	0	0	2,556	10,225	12,781
	3 Special Studies	12,172	48,687	60,859	242	968	1,210	12,414	49,655	62,069
	4 Regional or Statewide Planning	13,069	52,275	65,344	3,000	12,000	15,000	16,069	64,275	80,344
<b>III-E</b>	<b>Management &amp; Operations</b>									
	1 Management & Operations	29,261	117,044	146,305	15,469	61,876	77,345	44,730	178,920	223,650
	<b>Totals</b>	<b>289,111</b>	<b>1,156,445</b>	<b>1,445,556</b>	<b>59,772</b>	<b>239,088</b>	<b>298,860</b>	<b>348,883</b>	<b>1,395,533</b>	<b>1,744,416</b>

## **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 feed into various MPO technical analyses such as modeling, Metropolitan Transportation Plan update, Congestion Management Process, project development, Title planning, EJ.LEP demographic profiles, TIP, project prioritization, etc. The following data collection and monitoring tasks will be conducted during the FY 2014 UPWP period

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

The Lead Planning Agency (LPA) will collect traffic counts and turning movement counts at specified locations. This task includes maintaining ADT counts and database for model calibration on arterial, minor arterial, and collector streets. The LPA will continue routine traffic counts data collection as part of the annual count program as well as on screenlines and cutlines for model validation. 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 supplementing 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 GIS and Safety and Freight planning.

<b>Traffic Counts : Data Types and Number of Locations</b>							
<b>No.</b>	<b>Data Type</b>	<b>Durham</b>	<b>Chapel Hill</b>	<b>Carrboro</b>	<b>Hillsborough</b>	<b>Orange County (uninc)</b>	<b>Chatham County</b>
1	Traffic volume (24 and 48 hour)	75	40	38	15	5	3
2	Turning movements (auto, trucks, bike/pedestrians) -9-hour peak	100	30	25	10	5	2
3	Classification Counts	75	40	30	10	5	3

### **Task II-A-2: Vehicle Miles of Travel (VMT) Person Miles of Travel (PMT)**

The LPA will continue to tabulate VMT by functional classification and County. As specified by the Long Range Transportation Plan (LRTP) and Metropolitan Transportation Plan Goals and Objectives and, Targets, annual VMT growth will be monitored and compared the LRTP Targets. The MPO will develop methodology for tracking multi-modal PMT. This information will help to develop MAP 21 required performance measures and also help determine if the Plan targets are being met. This will feed into the Highway Performance Monitoring System (HPMS).

### Task II-A-3: Street System Mileage Change

The MPO will update inventory of improvements to municipal street system. Update inventory of signalization on existing major streets to provide accurate inputs for the Triangle Regional Model (TRM). The MPO will monitor changes in street mileage systems from previous years and summarize inventory by functional classification. The Town of Chapel Hill, the Town of Carrboro, and the City of Durham will obtain from the NCDOT Division 7 and 5 offices and compile in database, improvements to the state highway system, whether planned, underway, or completed. Each municipality will compile and maintain similar records for its municipal street system. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the MPO GIS and data management system. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and current through proposed data automation and management system. This data will also feed into the MPO Performance measures as required by MAP-21.

### Task II-A-4: Traffic Accidents

The LPA will collect route traffic accident data from TEES and prepare summary and analysis of high accident locations by mode as well as compare data analysis to previous years' results. Crash data will include auto, bike and pedestrian crashed for the latest three (3) year period within the MPO Metropolitan Planning Boundary (MAB). This task will align, build off of and support the safety work of the NCDOT as required by federal regulations. The task will feed into the MPO Congestion Management Process (CMP), MPO MTIP ranking and project prioritization, SPOT, Mobility funds and Urban Loop funds prioritization, etc.

### Task II-A-5: Transit System Data

The LPA will undertake a comprehensive transit system data collection effort during this fiscal year. Transit data will be will be conducted for the four MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), the Triangle Transit Authority (TTA) and Duke University Transit.. This will include APC data to evaluate transit service performance, route productivity, develop 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 reporting requirements. APC data will be summarized and tabulated for CHT, DATA . Duke and TTA (fall 2013 and spring 2014) as follows: stop level, trip level, time period (peak/non peak) level, segment by trip, segment by time period, spatial analysis (TAZ and Census Tract and micro analysis (system level). The variables to be collected included but not limited to:

- Route/Line
- Trip Start Time
- Average Number of Riders
- Average Passengers Per Hour
- Average Passengers Per Mile
- Average Load
- Average Max Load

Average Load Factor  
 Total distance travelled  
 Average Passenger Trip Length  
 Average Velocity  
 Average Actual Run Time  
 Scheduled Run Time  
 Average Passenger Miles  
 Average Passenger Hours  
 Average Dwell Time  
 Number of Samples per trip  
 Total Actual Run Time  
 Total Scheduled Run Time

Temporal resolution: Average Weekday,  
 Saturday, Sunday, and peak periods.  
 Time Period. Where: Time Period 1 is  
 3am – 5:59am; Time Period 2 is 6am –  
 8:59am; Time Period 3 is 9am – 2:59pm;  
 Time Period 4 is 3pm – 5:59pm and Time  
 Period 5 is 6pm – 2:59am.

Spatial resolution to include leg, TAZ, Census Block and Census Tracks.

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

The LPA will maintain inventory of dwelling units and population to track changes and to compare with assumptions used in the adopted MTP and CTP. Changes in developments will be used to assess determine needed changes in transportation services and how well developments compare to current and projected demands. The LPA continue to review developments to assess impacts to the 2040 Metropolitan Transportation Plan (2040 MTP), socio-economic and demographic data for MTO update, update of Community Viz land-use scenario planning, 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 records, InfoUSA, and Employment Security Commission data as part of this monitoring task. The MPO will continue work on the update and enhance of the MPO GIS enterprise and the Geocoder.

#### Task II-A-7: Air Travel

The MPO will undertake 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-8: Vehicle Occupancy Rates

No activities proposed, therefore no funds programmed.

Task II-A-9: Travel Time Studies

The MPO will continue routine travel-time runs (floating car technique) on selected links during peak period to provide accurate inputs for applications such as the travel model update and the CMP. MPO will continue evaluation of travel time field data collector and validation using INRIX and other Bluetooth. The LPA is proposing collecting a highway/auto travel time and speed along 124 facilities and transit travel time/speed on approximately 85 routes (including TTA route within the DCHC MPO planning area.

<b>Travel Time/Speed : Data Types and Number of Locations</b>							
<b>No.</b>	<b>Data Type</b>	<b>Durham</b>	<b>Chapel Hill</b>	<b>Carrboro</b>	<b>Hillsborough</b>	<b>Orange County (uninc)</b>	<b>Chatham County</b>
1	Travel Time /Speed (highway)	65	32	15	5	5	2
2	Travel Time /Speed (Transit)	50	12	20	2		

Task II-A-10: Mapping

This task will include but not limited to mapping of and geo-spatial 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, Title VI and environmental factors. The MPO will continue to update base maps for corridor studies and project planning. Work will continue on the development and update of the GIS online. Work will continue on the update and enhance of mapping for the MPO website and Public Involvement planning. Work will also continue on the integration and maintenance of the Geo-coder, community Viz and enterprise GIS. The LPA will continue to improve MPO GIS support for short and long-range transportation plans by providing visualization enhancement and as required by federal regulations. The LPA will continue work associated with management of MPO database, ArcGIS shapefiles and Google KML files.

Task II-A-11: Central Area Parking Inventory

The MPO will continue data collection and 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 continue to conduct inventory of bicycle and pedestrian facilities as part of the CMP, the development of performance measure. 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 and TIP/SPOT prioritization.

#### Task II-A-13: Bicycle and Pedestrian Counts

The LPA staff will continue to participate in bicycle and pedestrian planning in the region and provide technical assistance/coordination to other government units as needed. The 2035 LRTP and 2040 MTP support and encourage bicycle and pedestrian planning and staff continue to work toward achieving those goals. The primary activity in this task will be the further development of the bicycle system inventory using the planning and mapping tool GIS online and Google Earth. The MPO will continue to conduct inventory of bicycle and pedestrian facilities as part of the CMP, the development of performance measure. 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 and TIP/SPOT prioritization. Also, inventory of bicycle and pedestrian counts will continue to be conducted as part of the Congestion Management Process and the MAP-21 performance measures development. The p inventory will guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan, Comprehensive Pedestrian Plan, development of Transportation Alternatives (TA) funding allocation criteria, etc.

<b>Pedestrian &amp; Bicycle Counts : Data Types and Number of Locations</b>							
<b>No.</b>	<b>Data Type</b>	<b>Durham</b>	<b>Chapel Hill</b>	<b>Carrboro</b>	<b>Hillsborough</b>	<b>Orange County (uninc)</b>	<b>Chatham County</b>
3	Pedestrian Counts (12-hour)	65	30	25	5	5	
4	Bicycle Counts (12-hour)	65	30	15	5	5	

#### 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 comprehensive Transportation Plan as well as commence data collection preparation for the 2015 model base year. The MPO will work on the development of strategy and procedure for timely and efficient development of the 2045 MTP.

### Task II-B-1: Collection of Base Year Data

This work element provides travel and socio-economic and data for the modeling update. The data collection initiatives include processing and analysis of Census, American Community Survey (ACS) and employment/special generator. These efforts will result in the creation of several traveling modeling databases that will be used in the development and update of forecasting tools. The LPA will continue to update the socio-economic and demographic data for the base year model and Title VI demographic/ Minority and Low Income (MLI) profiles. Work activities will include update, estimation and tabulation of the following data elements; population, housing, income, auto ownership, Limited English Proficiency, linguistically isolated households, workers, head of households, Environmental Justice, linguistic demographic factors, ACS community patterns, school enrollment, etc. It is expected that these variables will be linked to the proposed data automation projects and a GIS database and management system will be used to maintain the aforementioned socio-economic and land use information. An integral part of this task also will be a continuous data verification, reconciliation, and quality and error checks.

### Task II-B-2: Collection of Network Data

The MPO will continue to update transportation/model network data. The proposed work activities will include collection and update 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; 10) free flow speeds; 11) Travel Time; 12) median condition; and 13) 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

LPA staff will continue to be involved in the development, enhancement and update of the Triangle Regional Model (TRM). Specifically, work in this period will focus on the development, calibration and development of Version 6 of the model and preparatory work for version 7. This element provides for maintenance, improvement, and support of travel models housed at the Service Bureau. These models provide analytical tools for various transportation analyses, policy testing, and public outreach. Improvement activities involve developing new tools and techniques to enhance travel model applications in various areas. Support activities involve maintenance of the software and hardware of the modeling system, documentation, training of internal and member agencies' staff, and assisting consultants who are providing service to the regional projects. This element also provides for technical communication and participation at the State and federal (FHWA &FTA) levels to ensure the travel models are developed in a coordinated manner according to future needs and expectations. Consultants and University partnership/ assistance will be utilized in undertaking work activities under this task. Modeling activities proposed under this work element also cover advanced transit studies that include improvements on transit data collection methods and innovative methods of conducting transit surveys. The results of these studies will increase the quality of the transit forecasting models that are used in the New Starts application process.

The DCHC MPO in concert with CAMPO, NCDOT and the Triangle Transit develops and maintains a state of the practice regional travel demand model for predicting the impact of transportation investments and land-use policies on travel demand and air quality. The model is used by the MPO in development required MTP and CTP, by NCDOT in project development, STOP/TIP prioritization, Mobility funds ranking and loop prioritization, by TTA in new Start analysis and fixed guideway transit, and by local and state agencies for development impacts analysis and scenario planning. The main thrusts of the modeling work task proposed herein are summarized as follows:

- Monitor and understand changes in federal requirements as they affect MPO modeling.
- Continue to improve and enhance models and make them responsive to technical and policy questions the MPO seeks to answer.
- Research ways in which the state-of-the-practice is changing and develop modification and improvements in the modeling process to meet those standards.
- Acquire and process data so work program can accomplished to meet federal requirements.
- Estimate, calibrate and validate current TRM as an on-going activity
- Ensure that validate focuses on improvements to link level and route level performance.
- Ensure that TRM base year and futures years are ready MTP alternative evaluation at least two years before hand.
- Document TRM so it can be understood and replicated.
- Document the modeling process so that its capabilities and limitations can be understood by policy makers and lay person.

Essentially, the modeling the proposed modeling work prgram involves the update and calibration and validation for the model to support the development of the TRM versions 6 and 7 and 2045 MTP. 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 2040 MTP, such as:

- capacities revision,
- parking enhancement/parking choice
- performance measures automation
- Net Manager update.
- Transit select link tools
- Population synthesizer
- peak hour highway and transit demand forecasts
- Peak Spreading

- Employee categorization/place of residence
- Free flow speed
- Destination choice improvements
- Script and input file modification and enhancement
- Integration of TRM and Mapped
- Explore dynamic assignment

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

The LPA will continue to generate and update socio-economic and demographic projections and forecasts. CTP and MTP forecasts will continue to be re-evaluated and refined consistent with local land-use plans as well as State and regional land use policies.

#### Task II-B-6: Community Goals and Objectives

No activity proposed during this UPWP period.

#### 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 continue to update capacity deficiency analysis for the CTP, CMP and other project development activities. 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 MTP. 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, the MTP, County transit plans, and the regional New Starts. Transit evaluate will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives.

The MPO will continue coordinate with TTA and other regional partners regarding the development of the regional commuter rail and light rail. 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 MTP. 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

No activity proposed during this UPWP period.

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

No activity proposed during this UPWP period.

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

No activity proposed during this UPWP period..

Task II-B-16: Financial Planning

No activity proposed during this UPWP period.

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**

UPWP Support includes conducting metropolitan planning and implementing planning activities for the MPO. This involves responding to regulations and mandates, and reporting information on 3C planning topics, including those identified in federal reauthorization legislation, and issues related to federal policies, regulations, and guidance, such as responding to federal Certification recommendations. Additionally, the LPA will provide support related to planning topics such as those highlighted in federal planning guidance, including operations and management, sustainability, health, freight, economic effects, and environmental issues.

Under this work element, the LPA will administer the FY 2012-2013 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2013-2014 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 2014. Work program will include the development and maintenance of UPWP in conformance with applicable federal, state, and regional guidelines. In addition, work will include the preparation of 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)**

The LPA will process TIP amendments as needed, including coordinating with the MPO member agencies and conducting public involvement/outreach. Commence work on the development of the TIP ranking and prioritization. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

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-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 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.

It also includes providing process support, such as developing and preparing informational materials for the MPO website, conducting public outreach, managing the MPO website, preparing and distributing the MPO's newsletter and timely Twitter and implementing other social media YouTube postings and facebook), and maintaining the mailing lists and email lists.

**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 US 15-501 corridor and sub-area study, ITS deployment plan update, Ramp Metering, GIS enterprise/GIS online, non-motorized trip model update, Land-use model update, 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 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**

The thrust of this work program is 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. This work element encompasses the administration and support of 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. In addition, this work includes consultation with other agencies involved with in 3C planning activities; liaison activities between the MPO and NCDOT and ongoing coordination with CAMPO; and communication with other regional groups. Other activities include the day-to-day oversight of and reporting on the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. 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. Respond to federal and State legislation and regulations.
3. Provide service request to citizens.
4. Provide service requests and technical support to MPO member agencies.
5. Provide oversight to MPO planning and Transit funding policies.
6. 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.
7. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
8. 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.
9. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2013 to June 30, 2018**

	1	2	3	4	5
FY	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Period	2013-14	2014-15	2015-16	2016-17	2017-18
	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018
<b>1</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>
<b>1.1</b>	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
<b>1.2</b>	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
<b>1.3</b>	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
<b>1.4</b>	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
<b>1.5</b>	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
<b>1.6</b>	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
<b>1.7</b>	Air travel	Air travel	Air travel	Air travel	Air travel
<b>1.8</b>		VOC	VOC	VOC	VOC
<b>1.9</b>	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
<b>1.10</b>	Mapping	Mapping	Mapping	Mapping	Mapping
<b>1.11</b>	Parking inventory	Parking inventory		Parking inventory	Parking inventory
<b>1.12</b>	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
<b>1.13</b>	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
<b>2</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>
<b>2.1</b>	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
<b>2.2</b>	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
<b>2.3</b>	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
<b>2.4</b>	Develop FY 2014 UPWP	Develop FY 2015 UPWP	Develop FY 2016 UPWP	Develop FY 2017 UPWP	Develop FY 2018 UPWP
<b>2.5</b>	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management
	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
<b>2.6</b>	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
<b>3</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>	<b>Long-Range Transportation Plan (LRTP)</b>
<b>3.1</b>	Land-use Scenario analysis	Approval of the 2040 LRTP for AQ analysis and conformity	Amendment of the 2040 LRTP for AQ analysis and conformity as necessary	Goals, Objectives and targets for 2045 LRTP	Approval of the 2045 LRTP for AQ analysis and conformity
<b>3.2</b>	Deficiency Analysis	CTP components- Highway, transit, bicycle and pedestrian vision plans	Model Update for 2045 LRTP analysis	SE data collection and Forecasts for 2045 LRTP	CTP components- Highway, transit, bicycle and pedestrian vision plans
<b>3.3</b>	Alternative analysis	AQ analysis and conformity determination process	Inter-Agency Consultation process	Deficiency analysis and need assessment	AQ analysis and conformity determination process
<b>3.4</b>	Development of Preferred Option	Inter-Agency Consultation process	CTP update	Generation of alternatives and evaluation of alternatives	Inter-Agency Consultation process
<b>3.5</b>		Draft LRTP AQ Conformity Jan 2013 & approval in March 2013	Land-use Scenario analysis	Land-use Scenario analysis	
<b>3.6</b>			2045 LRTP Visioning process	Financial analysis	
<b>3.7</b>		2040 LRTP conformity deadline June 15 2013		Selection of Preferred options	
<b>4</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>
<b>4.1</b>	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2013 to June 30, 2018**

	1	2	3	4	5
FY	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Period	2013-14	2014-15	2015-16	2016-17	2017-18
	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018
4.2	Collection of 2013 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	Processing of survey.		
4.4	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts	Estimation of TRM V7		
4.5	Parking survey	Household survey & Transit OnBoard			
4.6		TRM V&			
4.7		2013 base year model calibration and validation			
5	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>
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	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>
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	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion
7.4	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.5	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.6	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update
7.7	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan
7.8	Identification and evaluation of strategies.	update Identification and evaluation of strategies.	Identification and evaluation of strategies.	update 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	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>
			Develop final draft 2013-2019 MTIP. TIP conformity determination		Develop final draft 2015-2021 MTIP. TIP conformity determination

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2013 to June 30, 2018**

	1	2	3	4	5
FY	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Period	2013-14	2014-15	2015-16	2016-17	2017-18
	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018
	Reconcile 2011-17 MTIP and STIP		TAC Approves 2013-2019 MTIP		TAC Approves 2015-2021 MTIP
	TAC Approves 2011-2017 MTIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2013-2019 STIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2015-2021 STIP
	BOT Approves 2011-2017 STIP	Develop & submit TIP Project Priority List for 2013-2019 TIP		Develop & submit TIP Project Priority List for 2015-2021 TIP	
		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP	
		One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT	
		Development 2013-2019 MTIP . Public input and comment process.		Development 2015-2021 MTIP . Public input and comment process.	
	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	
<b>9</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>
	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
<b>10</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
		Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
<b>11</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>
	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process
	Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study	Pre-TIP project planning and cordination	Pre-TIP project planning and cordination	Pre-TIP project planning and cordination

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2013 to June 30, 2018**

	1	2	3	4	5
FY	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Period	2013-14	2014-15	2015-16	2016-17	2017-18
	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018
<b>12</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>
	Community Viz and UrbanSim implementaion and update	Community Viz and UrbanSim implementaion and update	Community Viz and UrbanSim implementaion and update	Community Viz and UrbanSim implementaion and update	Community Viz and UrbanSim implementaion and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	
<b>13</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
<b>14</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
<b>15</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
<b>16</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation
<b>17</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Maintain Databases	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>

<b>DCHC MPO 5-Year Unified Planning Work Program</b>					
<b>July 1, 2013 to June 30, 2018</b>					
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
<b>FY</b>	<b>FY 2014</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>
<b>Period</b>	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>
	<b>July 1, 2013-June 30, 2014</b>	<b>July 1, 2014-June 30, 2015</b>	<b>July 1, 2015-June 30, 2016</b>	<b>July 1, 2016-June 30, 2017</b>	<b>July 1, 2017-June 30, 2018</b>
	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications
<b>18</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
<b>19</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>
	US 15501	Parking survey/Study	As Needed	As Needed	As needed

# ***Appendices A***

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

## Lead Planning Agency (MPO Administration)

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 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 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
<b>II A</b>	<b>Surveillance of Change</b>																		
	1 Traffic Volume Counts	\$32,352	\$129,408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,352	\$0	\$129,408	\$161,760	
	2 Vehicle Miles of Travel	\$756	\$3,026	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$756	\$0	\$3,026	\$3,782	
	3 Street System Changes	\$572	\$2,288	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$572	\$0	\$2,288	\$2,860	
	4 Traffic Accidents	\$298	\$1,194	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$298	\$0	\$1,194	\$1,492	
	5 Transit System Data	\$5,346	\$21,385	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,346	\$0	\$21,385	\$26,732	
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$7,459	\$29,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,459	\$0	\$29,834	\$37,293	
	7 Air Travel	\$0	\$0	\$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	\$0	\$0	
	9 Travel Time Studies	\$20,907	\$83,629	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,907	\$0	\$83,629	\$104,537	
	10 Mapping	\$35,132	\$140,526	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,132	\$0	\$140,526	\$175,658	
	11 Central Area Parking Inventory	\$148	\$590	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148	\$0	\$590	\$738	
	12 Bike & Ped. Facilities Inventory	\$423	\$1,694	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$423	\$0	\$1,694	\$2,117	
	13 Bike & Ped. Counts	\$4,460	\$17,841	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,460	\$0	\$17,841	\$22,302	
<b>II B</b>	<b>Long Range Transp. Plan</b>																		
	1 Collection of Base Year Data	\$6,410	\$25,641	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,410	\$0	\$25,641	\$32,051	
	2 Collection of Network Data	\$3,594	\$14,374	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,594	\$0	\$14,374	\$17,968	
	3 Travel Model Updates	\$47,872	\$191,488	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,872	\$0	\$191,488	\$239,360	
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Forecast of Data to Horizon year	\$3,094	\$12,375	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,094	\$0	\$12,375	\$15,469	
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	7 Forecast of Future Travel Patterns	\$2,557	\$10,227	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,557	\$0	\$10,227	\$12,784	
	8 Capacity Deficiency Analysis	\$3,615	\$14,458	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,615	\$0	\$14,458	\$18,073	
	9 Highway Element of th LRTP	\$1,934	\$7,734	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,934	\$0	\$7,734	\$9,668	
	10 Transit Element of the LRTP	\$2,320	\$9,281	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,320	\$0	\$9,281	\$11,602	
	11 Bicycle & Ped. Element of the LRTP	\$5,221	\$20,883	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,221	\$0	\$20,883	\$26,104	
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$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	\$0	\$0	
	14 Rail, Water or other mode of LRTP	\$773	\$3,094	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$773	\$0	\$3,094	\$3,867	
	15 Freight Movement/Mobility Planning	\$0	\$0	\$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	\$0	\$0	
	17 Congestion Management Strategies	\$24,676	\$98,703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,676	\$0	\$98,703	\$123,378	
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$618	\$2,470	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$618	\$0	\$2,470	\$3,088
<b>II C</b>	<b>Short Range Transit Planning</b>																		
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>																		
	Planning Work Program	\$0	\$0	\$11,948	\$47,790	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,948	\$0	\$47,790	\$59,738
<b>III-B</b>	<b>Transp. Improvement Plan</b>																		
	TIP	\$0	\$0	\$6,620	\$26,482	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,620	\$0	\$26,482	\$33,102
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr .Reg. Reqs.</b>																		
	1 Title VI	\$4,321	\$17,284	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,321	\$0	\$17,284	\$21,605	
	2 Environmental Justice	\$4,211	\$16,843	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,211	\$0	\$16,843	\$21,053	

**Lead Planning Agency (MPO Administration)**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 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 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		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	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$21,062	\$84,247	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,062	\$0	\$84,247	\$105,309
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D Incidental Plng./Project Dev.</b>																		
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$2,556	\$10,225	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,556	\$0	\$10,225	\$12,781
3	Special Studies	\$12,172	\$48,687	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,172	\$0	\$48,687	\$60,859
4	Regional or Statewide Planning	\$3,694	\$14,775	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,694	\$0	\$14,775	\$18,469
<b>III-E Management &amp; Operations</b>																		
1	Management & Operations	\$29,261	\$117,044	\$9,145	\$36,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,406	\$0	\$153,624	\$192,030
Totals		\$279,736	\$1,118,945	\$35,789	\$143,157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,525	\$0	\$1,262,101	\$1,577,627



**Durham Area Transit Administration (DATA)**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 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 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	2 Environmental Justice	\$0	\$0	\$0	\$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	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$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	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$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	\$0	\$0	\$0
<b>III-D Incidental Png./Project Dev.</b>																			
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E Management &amp; Operations</b>																			
	1 Management & Operations	\$0	\$0	\$0	\$0	\$7,261	\$7,261	\$58,086	\$59,935	\$59,935	\$479,482	\$0	\$0	\$0	\$67,196	\$67,196	\$537,568	\$671,960	
<b>Totals</b>		\$0	\$0	\$0	\$0	\$14,080	\$14,080	\$112,636	\$67,474	\$67,474	\$539,793	\$0	\$0	\$0	\$81,554	\$81,554	\$652,430	\$815,537	

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 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 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		<b>II-A</b>	<b>Surveillance of Change</b>															
	1 Traffic Volume Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$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	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$200	\$200	\$1,600	\$3,125	\$3,125	\$25,000	\$0	\$0	\$0	\$3,325	\$3,325	\$26,600	\$33,250
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$2,000	\$8,000	\$400	\$400	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$400	\$11,200	\$14,000
	7 Air Travel	\$0	\$0	\$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	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$2,000	\$8,000	\$3,300	\$3,300	\$26,400	\$2,750	\$2,750	\$22,000	\$0	\$0	\$0	\$8,050	\$6,050	\$56,400	\$70,500
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
	13 Bike & Ped. Counts	\$0	\$0	\$751	\$3,003	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$751	\$0	\$3,003	\$3,754	
<b>II-B</b>	<b>Long Range Transp. Plan</b>																	
	1 Collection of Base Year Data	\$0	\$0	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$0	\$8,000	\$10,000
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$350	\$350	\$2,797	\$0	\$0	\$0	\$0	\$0	\$350	\$350	\$2,797	\$3,496	
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$600	\$2,400	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$1,600	\$1,000	\$10,400	\$13,000	
	6 Community Goals & Objectives	\$0	\$0	\$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	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$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	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$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	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$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	\$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	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$400	\$1,600	\$200	\$200	\$1,600	\$36,500	\$36,500	\$292,000	\$0	\$0	\$0	\$37,100	\$36,700	\$295,200	\$369,000
	17 Congestion Management Strategies	\$0	\$0	\$600	\$2,400	\$300	\$300	\$2,400	\$0	\$0	\$0	\$0	\$0	\$900	\$300	\$4,800	\$6,000	
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>																	
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,250	\$1,250	\$10,000	\$0	\$0	\$0	\$2,250	\$2,250	\$18,000	\$22,500
<b>III-A</b>	<b>Planning Work Program</b>																	
	Planning Work Program	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$500	\$500	\$4,000	\$0	\$0	\$0	\$900	\$500	\$5,600	\$7,000
<b>III-B</b>	<b>Transp. Improvement Plan</b>																	
	TIP	\$0	\$0	\$400	\$1,600	\$200	\$200	\$1,600	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,100	\$700	\$7,200	\$9,000
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																	
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	2 Environmental Justice	\$0	\$0	\$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	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000	\$32,000	\$0	\$0	\$0	\$4,000	\$4,000	\$32,000	\$40,000
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000

Town of Chapel Hill

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 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 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D Incidental Plng./Project Dev.</b>																		
1	Transportation Enhancement Plng.	\$0	\$0	\$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	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$175,000	\$175,000	\$350,000	\$175,000	\$175,000	\$350,000	\$700,000
4	Regional or Statewide Planning	\$0	\$0	\$3,000	\$12,000	\$2,600	\$2,600	\$20,800	\$5,000	\$5,000	\$40,000	\$0	\$0	\$0	\$10,600	\$7,600	\$72,800	\$91,000
<b>III-E Management &amp; Operations</b>																		
1	Management & Operations	\$0	\$0	\$4,000	\$16,000	\$3,470	\$3,470	\$27,760	\$16,000	\$16,000	\$128,000	\$0	\$0	\$0	\$23,470	\$19,470	\$171,760	\$214,700
Totals		\$0	\$0	\$17,351	\$69,404	\$13,520	\$13,520	\$108,156	\$72,125	\$72,125	\$577,000	\$175,000	\$175,000	\$350,000	\$277,996	\$260,645	\$1,104,560	\$1,643,200

## Town of Carrboro

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA				
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%				
<b>II-A</b>	<b>Surveillance of Change</b>																	
	1 Traffic Volume Counts	\$0	\$0	\$218	\$872	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$218	\$0	\$872	\$1,090
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$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	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$108	\$432	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$108	\$0	\$432	\$540
	7 Air Travel	\$0	\$0	\$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	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$490	\$1,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$490	\$0	\$1,960	\$2,450
	11 Central Area Parking Inventory	\$0	\$0	\$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	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$218	\$872	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$218	\$0	\$872	\$1,090
<b>II-B</b>	<b>Long Range Transp. Plan</b>																	
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$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	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$72	\$288	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72	\$0	\$288	\$360
	6 Community Goals & Objectives	\$0	\$0	\$268	\$1,072	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$268	\$0	\$1,072	\$1,340
	7 Forecast of Future Travel Patterns	\$0	\$0	\$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	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$146	\$584	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$146	\$0	\$584	\$730
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$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	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$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	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$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	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$364	\$1,456	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$364	\$0	\$1,456	\$1,820
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>																	
	1 Short Range Transit Planning	\$0	\$0	\$326	\$1,304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326	\$0	\$1,304	\$1,630
<b>III-A</b>	<b>Planning Work Program</b>																	
	Planning Work Program	\$0	\$0	\$326	\$1,304	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$326	\$0	\$1,304	\$1,630
<b>III-B</b>	<b>Transp. Improvement Plan</b>																	
	TIP	\$0	\$0	\$910	\$3,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$910	\$0	\$3,640	\$4,550
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																	
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$146	\$584	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$146	\$0	\$584	\$730
	3 Minority Business Enterprise	\$0	\$0	\$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	\$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	\$0	\$0
	6 Public Involvement	\$0	\$0	\$402	\$1,608	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$402	\$0	\$1,608	\$2,010

Town of Carrboro

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA				
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%				
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D Incidental Plng./Project Dev.</b>																		
1	Transportation Enhancement Plng.	\$0	\$0	\$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	\$0	\$0
3	Special Studies	\$0	\$0	\$242	\$968	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$242	\$0	\$968	\$1,210
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E Management &amp; Operations</b>																		
1	Management & Operations	\$0	\$0	\$2,324	\$9,296	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,324	\$0	\$9,296	\$11,620
<b>Totals</b>		\$0	\$0	\$6,632	\$26,528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,632	\$0	\$26,528	\$33,160



**Triangle J COG**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 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 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
		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	\$0	\$0
6	Public Involvement	\$0	\$0	\$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	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>																	
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$9,375	\$37,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,375	\$0	\$37,500	\$46,875
<b>III-E</b>	<b>Management &amp; Operations</b>																	
1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		\$9,375	\$37,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,375	\$0	\$37,500	\$46,875



Triangle Transit Authority (TTA)

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA				
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%				
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>																	
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000	\$280,000	\$0	\$0	\$0	\$35,000	\$35,000	\$280,000	\$350,000
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III E</b>	<b>Management &amp; Operations</b>																	
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,500</b>	<b>\$85,500</b>	<b>\$684,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,500</b>	<b>\$85,500</b>	<b>\$684,000</b>	<b>\$855,000</b>

# ***Appendices B***

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

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>
5-	Task Objective	To compile and analyze FTA and NCDOT required service information including fixed route and paratransit system routes, ridership and related reports. Conduct system-wide surveys, provide on-going monitoring of operations. Provide oversight of passenger amenities and related technologies, Compile daily, weekly and monthly ridership data and reports for all agencies. Provide ongoing support to MPO in long range transit, UPWP and TIP development.	To prepare and Monitor the City's Fiscal programs including FTA and NCDOT grants. Apply for and administer grants in TEAM and also in City's Munis system. Monitor and ensure complete compliance with all financial procedures. Track all contracts with third party providers ensuring prompt payment and compliance of all purchases with state, federal and local laws.	To provide overall transit system management oversight of the fixed route and paratransit services, including service delivery, budgeting, service monitoring and reporting, personnel, short and long range system planning and system development as well as capital improvements.
6-	Tangible Product Expected	Monthly and annual statistical reports, OPSTATS reports, Annual Budget summaries, Monthly operational reports, Council reports, Passenger amenities, short, and long term transit plans,	Grants, budget documents, Purchase orders, Bid documents Ledgers, Fund balances and maintenance of asset and related inventory.	Budget outlay, monthly and annual operational and ridership reports, service planning information, safety and training reports, service marketing and outreach programs personnel matters
7-	Expected Completion Date of Product(s)	6/30/2014	6/30/2014	6/30/2014
8-	Previous Work	These activities are on-going and were completed in previous years as part of 5303 and 5307 funded task element	Same as above. This is also an ongoing task element conducted by the fiscal program accountant.	Same as above
9-	Prior FTA Funds	\$73,129	\$36,351	\$517,474
10-	Relationship To Other Activities	Related to task III-E	Related to task III-E	Related to task III-E
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%	\$6,619		\$7,261
17-	Section 5303 NCDOT 10%	\$6,619		\$7,261
18-	Section 5303 FTA 80%	\$52,950		\$58,086
19-	Section 5307 Transit - Local 10%	\$2,837	\$4,702	\$59,935
20-	Section 5307 Transit - NCDOT 10%	\$2,837	\$4,702	\$59,935
21-	Section 5307 Transit - FTA 80%	\$22,693	\$37,618	\$479,482

1-	MPO	
2-	FTA Code	
3-	Task Code	
4-	Title of Planning Task	<i>TOTALS</i>
5-	Task Objective	
6-	Tangible Product Expected	
7-	Expected Completion Date of Product(s)	
8-	Previous Work	
9-	Prior FTA Funds	
10-	Relationship To Other Activities	
11-	Agency Responsible for Task Completion	
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%	\$13,880
17-	Section 5303 NCDOT 10%	\$13,880
18-	Section 5303 FTA 80%	\$111,037
19-	Section 5307 Transit - Local 10%	\$67,474
20-	Section 5307 Transit - NCDOT 10%	\$67,474
21-	Section 5307 Transit - FTA 80%	\$539,793

**CITY OF DURHAM**  
**Anticipated DBE Contracting Opportunities for FY14**

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.**





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	442100	442700	442200	442100	
3-	Task Code	III-C-4	III-C-5	III-C-6	III-D-3	III-D-4	III-E	
4-	Title of Planning Task	Planning for the Elderly and Disabled	Safety/Drug Control Planning	Public Involvement	Special Studies	Regional or Statewide Planning	Management and Operations	TOTALS
5-	Task Objective	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.	To prepare special studies to support ongoing transit operations. To prepare an Alternatives Analysis for CHT.	To support regional and statewide planning projects	To support various transit planning activities	
6-	Tangible Product Expected	Annual assessment	Annual Assessments	Annual transit forums	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)	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	
8-	Previous Work	Ongoing monitoring	Ongoing monitoring	Annual transit forums	Chapel Hill Long Range Transit Plan		Management of transit planning activities	
9-	Prior FTA Funds	\$31,250	\$20,000	\$10,000		\$18,250	\$156,000	
10-	Relationship To Other Activities	This project supports the development of the 2035 Regional Plan		This project supports the developmnet of the 2035 Regional plan		Supports the implementation of the 2035 Regional Plan and the Chapel Hill	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	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%					\$3,000	\$4,000	\$17,351
15-	Section 104 (f) PL FHWA 80%					\$12,000	\$16,000	\$69,403
16-	Section 5303 Local 10%					\$2,600	\$3,470	\$13,520
17-	Section 5303 NCDOT 10%					\$2,600	\$3,470	\$13,519
18-	Section 5303 FTA 80%					\$20,800	\$27,760	\$108,157
19-	Section 5307 Transit - Local 10%	\$1,000	\$4,000	\$500		\$5,000	\$16,000	\$72,125
20-	Section 5307 Transit - NCDOT 10%	\$1,000	\$4,000	\$500		\$5,000	\$16,000	\$72,125
21-	Section 5307 Transit - FTA 80%	\$8,000	\$32,000	\$4,000		\$40,000	\$128,000	\$577,000
22-	Section 5309 Transit - Local 25%				\$175,000			\$175,000
23-	Section 5309 Transit - NCDOT 25%				\$175,000			\$175,000
24-	Section 5309 Transit - FTA 50%				\$350,000			\$350,000

**CHAPEL HILL**  
**Anticipated DBE Contracting Opportunities for FY14**

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.**

1-	MPO	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	
2-	FTA Code	442400	442301	442301	442302	
3-	Task Code	II-A-5	II-B-3	II-B-10	III-D-3	
4-	Title of Planning Task	Transit System Data	Travel Model Updates	Transit Element of the LRTP	Special Studies	TOTALS
5-	Task Objective	To collect route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements. This category also covers a portion of staff salaries in the Commuter Resources and Capital Development departments, both of which conduct planning and data management services for both short-term and long-term bus and rail services, including planning and engineering to improve accessibility of bus stops and facilities.	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	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	Ongoing staff salaries, 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.	RFP and/or Technical Report	
7-	Expected Completion Date of Product(s)	6/30/2014	6/30/2014	6/30/2014	6/30/2014	
8-	Previous Work	Ongoing staff salaries, regional APC data work already undertaken/TTA Service Change Recommendations from consultants	Ongoing support of TRM service bureau	Continued and ongoing regional corridor analysis for LRTP and other projects	URS Reports, MAB Analyses, Financial Planning Analysis	
9-	Prior FTA Funds	\$ 120,000	\$ 180,000	\$ 35,000	\$ 680,000	
10-	Relationship To Other Activities	Staff support to carry out Triangle Transit planning activities related to service planning and capital development. 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.	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	
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%	\$39,750	\$9,000	\$1,750	\$35,000	\$85,500
20-	Section 5307 Transit - NCDOT 10%	\$39,750	\$9,000	\$1,750	\$35,000	\$85,500
21-	Section 5307 Transit - FTA 80%	\$318,000	\$72,000	\$14,000	\$280,000	\$684,000

**TRIANGLE TRANSIT**  
**Anticipated DBE Contracting Opportunities for FY14**

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	\$560,000	\$700,000
II-A-5	Transit System Data	Triangle Transit	Consultant	Zero to \$64,000	Zero to \$80,000

**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.**

# FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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## I Features and Facets of the Proposed LPA Oversight

- MPO oversight must be consistent with State and federal oversight (must be within the confines and parameters of federal and State oversight).
- LPA oversight to be provided by the existing MPO structure, TCC (TCC subcommittee) and TAC.
- Progress and expenditure reports prepared for FHWA and NCDOT oversight to be made available to the TAC.
- Annual progress to be prepared for the TAC. Annual Report to include financial statement, progress report/ accomplishments and expenditure report.
- All recipients of planning funds to focus on Metropolitan Planning activities.
- City funded position to focus on City (local) transportation Planning – LPA staff will exclusively work for the MPO and represent the interests of the MPO.
- LPA and local agencies to produce summary of staff activities – only activities in an approved UPWP focusing on metropolitan planning).
- UPWP development to commence early (November or December) with TCC/TAC involvement.
- LPA to made presentations to the local governing bodies.
- UPWP to include condensed user-friendly version for elected officials and public, in addition to the required UPWP Prospectus format.
- Recipients of planning funds to provide resource commitment summary
- Update of the MPO MOU

## II Accomplishments

The Main emphases of the FY 2011-12 Unified Planning Work Program (UPWP) were the development of the 2040 Long Range Transportation Plan and Air Quality Conformity Determination, model, enhancement, calibration and validation of the Triangle Regional Model, the update of the MPO GIS enterprise, update Non-motorized Trip Model, the development of the MPO integrated land-use/transportation model, Intelligent Transportation Systems (ITS) Strategic Deployment Plan, Congestion Management Process (data collection and analysis,, evaluation of performance indicators, development of mitigation measures, State of Systems Report, etc), Land-use Scenario Planning MPO Collector Street Plan, development of the regional transit plan, County transit plan, 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, such as UPWP planning, SPOT/TIP/Mobility funds, Title VI/EJ/LEP, visualization, etc. 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. Civil Rights Title VI Audit and MPO Title VI Plan: The DCHC MPO prepared Title VI Plan, which addressed how the MPO is integrating nondiscriminatory practices in its transportation planning, public participation, and decision making. Title VI is a requirements of the federal Civil

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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Rights Act of 1964 and other legislation that direct the fair treatment and meaningful involvement of all people—regardless of race, color, national origin, disability, age, gender, or income status—in programs and activities receiving federal funding, including for transportation issues. The MPO also prepared response to NCDOT Civil Rights Division Title VI audit and certification questionnaires

2. Limited English Proficiency Plan : The MPO) developed federally mandated Limited English Proficiency (LEP) Plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to MPO programs as required by Executive Order 13166. A Limited English proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write or understand English. The LEP Plan included the required four factor analysis and strategies for ensuring access to transportation by LEP population.
3. Demographic Profiles for Environmental Justices (EJ) and Civil Rights Title VI: The MPO developed demographic profiles for EJ and LEP in accordance with federal requirements. The MPO collected and analyzed Census and American Community Services (ACS) data. The pieces of information from the CENSUS and ACS were used to evaluate whether certain language groups with the DCHC MPO area met the Safe Harbor clause of LEP guidance. The MPO also generated various charts, graphs and GIS mapping associated with the LEP demographic profiles.
4. 2045 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation: The LPA completed several tasks associated with the development of the 2040 MTP and the CTP such as; goals and objective, targets, land-use scenarios, deficiency analysis, socio-economic/ demographic forecast, etc.
5. Data Collection and Monitoring (Surveillance): The Lead Planning Agency (LPA) continued data collection, tabulation and analysis to support various MPO technical and planning functions such as modeling, Congestion Management Process (CMP), Mobility Report Card, Transportation Improvement Program project ranking/prioritization, Metropolitan Transportation Plan (MTP) evaluation, air quality analysis and conformity, Environmental Justice, Socio-economic and demographic projections/forecasting, Highway Performance Management System (HPMS), Transit planning, project development, Bicycle and pedestrian planning, safety, etc. The following data elements were either collected, tabulated, update and/or monitored within the MPO boundary:
  - a. Daily traffic volume
  - b. Turning Movement Counts (TMC)
  - c. Truck classification counts
  - d. Signal and detector data
  - e. Roadway geometric information
  - f. Transit system data (stop, route system wide reports, including boarding alighting, load, run time, costs, passenger/miles, etc)
  - g. Travel time
  - h. Bicycle pedestrian counts (peak period and 12-hour)

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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- i. Development activities, permits and certificate of occupancies
  - j. ACS demographic data
  - k. Employment/ land-use
  
- 6. GIS Online Framework: Continued work a repository for local, regional and State GIS data for use by the public and local and regional official. The GIS On-line will support the MPO short and long-range transportation by providing a visualization capability required by federal regulations as well as provide innovative ways interactive mapping and geo-spatial information to the public and policy makers.
  
- 7. NC 54/I-40 Corridor Study: The MPO completed Phase 2 of the NC 54/I-40 Corridor Study. 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. A critical component of this study is public outreach and public involvement. In addition to traditional methods for obtaining public input the consultant team conducted focus group meetings and “hands-on” public workshops. The TAC adopted the Study at their June meeting.
  
- 8. 2012-2018 Metropolitan Transportation Improvement Program (MTIP) and air quality conformity analysis: The MPO finalized the development of the 2012-18 MTIP.
  
- 9. Amendments and Administrative Modifications of the 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.
  
- 10. CMP: Completed CMP data collection and some analysis. Still awaiting signal and geometric data from couple of agencies. Draft Technical Memorandum completed.
  
- 11. Revision and enhancement of the MTIP Project Prioritization and Ranking Methodology for the 2012-2018 MTIP: The Lead Planning Agency continued work on the refinements and revision of the MTIP project prioritization and ranking methodology. Draft methodology was made available to the public and local MPO agencies for review and comments.
  
- 12. Development of the SPOT2 –The MPO continued work associated with the update of SPOT2, including working with NCDOT on the developing of input data for SPOT2. The MPO also continued the coordination with NCDOT on the urban loop analysis.
  
- 13. Stimulus Program (ARRA) Project Selection, monitoring and Reporting: The Lead Planning Agency continue to work with NCDOT regarding ARRA auditing, report and oversight.
  
- 14. 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.
  
- 15. The MPO continued work on several special and major emphasis projects: MPO Land-use model, MPO Non-Motorized Trip model, MPO GIS, Community VIZ integration, MPO Twitter

## **FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights**

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- account, Preparation of CMAQ applications, MPO Collector Street Plan, etc.
16. 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. This has been completed.
  17. Carrboro Main Street Study and Rood Diet: Study completed and results and report presented to the TAC.
  18. Hillsborough Downtown Study: Study completed and results and report presented to the TAC.
  19. "Watch for Me" Pedestrian Safety Campaign – The MPO worked with NCDOT Bicycle and Pedestrian Division, UNC Highway Safety Research and regional stakeholders on development a safety campaign.
  20. Bicycle lane restriping. The MPO worked with NCDOT Division 5 and Division 7 regarding priorities and plans for restriping roadways scheduled for resurfacing by NCDOT
  21. 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.
  22. 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
  23. ITS Strategic Deployment Plan (SDP). Work continues on the implementation of the Triangle Regional ITS SDP. This included linkages of ITS to travel model and the required bridging of planning and operations.
  24. Ramp Metering
  25. Agency Service Request – LPA staff often assist with customer services requests several times a month with issues regarding UPWP allocation, sub-recipient reporting training and guidance, technical assistance, etc.

# FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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## **III Summary of Focus Areas**

- Implementation of MAP-21 Metropolitan Planning requirements
- Continuation of routine planning- TIP, UPWP, Data monitoring, GIS, Public Involvement, AQ, etc.
- Continuation of special and mandated projects/programs: Title VI, LEP, EJ, safety/freight, Modeling, TRM V6, Land-use, Geocoder, integration of Community Viz with UrbanSim, CMP, Transit, CTP, Asset Management Plan for all modes (required for All transit agencies), etc
- 2013 Base Year data collection, inventory, analysis and tabulation for the 2045 MTP (to be aligned and streamlined with CMP Data collection efforts).
- Preparation and development of 2045 MTP Process.
- Preparation of 2015 Base year data collection/inventory and travel survey for the major Model update (TRM Version7).
- Major surveys (household, parking, External station transit onboard, cordon, etc) for TRM version Possibly in 2014 or 2015, discussion underway with TRM partners/stakeholders) – In included the proposed FY 2014 Work Plan contained herein
- Regional Transit and implementation of County transit plans

## **IV FY 2014 Summary Descriptions**

### **1. Data Collection and Monitoring**

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 fed into various MPO technical analyses such as modeling, Metropolitan Transportation Plan update, Congestion Management Process, project development, Title planning, EJ.LEP demographic profiles, TIP, project prioritization, etc. The following data collection and monitoring tasks will be conducted during the FY 2014 UPWP period:

#### 1.1 Traffic Volume Counts

The Lead Planning Agency (LPA) will collect traffic counts and turning movement counts at specified locations. This task includes maintaining ADT counts and database for model calibration on arterial, minor arterial, and collector streets. The LPA will continue routine traffic counts data collection as part of the annual count program as well as on screenlines and cutlines for model validation. 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 supplementing counts at specified locations within their jurisdiction and for furnishing the raw daily traffic counts, count

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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 GIS and Safety and Freight planning.

Traffic Counts : Data Types and Number of Locations							
No.	Data Type	Durham	Chapel Hill	Carrboro	Hillsborough	Orange County (uninc)	Chatham County
1	Traffic volume (24 and 48 hour)	75	40	38	15	5	3
2	Turning movements (auto, trucks, bike/pedestrians) -9-hour peak	100	30	25	10	5	2
3	Classification Counts	75	40	30	10	5	3

### 1.2 Vehicle Miles of Travel (VMT) Person Miles of Travel (PMT)

The LPA will continue to tabulate VMT by functional classification and County. As specified by the Long Range Transportation Plan (LRTP) and Metropolitan Transportation Plan Goals and Objectives and, Targets, annual VMT growth will be monitored and compared the LRTP Targets. The MPO will develop methodology for tracking multi-modal PMT. This information will help to develop MAP 21 required performance measures and also help determine if the Plan targets are being met. This will fed into the Highway Performance Monitoring System (HPMS)

### 1.3 Street System Mileage Change

The LPA will update inventory of improvements to municipal streets system. This task also includes update inventory of signalization on existing major streets to provide accurate inputs for the Triangle Regional Model (TRM) capacities calculations. The LPA will monitor changes in street mileage systems from previous years and summarize inventory by functional classification. The LPA staff will also obtain the following data from the NCDOT Division 7 and 5 offices, improvements to the state highway system, whether planned, underway, or completed and compile in database. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the MPO GIS and data management system. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and current through proposed data automation and management system. This data will also feed into the MPO Performance measures as required by MAP-21.

### 1.4 Traffic Accidents

The LPA will collect route traffic accident data from TEES and prepare summary and analysis of high accident locations by mode as well as compare data analysis to previous years' results. Crash data will include auto, bike and pedestrian crashed for the latest three (3) year period within the MPO

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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the NCDOT as required by federal regulations. The task will feed into the MPO Congestion Management Process (CMP), MPO MTIP ranking and project prioritization, SPOT, Mobility funds and Urban Loop funds prioritization, etc.

### 1.5 Transit System Data

The LPA will undertake a comprehensive transit system data collection effort during this fiscal year. Transit data will be conducted for the four MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), the Triangle Transit Authority (TTA) and Duke University Transit.. This will include APC data to evaluate transit service performance, route productivity, develop 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 reporting requirements. APC data will be summarized and tabulated for CHT, DATA . Duke and TTA (fall 2013 and spring 2014) as follows: stop level, trip level, time period (peak/non peak) level, segment by trip, segment by time period, spatial analysis (TAZ and Census Tract and micro analysis (system level). The variables to be collected included but not limited to:

- Route/Line
- Trip Start Time
- Average Number of Riders
- Average Passengers Per Hour
- Average Passengers Per Mile
- Average Load
- Average Max Load
- Average Load Factor
- Total distance travelled
- Average Passenger Trip Length
- Average Velocity
- Average Actual Run Time
- Scheduled Run Time
- Average Passenger Miles
- Average Passenger Hours
- Average Dwell Time
- Number of Samples per trip
- Total Actual Run Time
- Total Scheduled Run Time

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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Temporal resolution: Average Weekday, Saturday, Sunday, and peak periods.

Time Period. Where: Time Period 1 is 3am – 5:59am; Time Period 2 is 6am – 8:59am; Time Period 3 is 9am – 2:59pm; Time Period 4 is 3pm – 5:59pm and Time Period 5 is 6pm – 2:59am.

Spatial resolution to include leg, TAZ, Census Block and Census Tracks.

### 1.6 Dwelling Unit / Population and Employment Changes

The LPA will maintain inventory of dwelling units and population to track changes and to compare with assumptions used in the adopted MTP and CTP. Changes in developments will be used to assess determine needed changes in transportation services and how well developments compare to current and projected demands. The LPA continue to review developments to assess impacts to the 2040 Metropolitan Transportation Plan (2040 MTP), socio-economic and demographic data for MTO update, update of Community Viz land-use scenario planning, 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 records, InfoUSA, and Employment Security Commission data as part of this monitoring task. The MPO will continue work on the update and enhance of the MPO GIS enterprise and the Geocoder.

### 1.7 Air Travel and RDU Special Generator Data

The MPO will undertake 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.

### 1.9 Travel Time /Speed Studies

The MPO will continue routine travel-time runs (floating car technique) on selected links during peak period to provide accurate inputs for applications such as the travel model update and the CMP. MPO will continue evaluation of travel time field data collector and validation using INRIX and other Bluetooth. The LPA is proposing collecting a highway/auto travel time and speed along 124 facilities and transit travel time/speed on approximately 85 routes (including TTA route within the DCHC MPO planning area. *(Please Reference Appendix A – Maps at the end of this document)*)

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

Travel Time/Speed : Data Types and Number of Locations							
No.	Data Type	Durham	Chapel Hill	Carrboro	Hillsborough	Orange County (uninc)	Chatham County
1	Travel Time /Speed (highway)	65	32	15	5	5	2
2	Travel Time /Speed (Transit)	50	12	20	2		

### 1.10 Mapping and GIS

This task will include but not limited to mapping of and geo-spatial 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, Title VI and environmental factors. The MPO will continue to update base maps for corridor studies and project planning. Work will continue on the development and update of the GIS online. Work will continue on the update and enhance of mapping for the MPO website and Public Involvement planning. Work will also continue on the integration and maintenance of the Geo-coder, community Viz and enterprise GIS. The LPA will continue to improve MPO GIS support for short and long-range transportation plans by providing visualization enhancement and as required by federal regulations. The LPA will continue work associated with management of MPO database, ArcGIS shapefiles and Google KML files

### 1.11 Central Business Districts (CBD) and Universities Parking Inventory

The MPO will continue data collection and 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.

### 1.12 Bike & Pedestrian Facilities/counts Inventory

The LPA staff will continue to participate in bicycle and pedestrian planning in the region and provide technical assistance/coordination to other government units as needed. The 2035 LRTP and 2040 MTP support and encourage bicycle and pedestrian planning and staff continue to work toward achieving those goals. The primary activity in this task will be the further development of the bicycle system inventory using the planning and mapping tool GIS online and Google Earth. The MPO will continue to conduct inventory of bicycle and pedestrian facilities as part of the CMP, the development of performance measure. 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 and TIP/SPOT prioritization. Also, inventory of bicycle and pedestrian counts will continue to be conducted as part of the Congestion Management Process and the MAP-21 performance measures development. The p inventory will guide pedestrian improvement planning, and to support specific

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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projects, such as the Comprehensive Bicycle Plan, Comprehensive Pedestrian Plan, development of Transportation Alternatives (TA) funding allocation criteria, etc.

<b>Pedestrian &amp; Bicycle Counts : Data Types and Number of Locations</b>							
No.	Data Type	Durham	Chapel Hill	Carrboro	Hillsborough	Orange County (uninc)	Chatham County
3	Pedestrian Counts (12-hour)	65	30	25	5	5	
4	Bicycle Counts (12-hour)	65	30	15	5	5	

### **2. Travel Demand Modeling Activities**

LPA staff will continue to be involved in the development, enhancement and update of the Triangle Regional Model (TRM). Specifically, work in this period will focus on the development, calibration and development of Version 6 of the model and preparatory work for version 7. This element provides for maintenance, improvement, and support of travel models housed at the Service Bureau. These models provide analytical tools for various transportation analyses, policy testing, and public outreach. Improvement activities involve developing new tools and techniques to enhance travel model applications in various areas. Support activities involve maintenance of the software and hardware of the modeling system, documentation, training of internal and member agencies' staff, and assisting consultants who are providing service to the regional projects. This element also provides for technical communication and participation at the State and federal (FHWA &FTA) levels to ensure the travel models are developed in a coordinated manner according to future needs and expectations. Consultants and University partnership/ assistance will be utilized in undertaking work activities under this task. Modeling activities proposed under this work element also cover advanced transit studies that include improvements on transit data collection methods and innovative methods of conducting transit surveys. The results of these studies will increase the quality of the transit forecasting models that are used in the New Starts application process.

#### **2.1 Collection of Base Year Data**

This work element provides travel and socio-economic and data for the modeling update. The data collection initiatives include processing and analysis of Census, American Community Survey (ACS) and employment/special generator. These efforts will result in the creation of several traveling modeling databases that will be used in the development and update of forecasting tools. The LPA will continue to update the socio-economic and demographic data for the base year model and Title VI demographic/ Minority and Low Income (MLI) profiles. Work activities will include update, estimation and tabulation of the following data elements; population, housing, income, auto ownership, Limited English Proficiency, linguistically isolated households, workers, head of households, Environmental Justice, linguistic

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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demographic factors, ACS community patterns, school enrollment, etc. It is expected that these variables will be linked to the proposed data automation projects and a GIS database and management system will be used to maintain the aforementioned socio-economic and land use information. An integral part of this task also will be a continuous data verification, reconciliation, and quality and error checks.

### 2.2 Collection of Network Data

The MPO will continue to update transportation/model network data. The proposed work activities will include collection and update 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; 10) free flow speeds; 11) Travel Time; 12) median condition; and 13) 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.

### 2.3 Travel Model Updates

The DCHC MPO in concert with CAMPO, NCDOT and the Triangle Transit develops and maintains a state of the practice regional travel demand model for predicting the impact of transportation investments and land-use policies on travel demand and air quality. The model is used by the MPO in development required MTP and CTP, by NCDOT in project development, STOP/TIP prioritization, Mobility funds ranking and loop prioritization, by TTA in new Start analysis and fixed guideway transit, and by local and state agencies for development impacts analysis and scenario planning. The main thrusts of the modeling work task proposed herein are summarized as follows:

- Monitor and understand changes in federal requirements as they affect MPO modeling.
- Continue to improve and enhance models and make them responsive to technical and policy questions the MPO seeks to answer.
- Research ways in which the state-of-the-practice is changing and develop modification and improvements in the modeling process to meet those standards.
- Acquire and process data so work program can accomplished to meet federal requirements.
- Estimate, calibrate and validate current TRM as an on-going activity
- Ensure that validate focuses on improvements to link level and route level performance.

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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- Ensure that TRM base year and futures years are ready MTP alternative evaluation at least two years before hand.
- Document TRM so it can be understood and replicated.
- Document the modeling process so that its capabilities and limitations can be understood by policy makers and lay person.

Essentially, the modeling the proposed modeling work program involves the update and calibration and validation for the model to support the development of the TRM versions 6 and 7 and 2045 MTP. 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 2040 MTP, such as:

- capacities revision,
- parking enhancement/parking choice
- performance measures automation
- Net Manager update.
- Transit select link tools
- Population synthesizer
- peak hour highway and transit demand forecasts
- Peak Spreading
- Employee categorization/place of residence
- Free flow sped
- Destination choice improvements
- Script and input file modification and enhancement
- Integration of TRM and Moved
- Explore dynamic assignment

Work will continue on the Land-use/transportation model integration and the non-motorized trip model. The LPA 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.

### **3. Long Range Transportation Planning Activities**

USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan or Metropolitan Transportation Plan (MTP) that meets the following: 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 (TAC). The MTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the comprehensive Transportation Plan as well as commence data collection

## **FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights**

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preparation for the 2014 model base year. The MPO will work on the development of strategy and procedure for timely and efficient development of the 2045 MTP. The LPA will continue to develop performance measures to be used in monitoring the implementation of MTP and TIP.

#### **4. Congestion Management Process (CMP) 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.

#### **5. 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.

#### **6. 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.

#### **7. Unified Planning Work Program /Fiscal & Grant Management**

UPWP Support includes conducting metropolitan planning and implementing planning activities for the MPO. This involves responding to regulations and mandates, and reporting information on 3C planning topics, including those identified in federal reauthorization legislation, and issues related to federal policies, regulations, and guidance, such as responding to federal Certification recommendations. Additionally, the LPA will provide support related to planning topics such as those highlighted in federal planning guidance, including operations and management, sustainability, health, freight, economic effects, and environmental issues.

Under this work element, the LPA will administer the FY 2012-2013 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2013-2014 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 2014. Work program will include the development and maintenance of UPWP in conformance with applicable federal, state, and regional guidelines. In addition, work will include the preparation of UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

## **FY 2014 Unified Planning Work Program (UPWP)**

### **LPA Oversight Structures and Highlights**

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#### **8. Transportation Improvement Program (TIP)**

The LPA will process TIP amendments as needed, including coordinating with the MPO member agencies and conducting public involvement/outreach. Commence work on the development of the TIP ranking and prioritization. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

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

#### **9. Civil Rights Compliance/Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP)/Minority Business Enterprise/Planning for the Elderly**

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.

## **FY 2014 Unified Planning Work Program (UPWP)**

### **LPA Oversight Structures and Highlights**

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8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area

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

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.

#### **10. Public Involvement /Input/Outreach**

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.

It also includes providing process support, such as developing and preparing informational materials for the MPO website, conducting public outreach, managing the MPO website, preparing and distributing the MPO's newsletter and timely Twitter and implementing other social media YouTube postings and facebook), and maintaining the mailing lists and email lists.

#### **11. Special Studies &State/Regional Coordination**

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.

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

## **FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights**

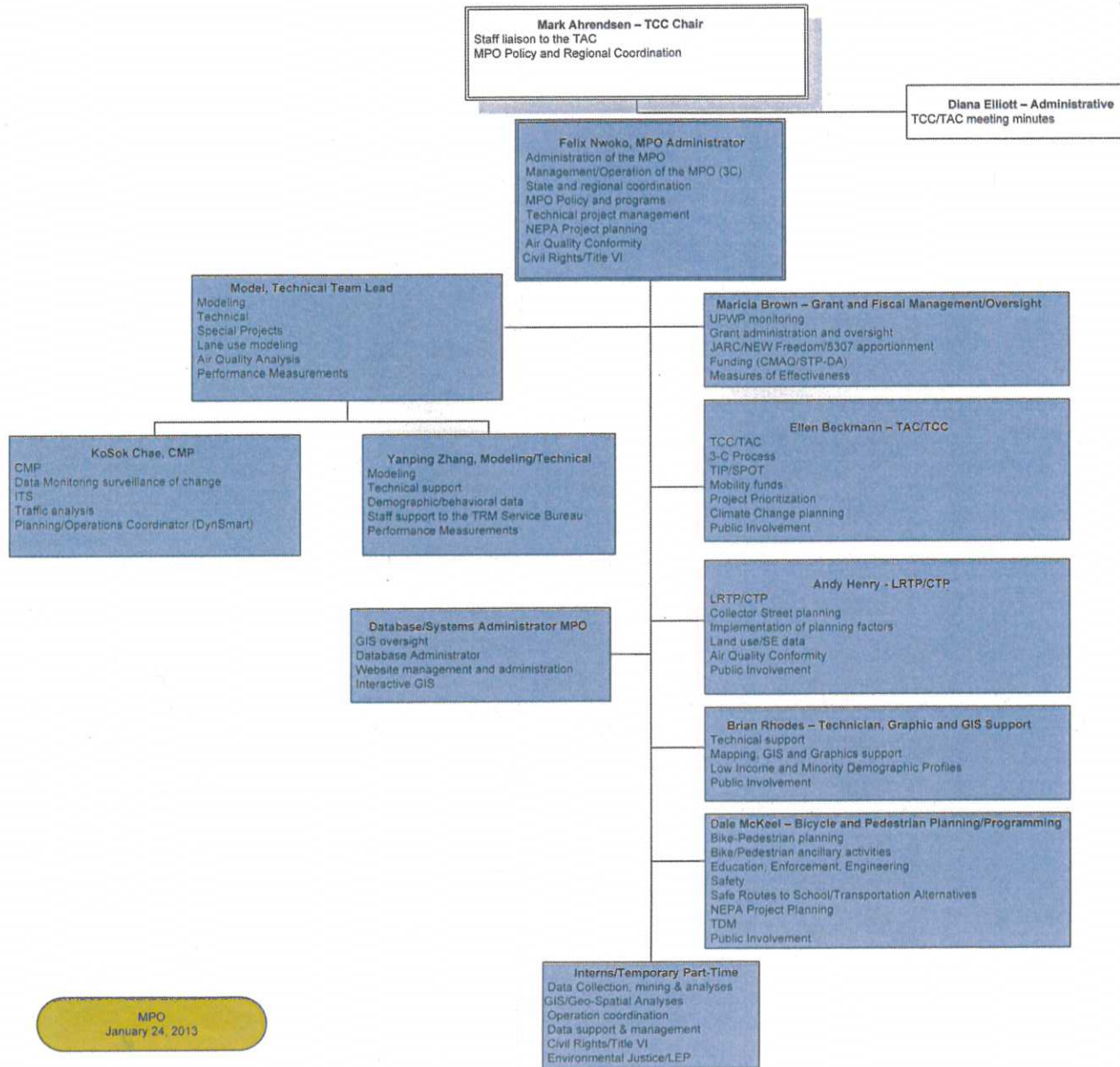
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### **12. Management and Operations**

The thrust of this work program is 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. This work element encompasses the administration and support of 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. In addition, this work includes consultation with other agencies involved with in 3C planning activities; liaison activities between the MPO and NCDOT and ongoing coordination with CAMPO; and communication with other regional groups. Other activities include the day-to-day oversight of and reporting on the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. 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. Respond to federal and State legislation and regulations.
3. Provide service request to citizens.
4. Provide service requests and technical support to MPO member agencies.
5. Provide oversight to MPO planning and Transit funding policies.
6. 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.
7. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
8. 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.
9. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

DCHC MPO LEAD PLANNING AGENCY (LPA)



MPO  
January 24, 2013

**FY 2013-2014 UPWP - Resource Allocation  
Summary of LPA Staff Hours and Total Funding**

Table 1

		The Lead Planning Agency (LPA) Staff Hours													
No.	Task/Project	Trans. Pl. -- MPO	Trans. Pl. -- LRTP/CTP	Trans. Pl. -- Bike/Ped	Fiscal Mngt - Grant	Engineer - Modeling Landuse	Engineer - CMP / Tech Serv	Tech Serv Superv.	GIS / Web	Technician	Planning Manager	TCC Chair	Secretary MPO Clerk	Interns	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	0	300	72	0	0	530	140	1,120	1,600	50	0	0	500	4,312
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0	635	0	0	1,100	0	1,000	0	180	320	0	0	80	3,315
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	170	850	460	0	400	240	400	0	0	0	0	0	0	2,520
4	Congestion Management Process - CMP	0	0	0	0	240	1,050	80	0	0	50	0	0	200	1,620
5	Air Quality Planning & Conformity	0	0	0	0	0	0	0	0	0	50	0	0	0	50
6	Short Range Transit Planning / TDP	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0	0	0	900	0	0	0	0	0	320	0	0	0	1,220
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	400	0	270	100	0	0	20	0	0	80	40	0	0	910
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	56	0	0	0	0	80	0	0	0	520	0	0	150	806
10	Safety Plng/Drug Control Plng & Private Sector participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Public Involvement/ Website/Social media & interactive mapping	24	30	30	0	0	0	0	80	0	100	0	0	0	264
12	Special Studies & State/Regional Coordination	270	25	50	0	100	0	0	700	0	100	80	0	0	1,325
13	MPO Management and Operations	980	60	60	900	60	0	260	0	120	310	210	150	0	3,110
	<b>Totals</b>	<b>1,900</b>	<b>1,900</b>	<b>942</b>	<b>1,900</b>	<b>1,900</b>	<b>1,900</b>	<b>1,900</b>	<b>1,900</b>	<b>1,900</b>	<b>1,900</b>	<b>330</b>	<b>150</b>	<b>930</b>	<b>19,452</b>
	<b>% Hours Devoted to MPO Planning</b>	<b>100%</b>	<b>100%</b>	<b>50%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>17%</b>	<b>8%</b>	<b>100%</b>	

**FY 2013-2014 UPWP - Resource Allocation  
Summary of LPA Staff Hours and Total Funding**

Table 2

No.	Task/Project	Percent Staff Hours Distribution by UPWP Tasks													Tot Staff Hours
		Trans. Pl. -- MPO	Trans. Pl. -- LRTP/CTP	Trans. Pl. -- Bike/Ped	Fiscal Mngt - Grant	Engineer - Modeling Landuse	Engineer - CMP / Tech Serv	Tech Serv Superv.	GIS / Web	Technician	Planning Manager	TCC Chair	Secretary MPO Clerk	Interns	
1	Data Collection & Monitoring/Surveillance	0.0%	15.8%	7.6%	0.0%	0.0%	27.9%	7.4%	58.9%	84.2%	2.6%	0.0%	0.0%	53.8%	22.2%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%	33.4%	0.0%	0.0%	57.9%	0.0%	52.6%	0.0%	9.5%	16.8%	0.0%	0.0%	8.6%	17.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	8.9%	44.7%	48.8%	0.0%	21.1%	12.6%	21.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.0%
4	Congestion Management Process - CMP	0.0%	0.0%	0.0%	0.0%	12.6%	55.3%	4.2%	0.0%	0.0%	2.6%	0.0%	0.0%	21.5%	8.3%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.3%
6	Short Range Transit Planning / TDP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
7	UPWP & Fiscal/Grant Management/oversight & Audit	0.0%	0.0%	0.0%	47.4%	0.0%	0.0%	0.0%	0.0%	0.0%	16.8%	0.0%	0.0%	0.0%	6.3%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	21.1%	0.0%	28.7%	5.3%	0.0%	0.0%	1.1%	0.0%	0.0%	4.2%	12.1%	0.0%	0.0%	4.7%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & PIng for Elderly	2.9%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	27.4%	0.0%	0.0%	16.1%	4.1%
10	Safety PIng/Drug Control PIng & Private Sector participation	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
11	Public Involvement/ Website/Social media & interactive mapping	1.3%	1.6%	3.2%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	5.3%	0.0%	0.0%	0.0%	1.4%
12	Special Studies & State/Regional Coordination	14.2%	1.3%	5.3%	0.0%	5.3%	0.0%	0.0%	36.8%	0.0%	5.3%	24.2%	0.0%	0.0%	6.8%
13	MPO Management and Operations	51.6%	3.2%	6.4%	47.4%	3.2%	0.0%	13.7%	0.0%	6.3%	16.3%	63.6%	100.0%	0.0%	16.0%
	<b>Totals</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**FY 2013-2014 UPWP - Resource Allocation**  
**Summary of LPA Staff Hours and Total Funding**

Table 3

FY 2014 UPWP - Overview of Staff Hours by Task and Agency								
No.	Task/Project	FHWA PL & STP-DA Funding				FTA 5303 and 5307 Funding		
		LPA	Chapel Hill	Carrboro Hours	TJCOG	DATA	CHT	TTA
1	Data Collection & Monitoring/Surveillance	4,312						
2	Travel Model Updates & Survey Activities (including base year, intermate years and Horizon model data)	3,315						
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	2,520						
4	Congestion Management Process -CMP	1,620						
5	Air Quality Planning & Conformity	50						
6	Short Range Transit Planning / TDP	0						
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	1,220						
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	910						
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	806						
10	Safety Plng/Drug Control Plng & Private Sector participation	0						
11	Public Involvement/ Website/Social media & interactive mapping	264						
12	Special Studies & State/Regional Coordination	1,325						
13	MPO Management and Operations	3,110						
	<b>Totals</b>	<b>\$19,452</b>						

**FY 2013-2014 UPWP - Resource Allocation  
Summary of LPA Staff Hours and Total Funding**

Table 4

FY 2014 UPWP - Overview of Budget by Task and Agency								
No.	Task/Project	FHWA PL & STP-DA Funding				FTA 5303 and 5307 Funding		
		LPA	Chapel Hill	Carrboro Hours	TJCOG	DATA	CHT	TTA
1	Data Collection & Monitoring/Surveillance	\$539,269						
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$289,379						
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$97,566						
4	Congestion Management Process -CMP	\$123,378						
5	Air Quality Planning & Conformity	\$3,088						
6	Short Range Transit Planning / TDP	\$0						
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$59,738						
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$45,883						
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & PIng for Elderly	\$42,658						
10	Safety PIng/Drug Control PIng & Private Sector participation	\$0						
11	Public Involvement/ Website/Social media & interactive mapping	\$105,309						
12	Special Studies & State/Regional Coordination	\$79,328						
13	MPO Management and Operations	\$192,030						
	<b>Totals</b>	<b>\$1,577,627</b>						

**FY 2013-2014 UPWP - Resource Allocation  
Summary of LPA Staff Hours and Total Funding**

<b>No.</b>	<b>Task/Project</b>	<b>Salary &amp; Fringe</b>	<b>Consulting</b>
1	Data Collection & Monitoring/Surveillance	\$184,269	\$335,000
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$99,379	\$170,000
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$97,566	\$0
4	Congestion Management Process -CMP	\$23,378	\$100,000
5	Air Quality Planning & Conformity	\$3,088	\$0
6	Short Range Transit Planning / TDP	\$0	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$59,738	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$45,883	\$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$42,658	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$15,309	\$50,000
12	Special Studies & State/Regional Coordination	\$79,328	\$0
13	MPO Management and Operations	\$142,030	\$0
	<b>Totals</b>	<b>\$792,627</b>	<b>\$655,000</b>

## FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights

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### **VI Overview of MAP-21 Metropolitan Planning Requirements**

#### Performance Measure/Targets

(A). In general.—The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in section 150(b) of title 23 and the general purposes described in section 5301.

(B) Performance targets.— Each metropolitan planning organization shall establish performance targets that address the performance measures described in section 150(c) of title 23, where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the metropolitan planning organization.

1. Selection of performance targets by a metropolitan planning organization shall be coordinated with the relevant State to ensure consistency, to the maximum extent practicable.
2. Public transportation performance targets.—Selection of performance targets by a metropolitan planning organization shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with sections 5326(c) and 5329(d).

(C) Timing—each metropolitan planning organization shall establish the performance targets under subparagraph (B) not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

(D) Integration of other performance-based plans.— A metropolitan planning organization shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed by recipients of assistance under this chapter, required as part of a performance-based program.

(E) System performance report.—A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets

1. progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports; and
2. for metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

(F) Align MPO performance management and targets with State and national performance management.

(G) National Performance goals:

1. Safety (new safety requirements for all FTA recipients)

## **FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights**

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2. State of good repair –infrastructure condition
3. Congestion reduction
4. System Reliability
5. Freight movement & economic vitality
6. Environmental sustainability
7. Project delivery

### (H) Optional Scenario Development.—

1. in general.—A metropolitan planning organization may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan, in accordance with subparagraph (B).
2. Recommended components.—A metropolitan planning organization that chooses to develop multiple scenarios under subparagraph (A) shall be encouraged to consider—
  - (i) potential regional investment strategies for the planning horizon;
  - (ii) assumed distribution of population and employment; (iii) a scenario that, to the maximum extent practicable, maintains baseline conditions for the performance measures identified in subsection (h)(2);
  - (iii) a scenario that improves the baseline conditions for as many of the performance measures identified in subsection (h)(2) as possible;
  - (iv) estimated costs and potential revenues available to support each scenario.
3. Metrics.—In addition to the performance measures identified in section 150(c) of title 23, metropolitan planning organizations may evaluate scenarios developed under this paragraph using locally-developed measures.

## **VII FY 2014 New Initiative – Funding Requests**

1. Town of Chapel Hill, \$75,000 - David Bonk to provide detail description and justification.
2. Possible TRM survey activities in TRM (awaiting the Executive Committee recommendations).
3. Allocation of Planning funds to other MPO agencies? Chapel and Carrboro get planning funds but Durham County, Orange County, Chatham County and Hillsborough do not.

## **VIII Schedule and Timeline**

February TCC – Draft FY 2014 UPWP

February 28 - Draft UPWP to NCDOT

March TAC – Receive Draft FY 2014 UPWP Release for Public Comment Period

March TCC – Authorized Approval of FY2014 UPWP

April TAC – Hold Public Hearing and Approve

## **IX Required documents from member agencies**

1. UPWP funding table
2. Task Descriptions, including milestones

## **FY 2014 Unified Planning Work Program (UPWP) LPA Oversight Structures and Highlights**

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3. FTA task narratives, DBE and financial tables
4. Response to Checklists
5. Resource allocation tables
6. Quarterly Reporting with all necessary supporting documentation

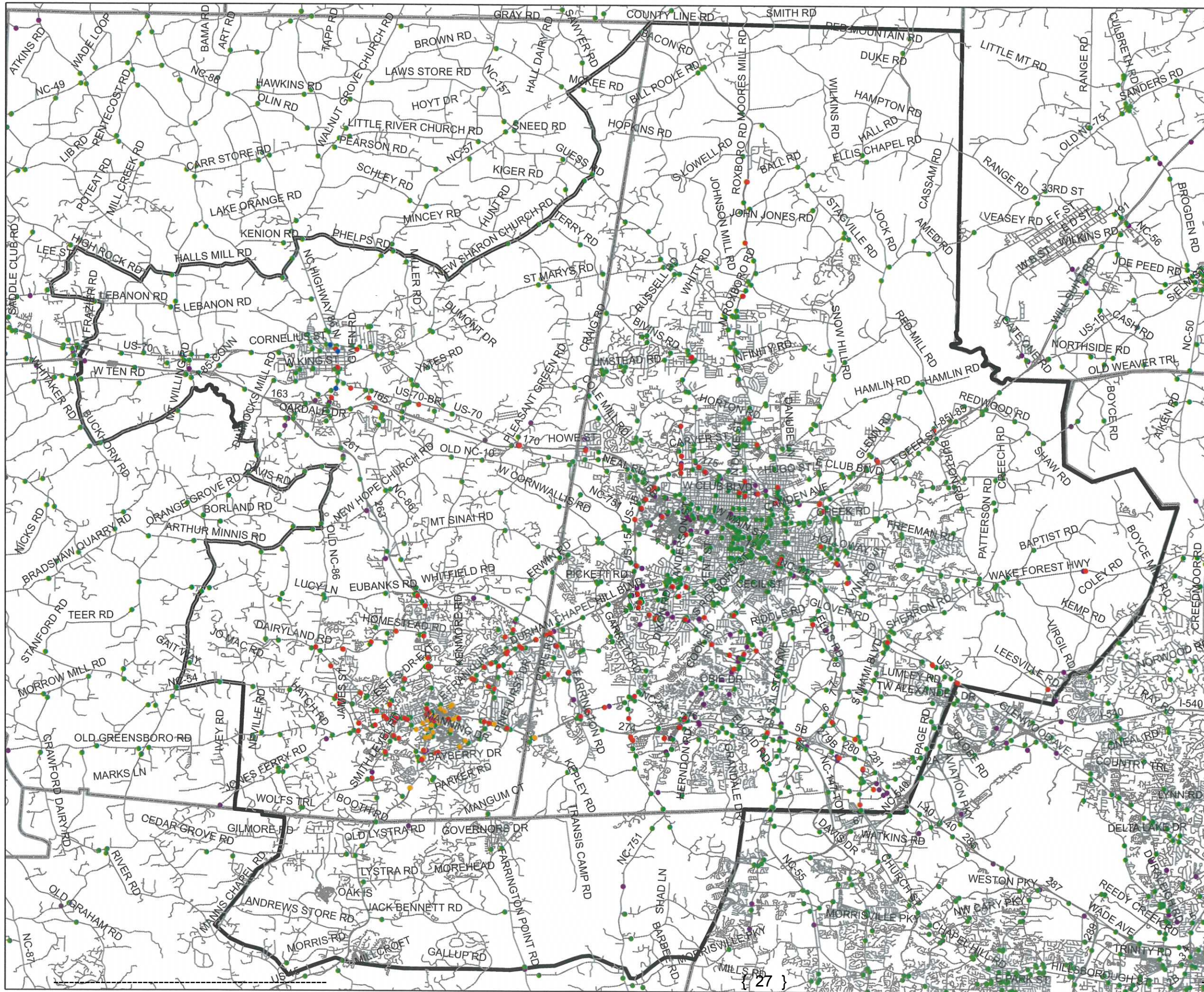
# ***Appendices A***

## ***Data Collection Maps***

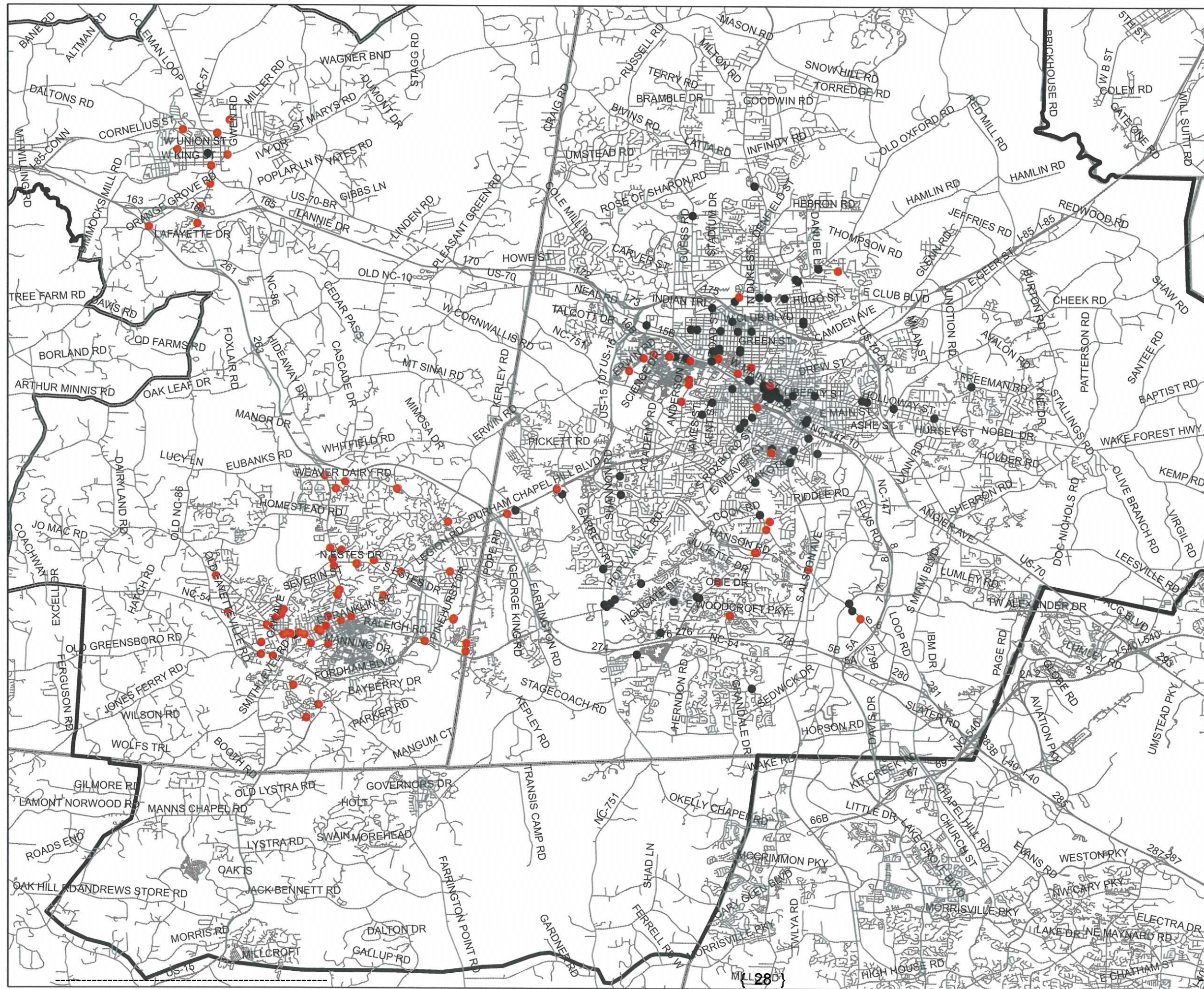
# MPO Data Collection and Monitoring Traffic Volume Locations

## ADT\_Locations

- Davenport
- Hillsborough
- NCDOT
- TRM2005
- UNC



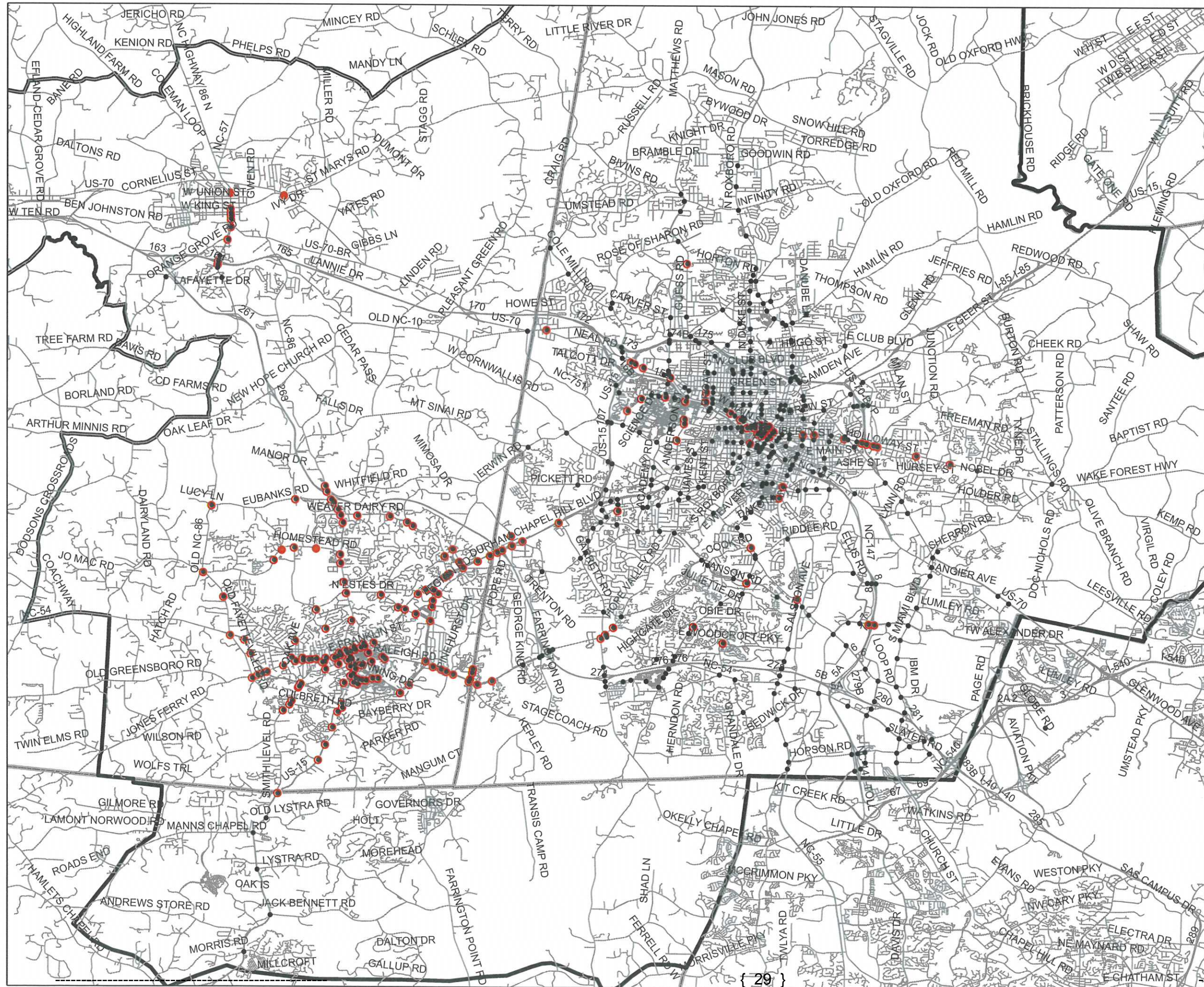
# MPO Data Collection and Monitoring Bicycle and Pedestrian Locations



- Davenport
- Bike/Ped Locations

MPO Data Collection  
and Monitoring  
Turn Movement  
Count Locations

- Signals
- Davenport TMC



# **DRAFT FY 2013-2014 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR THE DCHC MPO**



1

**TAC Meeting  
March 13, 2013**

# FY 2013-14 UPWP PRESENTATION OUTLINE

- Overview
- Proposed LPA Oversight
- Draft 2014 UPWP
  - Funding Sources
  - Highlight of Focus area
  - Summary of Task Descriptions
  - FY 2014 Budget and Resources Allocation
- TAC Action

# FY 2013-14 UPWP OVERVIEW

- Federal regulations mandate that the MPO develop an annual work program known as the Unified Planning Work Program (UPWP).
- The annual program must identify transportation planning tasks to be undertaken with the use of federal transportation funds during the upcoming fiscal year.
- The UPWP is required to be a detail technical work program for continuing, cooperative and comprehensive (3C) transportation planning in the DCHC MPO.

# FY 2013-14 UPWP OVERVIEW

- Funding provided by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
- FHWA provide 80% of the UPWP highway funding, which requires a 20% local match
- FTA provides 80% of transit funding, NCDOT provides 10% match and Transit agencies provide 10% match
- Prior to FY2014, the City of Durham has been providing the 20% local funding required
- TAC approved cost sharing for the FHWA 20% local match

## TAC OVERSIGHT OF THE LEAD PLANNING AGENCY (LPA)

**Attachment 11A illustrates the proposed LPA oversight.**

- The oversight proposed to include the following:
  - Early involvement of member agencies, TCC and TAC in the development of the UPWP
  - UPWP to include a user-friendly, more condensed version, which was implemented in FY2013
  - UPWP to include a monitoring mechanism
  - ***LPA Annual Report*** – to include expenditure reports and annual accomplishments.
  - UPWP budget to be summarized in broad categories.
  - UPWP to include resource allocation tables for each member agency.

# FY 2013-14 UPWP ACCOMPLISHMENTS

Attachment 11A provides summary of FY2013 accomplishments by LPA staff members

- 2040 Metropolitan Transportation Plan-MTP
- Comprehensive Transportation Plan
- MPO Civil Rights Title VI plan
- MPO Limited English Proficiency Plan - LEP
- NC 54 Corridor Study.
- TIP/SPOT/Mobility funds prioritizations
- Model Update/Enhancements (including non-motorized model)
- Service Requests

# FY 2013-14 UPWP FUNDING SOURCES

- Federal Highway Administration –FHWA (80%)
  - Section 104(f) Planning :                 \$ 239,089
  - Section 133(b)(3)(7) –STP-DA :         \$1,156,445
  
- Federal Transit Administration – FTA (80%)
  - Section 5303 (transit planning):         \$ 220,792
  - Section 5307 (transit planning):         \$1,800,793

SUMMARY

Funding Type	Federal	State	Local	Total
PL Sect. 104 (f)	\$239,089	\$0	\$59,772	\$298,861
STP-DA Sec.133 (b)(3)(7)	\$1,156,445	\$0	\$289,111	\$1,445,556
FTA 5303	\$220,792	\$27,600	\$27,600	\$275,992
FTA 5307	\$1,800,793	\$225,099	\$225,099	\$2,250,991
FTA 5309	\$350,000	\$175,000	\$175,000	\$700,000
Totals	\$3,767,118	\$427,699	\$776,582	\$4,971,400

# **FY 2013-14 UPWP FY 14 WORK PROGRAM FOCUS AREAS**

**Attachment 11A (page 5) provides summary of focus areas.**

- Implementation of MAP-21 Metropolitan Planning Requirements
- Continuation of federally required routine planning – TIP, UPWP, short-range planning, data monitoring, public involvement, Air quality, etc
- Continuation of special and mandated programs such as Title VI, Land-use, Environmental Justice, LEP, modeling, data surveillance, safety/security, performance measurement, etc.
- 2013 base year data collection and inventory

# FY 2013-14 UPWP

## WORK PROGRAM FOCUS AREAS-CONT'D

- Preparation for the 2045 MTP development process
- Preparation of the 2015 major model update surveys (household, transit on-board, origin-destination survey, etc.)
- Revision of the 2040 MTP to comply with the new federal regulation –MAP-21
- Regional transit/ County transit plans implementation and coordination.

## LPA ORGANIZATIONAL CHART & RESOURCE ALLOCATION

- Attachment 11A (page 17) illustrates the Lead Planning Agency (LPA) organizational chart and Roles and Responsibilities of LPA staff members.
- Attachment 11A (pages 18-22) illustrates the highlights Resource Allocation for the proposed FY 2014 UPWP

# FY 2013-14 UPWP

- Attachment 11 Draft FY 2013-2014 UPWP (entire document) with funding tables
- Funding tasks are derived from the approved *Prospectus* by NCDOT and MPOs statewide.
  - Prospectus uses broad task by the following section:
    - Surveillance of change – data monitoring
    - Long range transportation plan activities
    - Short range transit planning
    - Planning work program
    - Transportation Improvement Program
    - Civil rights
    - Administration

## FY 2013-14 UPWP

- TCC Recommendation:

Recommend endorsement of LPA Oversight and authorize TAC release the Draft FY2013-14 UPWP for public comment.

- TAC Action:

Endorse LPA Oversight and authorize the release the Draft FY2013-14 UPWP for public comment

County comments 2/12/13

INTERLOCAL IMPLEMENTATION AGREEMENT  
FOR  
DURHAM COUNTY BUS AND RAIL INVESTMENT PLAN

This Interlocal Agreement (“Agreement”) dated \_\_\_\_\_, 2013 is entered into by and among **Durham County**, a political subdivision of the State of North Carolina (“Durham County”), the **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**, the regional transportation planning agency for the Durham-Chapel Hill-Carrboro urban area pursuant to US DOT regulation CFR Part 450 and 49 Part 613 (“DCHC”), and the **Research Triangle Regional Public Transportation Authority**, d/b/a Triangle Transit, a regional public transportation authority under NCGS 160A (“TTA”). Durham County, DCHC, and TTA may be referred to individually as “Party” and collectively as “Parties”. This Agreement is made pursuant to Article 20 of Chapter 160A of the North Carolina General Statutes.

The Parties each desire to provide for the future transportation needs of Durham County and the surrounding region, understanding that enhanced mobility options will support a high quality of life, strengthen economic development, strengthen human services transportation, support air quality goals, and enhance sustainability; and

In accord with N.C.G.S. 105-508 et seq. (“Intermodal Act”), TTA developed a financial plan denoted as the Durham County Bus and Rail Investment Plan (“Plan”) to set forth certain transit investments over the next twenty-three years. This Plan has been reviewed and approved by the Durham County Board of County Commissioners (“BOCC”), approved by the TTA Board of Trustees, and approved by the Durham Chapel Hill Carrboro Metropolitan Planning Organization (“DCHC”). In order to provide for effective implementation of the Plan, the Parties hereby agree to the following provisions and procedures:

1. The Durham County Bus and Rail Investment Plan is incorporated into this Agreement in full and as it may be amended from time to time by reference. Except as otherwise provided in this Agreement the Plan shall govern the allocation of funding, cost parameters and timetables for delivery of projects and transit services, and the respective roles of the Parties and transit agencies in provision of the projects and services called for therein.

2. Orange County, Durham County, and TTA have previously executed an agreement dated May 15, 2012 which allocates the shares of capital and operating expenses for the Light Rail Technology (LRT) project set forth in the Plan, and that Cost Sharing agreement is incorporated into this Agreement in full and as it may be amended from time to time by reference.

3. TTA agrees to provide reports to Durham County and DCHC on the progress achieved toward implementation of the Plan and any substantial developments in revenues received, project or service cost experienced, or other pertinent factors under the Plan on an

annual basis on or before November 1<sup>st</sup> of each year and as otherwise reasonably requested. Upon request, but no less than semi-annually, TTA shall also provide an accounting of all Durham County revenues received and significant expenditures made disaggregated by budget category for the County.

4. TTA shall work with the Durham Area Transit Authority (“DATA”), Durham County ACCESS (“ACCESS”), and any other Durham County bus transit service provider named in the Plan to develop the process for distribution of funds for bus services each year on a quarterly basis or as otherwise agreed. For purposes of this Agreement the term “bus services” shall include both fixed route and demand response services. As is consistent with the revenues received and the other transit priorities under the Plan, TTA will provide quarterly payments to the bus service provider(s) for service provided with a reconciliation based upon actual expenses incurred by each provider on a subsequent quarterly basis or as otherwise agreed to.

5. All bus service providers receiving funding under the Plan will provide an annual financial report on existing bus services, their recommendations for new or continuing service priorities, their actual or expected costs and ridership information as reasonably requested to TTA on an annual basis or as otherwise agreed to. It shall be the responsibility of TTA to provide oversight of the new, enhanced or sustained bus services under the Plan to insure compliance with the Intermodal Act requirements. All other legal requirements under federal and state law shall be the responsibility of the respective bus service provider. TTA shall include a full descriptive report on bus services delivered under the Plan as a part of its annual reports to Durham County and DCHC.

6. The Plan provides that all funding for bus services will be appropriated as set forth in the Plan. The use of these bus service funds is limited to support of *new* bus services *above and beyond* the existing transit system services in place on January 15, 2013. Notwithstanding the foregoing, a Calculated Amount, as defined below, of the annual bus service funds provided in the Plan may be used by DATA to pay for the Increased Cost, as defined below, of existing bus service operations each year, subject to paragraph 5 above. The “Calculated Amount” which may be used for this purpose shall be an amount equal to or less than one-half of the prior year total receipts from the Durham County local vehicle registration fee of \$7.00 permitted by Article 52 of N.C.G.S. Chapter 105. For the 2014 and 2015 fiscal year as necessary, the Calculated Amount shall be an estimated amount based upon the prior year’s actual receipts for vehicle registration fees in Durham County as acceptable to the parties and to DATA. For purposes of this paragraph 6, “Increased Costs” shall be the increase in the annual per hour Operating Cost for bus service, as defined below, multiplied by the annual revenue hours of bus service provided by DATA as of January 15, 2013. “Operating Cost” shall include the costs of bus operations, maintenance, supervision and administration but shall not include capital costs for facilities or vehicles.

7. Other than the exception for the Calculated Amount in paragraph 6, available to DATA, any change in use of bus service funds in the Plan from support of new services to

support of existing services may be made on a temporary or permanent basis and must be agreed to by all the Parties and comply with state law.

8. Every four years in a manner that coordinates with DCHC's preparation of a new Metropolitan Transportation Plan, and more frequently as reasonably requested by a Party, the full Plan shall be reviewed in detail and assessed for any significant changes to the estimated revenues, to the estimated project or service delivery costs, to project or service priorities therein, to state or federal transit programs or regulations, to success in securing state and federal financial support for the rail and bus projects in the Plan, or any other significant change of circumstance impacting the Plan. This review which shall be conducted as set forth below and recommended changes to the Plan may be advanced as deemed necessary.

9. The Parties agree to develop appropriate benchmarks and timeline to evaluate progress in gaining federal and state financial support for the LRT project in the Plan during the four years following execution of this Agreement and to incorporate these benchmarks and timeline into the Plan during the first four year review and to use these benchmarks and timeline in the reviews set out in paragraph 8 above and in paragraph 13 below.

10. In preparation for the full Plan review set out in paragraph 9 above, TTA will convene a Staff Working Group ("SWG") made up of a voting member and an alternate member from each of the three Parties. The Durham County Manager shall designate the member and alternate from Durham, the Planning Manager of DCHC shall designate the member and alternate from DCHC, and the TTA General Manager shall designate the member and alternate from TTA. These SWG members and alternates shall work collaboratively in developing and preparing the respective report to the Parties. The SWG may also meet from time to time as they deem useful to discuss developments and status of the various transit projects and services under the Plan and to give TTA comments and feedback on the draft annual reports referenced in paragraph 3 above.

11. If any meeting of the SWG has local urban, rural or regional bus service in Durham County as a part of its agenda, then representatives from DATA or other bus transit providers in Durham County shall be invited to participate in the meeting. The SWG members shall work openly and collaboratively with these other parties in considering the status and impacts of possible bus service changes to the Plan. The SWG members and the other parties shall strive to reach consensus recommendations for any changes in bus services provided under the Plan in light of their shared interest in maximizing the effective use of limited transit funding.

12. Eight years after the date of execution of this Agreement, the Parties agree to assess if the New Starts application for the LRT project in the Plan is in the federal pipeline for New Starts rail projects and making reasonable progress to receive federal funding and whether the LRT project remains under consideration for state funding. If either funding opportunity is no longer available the Parties agree to work collaboratively to amend the Plan to reflect this fact and revise the funding sources and uses for the transit projects and services.

13. Recommendations for amendments to the Plan may be made by a Party to this Agreement or by any Durham County resident, group or organization. Recommendations for a change or revision shall be submitted to the General Manager of TTA, who shall forward the recommendation to the SWG for its review, consideration and advice. The SWG shall fully consider any recommendation for change in the Plan and report back to the Parties. The report of the SWG shall include its opinion on the recommended change along with the recommendation itself. In the event that the three SWG voting members cannot agree on a shared opinion of any recommended change, then both majority and minority perspectives on the recommended change may be provided to the Parties. Additionally, any citizen or group may submit its opinion on the recommended change to the Parties as well.

14. Any proposed Material Change, as set forth in paragraph 15 below, to the Plan shall be effective only upon its approval by each and every Party to this Agreement, namely the Durham BOCC, the DCHC, and TTA.

15. Any proposed change to the Plan shall be deemed Material if it involves one or more of the following:

- (A) An annual increase or decrease in total revenues from the Plan revenues (sales tax revenues, vehicle registration fee revenues, and rental vehicle tax revenues) of 5% or more; or
- (B) An annual increase or decrease in the project capital cost (including financing) of the LRT project in the Plan of 10% or more prior to entering final design and 5% or more thereafter; or
- (C) An annual increase or decrease in the overall project operating costs of the LRT project in the Plan of over 5% or more; or
- (D) An annual increase or decrease in the overall funds provided for bus service in the Plan of 5% or more; or
- (E) An annual increase or decrease in the funds provided to DATA or TTA for bus service of more than 5% of the amount provided in the Plan or more than \$500,000, whichever is greater.
- (F) A proposed elimination or addition of any fixed guideway capital project shall be considered a material change to the Plan.

All other proposed changes shall be deemed non-material.

16. Any proposed change to the Plan that is deemed non-material may be approved by the Durham County Manager, the Planning Manager of DCHC, and the General Manager of TTA without further governing board action. Any change whether material or non-material must be evidenced by a written document signed by all Parties, in accordance with this agreement.

17. Term. The term of this Agreement shall be from the date first above recorded to and including June 30, 2035. Upon its expiration the Agreement may be renewed upon mutual agreement of the Parties.

18. Termination. This Agreement may be terminated upon mutual consent under such terms as may be agreed to by all Parties or by either of the Parties upon a material breach by the other Party, and such breach is not cured within 90 days. When deciding to terminate, the Parties shall take into consideration the effect of termination on the implementation of the Plan.

[SIGNATURE PAGE TO FOLLOW]

DRAFT

IN WITNESS WHEREOF, the Parties have authorized this Agreement to be executed and attested by their undersigned officers, to be effective from and after the date first written above.

**Durham County**

By: \_\_\_\_\_  
Chair, Board of Commissioners

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

By: \_\_\_\_\_

**Research Triangle Regional Public Transportation Authority,**

By: \_\_\_\_\_

By: \_\_\_\_\_  
David King, General Manager

Approved as to legal form:

\_\_\_\_\_  
Wib Gulley, General Council

## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** March 13, 2013

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

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This memorandum provides a summary status of tasks for projects in the FY 2012-2013 Unified Planning Work Program.

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

### **FY 2012-2013 Unified Planning Work Program (UPWP) – Projects**

#### **2040 Metropolitan Transportation Plan MTP (formerly 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 – June 2012
- ✓ Socio-economic Forecasts – June 2012
- ✓ Land use Scenario – August 2012
- ✓ Alternative Analysis – completed
- ✓ MTP (LRTP) Preferred Option – September 2012
- ✓ Draft MTP (LRTP) Recommendation – December 2012
- Air Quality analysis and Conformity Released - January 2013 - February 2013
- Adopt MTP (LRTP) and Conformity determination - April/May 2013
- Technical report and implementation

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

- ✓ Draft CTP –December 2012
- CTP Report and Maps – April 2013
- Adopt CTP – June 2013
- NCDOT Adopt – August 2013

#### **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
- Documentation/Protocol Report – January 2013

**Update of the MPO Public Involvement Policy**

- ✓ Phase I – update to include Title VI and address corrective actions from Federal Certification Review - Adopted November 2012
- Implementation of Phase I update - underway
- Phase II – update to include measures of effectiveness and MAP-21 requirements – future phase

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

- ✓ Action Plan and schedule completed in September 2011
- Development of plan – future

**GIS/Data Integration and Automation**

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Phase 2 – underway
- Phase 2 Database development – ongoing

**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 – draft underway
- Evaluation of effective of CMP projects and funded projects - ongoing

**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

**DCHC MPO**  
**FY2012-2013 UPWP AMENDMENT SCHEDULE**

Amendment	Funding Type	Deadline for submission to MPO	TCC Action Date	TAC Action Date	Submittal Date to NCDOT	Submittal to NCDOT-PTD and/or FTA
FY13 - AM#1	PL/STP-DA/5303	9-Nov-12	28-Nov-12	12-Dec-12	14-Dec-12	14-Dec-12
FY13 - AM#	PL/STP-DA/5303	7-Dec-12	19-Dec-12	9-Jan-13	11-Jan-13	11-Jan-13
FY13 - AM#	PL/STP-DA/5303	11-Jan-13	23-Jan-13	13-Feb-13	15-Feb-13	15-Feb-13
FY13 - AM# 2	PL/STP-DA/5303	8-Feb-13	27-Feb-13	13-Mar-13	8-Mar-13	8-Mar-13
<b>FY13 - AM# 3</b>	<b>PL/STP-DA/5303</b>	<b>15-Mar-13</b>	<b>27-Mar-13</b>	<b>10-Apr-13</b>	<b>12-Apr-13</b>	<b>12-Apr-13</b>
FY13 - AM#	5307 (reallocation only)	10-May-13	22-May-13	12-Jun-13	~~	14-Jun-13
FY13 - AM#	5307 (reallocation only)	12-Jul-13	24-Jul-13	14-Aug-13	~~	16-Aug-13

<b>Contract Number:</b> C201994	<b>Route:</b> NC-147
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 15	<b>TIP Number:</b> U-4763B
<b>Length:</b> 4.2 miles	<b>Federal Aid Number:</b> TIFIA-540(2)
<b>Resident Engineer:</b> D. Brian Harrington, PE	<b>RE Phone Number:</b> (919)836-4873
<b>Location Description:</b> TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.	
<b>Contractor Name:</b> S. T. WOOTEN CORPORATION	
<b>Contract Amount:</b> \$137,446,000.00	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 9/19/2008	<b>Letting Date:</b> 8/5/2008
<b>Completion Date:</b> 7/1/2011	<b>Work Began:</b> 8/3/2009
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> C202436	<b>Route:</b> SR-1322, US-70
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> B-3638, R-5164F
<b>Length:</b> 1.233 miles	<b>Federal Aid Number:</b> BRSTP-70B(2)
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.	
<b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.	
<b>Contractor Name:</b> DEVERE CONSTRUCTION COMPANY, INC	
<b>Contract Amount:</b> \$1,969,734.20	<b>Cost Overrun/Underrun:</b> 3.28%
<b>Availability Date:</b> 7/30/2012	<b>Letting Date:</b> 6/19/2012
<b>Completion Date:</b> 3/18/2014	<b>Work Began:</b> 9/17/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 3/18/2014
<b>Last Estimate Thru:</b> 12/31/2012	<b>Scheduled Progress:</b> 13%
<b>Last Estimate Paid:</b> 1/11/2013	<b>Actual Progress:</b> 26.4%

<b>Contract Number:</b> C202507	<b>Route:</b> I-540
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 15	<b>TIP Number:</b> R-2635, U-4763B
<b>Length:</b> 18.8 miles	<b>Federal Aid Number:</b> TIFIA-540(2)
<b>Resident Engineer:</b> Jason R. Peterson, PE	<b>RE Phone Number:</b> (919)571-3000
<b>Location Description:</b> NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.	
<b>Type of Work:</b> DESIGN-BUILD LANDSCAPING.	
<b>Contractor Name:</b> SOUTHERN GARDEN, INC.	
<b>Contract Amount:</b> \$4,800,000.00	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 8/15/2011	<b>Letting Date:</b> 4/21/2011
<b>Completion Date:</b> 7/1/2015	<b>Work Began:</b> 8/15/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> C202875	<b>Route:</b> I-540
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> I-5307, I-5310
<b>Length:</b> 17.133 miles	<b>Federal Aid Number:</b> IM-0540(23)
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.	
<b>Type of Work:</b> MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$8,384,157.45	<b>Cost Overrun/Underrun:</b> -6.8%
<b>Availability Date:</b> 2/27/2012	<b>Letting Date:</b> 1/17/2012
<b>Completion Date:</b> 11/15/2012	<b>Work Began:</b> 2/27/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 4/1/2013
<b>Last Estimate Thru:</b> 11/22/2012	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 12/10/2012	<b>Actual Progress:</b> 85.1%

<b>Contract Number:</b> C202995	<b>Route:</b> NC-56, NC-96, SR-1103 SR-1127, SR-1135, SR-1192 SR-1671, SR-1675, US-15 US-158
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>

**Length:** 0 miles  
**Resident Engineer:** Mark W. Luther, PE  
**Location Description:** BRG# 195 SR-1675, 16 US-15, 35 US-158, 43 SR-1103, 44 NC-96, 45 NC-56, 50 SR-1127, 54 SR-1135, 57 SR-1192 & 193 SR-1671.  
**Type of Work:** BRIDGE PRESERVATION  
**Contractor Name:** TAYLOR & MURPHY CONSTRUCTION CO, INC  
**Contract Amount:** \$3,034,500.45  
**Availability Date:** 10/1/2012  
**Completion Date:** 7/21/2013  
**Revised Completion Date:**  
**Last Estimate Thru:** 1/31/2013  
**Last Estimate Paid:** 2/12/2013

**Federal Aid Number:**  
**RE Phone Number:** (919)220-4680  
**Cost Overrun/Underrun:** 0%  
**Letting Date:** 4/17/2012  
**Work Began:** 10/1/2012  
**Estimated Completion:** 7/21/2013  
**Scheduled Progress:** 21%  
**Actual Progress:** 21.73%

**Contract Number:** C203117  
**Route:** SR-1005, SR-1008, SR-1630, SR-1631, SR-1834, SR-1945, SR-2000, SR-2002, SR-2005, SR-2010, SR-2015, SR-2100, SR-2162, SR-2217, SR-2232, SR-2234, SR-2329, SR-2349, SR-2406, SR-3015, SR-3099, SR-3555  
**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 32.362 miles  
**Resident Engineer:** Chad D. Hinnant  
**Location Description:** 23 SECTIONS OF SECONDARY ROADS.  
**Type of Work:** WIDENING, MILLING, RESURFACING, AND SHOULDER GRADING.  
**Contractor Name:** THE LANE CONSTRUCTION CORP  
**Contract Amount:** \$5,803,217.05  
**Availability Date:** 8/27/2012  
**Completion Date:** 5/31/2013  
**Revised Completion Date:**  
**Last Estimate Thru:** 3/1/2013  
**Last Estimate Paid:** 3/6/2013

**County:** Durham  
**TIP Number:**  
**Federal Aid Number:**  
**RE Phone Number:** (919)733-9499  
**Cost Overrun/Underrun:** 0%  
**Letting Date:** 7/17/2012  
**Work Began:** 9/4/2012  
**Estimated Completion:** 5/31/2013  
**Scheduled Progress:** 58%  
**Actual Progress:** 30.88%

**Contract Number:** C203128  
**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 4.203 miles  
**Resident Engineer:** Cadmus Capehart, PE  
**Location Description:** CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.  
**Type of Work:** GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.  
**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY  
**Contract Amount:** \$10,900,447.15  
**Availability Date:** 12/31/2012  
**Completion Date:** 12/28/2015  
**Revised Completion Date:**  
**Last Estimate Thru:** 2/7/2013  
**Last Estimate Paid:** 2/14/2013

**Route:** SR-1978  
**County:** Durham  
**TIP Number:** U-4716A, U-4716B, U-4716C  
**Federal Aid Number:** FRA-FR-HSR-0006-10-01-00  
**RE Phone Number:** (919)840-0914  
**Cost Overrun/Underrun:** 0%  
**Letting Date:** 11/20/2012  
**Work Began:** 1/30/2013  
**Estimated Completion:** 12/28/2015  
**Scheduled Progress:** 5%  
**Actual Progress:** 2.56%

**Contract Number:** C203188  
**Physical Division:** 5  
**Administrative Division:** 5  
**Length:** 30.21 miles  
**Resident Engineer:** Mark W. Luther, PE  
**Location Description:** US-158 FROM OLD DURHAM RD TO SR-1576, AND 10 SECTIONS OF SECONDARY ROADS.  
**Type of Work:** MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.  
**Contractor Name:** CAROLINA SUNROCK LLC  
**Contract Amount:** \$3,899,875.03  
**Availability Date:** 3/11/2013  
**Completion Date:** 8/12/2013  
**Revised Completion Date:**  
**Last Estimate Thru:**  
**Last Estimate Paid:**

**Route:** SR-1318, SR-1333, SR-1336, SR-1504, SR-1542, SR-1556, SR-1605, SR-1729, SR-1737, US-158  
**County:** Durham  
**TIP Number:**  
**Federal Aid Number:**  
**RE Phone Number:** (919)220-4680  
**Cost Overrun/Underrun:**  
**Letting Date:** 11/20/2012  
**Work Began:**  
**Estimated Completion:**  
**Scheduled Progress:**  
**Actual Progress:**

<b>Contract Number:</b> C203220	<b>Route:</b> NC-54, SR-1002, SR-1101 SR-1445, SR-1451, SR-1453 SR-1628, SR-1670, SR-1940 SR-1954, SR-2028, US-70
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 21.88 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> US-70 FROM SR-1815 TO SR-1959, NC-54 FROM I-40 TO ORANGE COUNTY LINE AND 11 SECTIONS OF SECONDARY ROADS.	
<b>Type of Work:</b> MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
<b>Contractor Name:</b> CAROLINA SUNROCK LLC	
<b>Contract Amount:</b> \$4,789,367.50	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 3/18/2013	<b>Letting Date:</b> 12/18/2012
<b>Completion Date:</b> 10/18/2013	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> DE00030	<b>Route:</b> I-40, I-85, SR-1728
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> R-4049R
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> STP-000S(416)
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> I-40 AND I-85	
<b>Type of Work:</b> Dynamic Message Sign Replacement	
<b>Contractor Name:</b> ALS OF NORTH CAROLINA, INC.	
<b>Contract Amount:</b> \$641,917.55	<b>Cost Overrun/Underrun:</b> 0%
<b>Availability Date:</b> 6/4/2012	<b>Letting Date:</b> 5/9/2012
<b>Completion Date:</b> 2/28/2013	<b>Work Began:</b> 10/25/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 2/28/2013
<b>Last Estimate Thru:</b> 2/15/2013	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 2/21/2013	<b>Actual Progress:</b> 49.78%

<b>Contract Number:</b> DE00042	<b>Route:</b> SR-1614
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> BRIDGE 151 ON SR 1614 (STATE FOREST ROAD) OVER FLAT RIVER	
<b>Type of Work:</b> BRIDGE REPLACEMENT	
<b>Contractor Name:</b> KEYSTONE CONTRACTING CO., INC	
<b>Contract Amount:</b> \$417,800.00	<b>Cost Overrun/Underrun:</b> 0.07%
<b>Availability Date:</b> 12/3/2012	<b>Letting Date:</b> 9/12/2012
<b>Completion Date:</b> 5/1/2013	<b>Work Began:</b> 12/3/2012
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 5/1/2013
<b>Last Estimate Thru:</b> 2/28/2013	<b>Scheduled Progress:</b> 63%
<b>Last Estimate Paid:</b> 3/6/2013	<b>Actual Progress:</b> 36.36%

<b>Contract Number:</b> DE00062	<b>Route:</b> NC-751
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 2.2 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> MILL AND RESURFACING NC 751 IN DURHAM COUNTY FROM SR 1307 (ERWIN RD) TO ORANGE CO LINE	
<b>Type of Work:</b> MILL REPAIR AND OVERLAY NC 751 IN DURHAM CO	
<b>Contractor Name:</b> THE LANE CONSTRUCTION CORP	
<b>Contract Amount:</b> \$659,850.50	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 4/1/2013	<b>Letting Date:</b> 2/13/2013
<b>Completion Date:</b> 6/28/2013	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
07/13	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET
09/13	C-5230	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - TRAFFIC SIGNAL CONTROLLER UPGRADE * PROJECT DELETED FROM 2013-2023 STIP *
04/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98
05/14	N/A	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - Roundabout
06/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane) _ Turn Lanes on Old Oxford and Signal
06/14	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE
06/14	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM
07/14	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS
07/14	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS
09/14	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout
09/14	U-5517	5	DURHAM	Raleigh Letting (LET)	FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS - NC 98 (HOLLOWAY STREET)
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO							
County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange / Carrboro	43687	Town of Carrboro - Radius improvements, high visibility crosswalks and pedestrian refuge island at the intersection of SR 1009 (Hillsborough Road), James Street (non system) & Quail Roost Drive (non system) in Carrboro.			District Design / Construction Summer 2013 by NCDOT Work Forces	\$40,000	Small Construction Funds
Orange / Chapel Hill	U-0624 C203175 34762.3.4	NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr). Widening , Grading, Drainage, Paving & Signals	10/16/2012	12/28/2014	11% Complete 4% Schedule	\$4,565,147	TIP
Orange / Carrboro	U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek	12/18/2012	5/14/2015	Contract Awarded, Utility relocations in progress	\$4,946,197	TIP
Orange / Chapel Hill	U-3306 C202266 34913.3.ST1	Grading, Drainage, Paving, Signals, Curb, and Gutter and Retaining Walls on SR 1733 (Weaver Dairy Road) From NC 86 to Old Sterling Road	7/20/2010	6/15/2013	82% Complete 86% Schedule	\$9,584,886	ARRA / TIP
Orange	W-5207 E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Summer 2013	10/1/2013	R/W acquisition in progress	\$450,000	High Hazard Safety
Orange / Carrboro	W-5207 I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street)	Summer 2013		Design in progress	\$50,000	High Hazard Safety
Orange	W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co.	2/19/2013	10/31//13	Contract Award pending	\$4,750,000	High Hazard Safety
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)			Alternate Design in progress	\$198,000	Spot Safety-State
Orange / Chapel Hill	SS-4907 AP 43640.1.1 43640.2.1 43640.3.1	SS-4907AP - Orange - NC 86 (Martin Luther King Jr., Blvd.) and SR 1750 (Estes Drive) in Chapel Hill. Improve sight distance by cutting back the bank in the northeast quadrant of the intersection. Cyclists cannot see the cars at the stop bar and the motorists cannot see the cyclists.			District Design / NCDOT Work Forces	\$25,600	Spot Safety
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
Orange	I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013			\$4,300,000	TIP

## LOCAL GOVERNMENT ADMINISTERED PROJECTS LOCATED IN DCHC MPO

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange / Chapel Hill	43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system)		4/1/2013	Work performed by NCDOT Traffic Services	\$75,000	Small Construction Funds
Orange / Hillsborough	C-5184 / 46234.3.1	Riverwalk Trail Phase III - Construct a paved off-road trail along Eno River connecting River Park, Gold Park and the Ocooneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the Greenway.			Engineering & R/W 2013, Construction 2014	\$610,000	CMAQ
Durham/ Orange	EB-4707A (Orange) / EB4707B (Durham)	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			Delayed R/W to FY 13 and Construction to FY 14 / 15 to allow City to secure increased funding	\$4,900,000	
Orange / Carrboro	EL-4828 / 40245.1.1 & 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood .			Delay Construction from FY12 to FY13 / Planning & Design	\$149,880 / \$655,000	
Orange / Chapel Hill	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)	Spring 2013	Summer 2013	Construction authorization pending	\$200,000	Small Construction/ Division Enhancement; MA w/TOCH
Orange / Chapel Hill	ER-2971 G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road	Spring 2013	Summer 2013	Environmental Document pending approval	\$30,000	Division Enhancement; MA w/TOCH
Orange / Carrboro	SR-5000 S 40922.1.18	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Program underway	\$12,865	Safe Routes to Schools; MA w/TOC

## LOCAL GOVERNMENT ADMINISTERED PROJECTS LOCATED IN DCHC MPO

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange / Carrboro	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	Fall 2012	Construction complete;Final closeout pending	\$300,000	Safe Routes to Schools; MA w/TOC
Orange / Chapel Hill / Carrboro	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	Fall 2012	95% Complete	\$55,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOC
Orange / Carrboro	U-4726 DC 36268.3.4	Wilson Park Multi-Use Path	6/7/2012	11/26/2012	95% complete	\$129,431	STP-DA; MA w/TOC
Orange / Carrboro	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	5/1/2013	4/30/2014	Design underway	\$67,025 PE \$469,175 C	STP-DA; MA w/TOC
Orange / Carrboro	U-4726 DE (replaces EL-4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School			Design underway	\$59,000 PE	STP-DA; MA w/TOC
Orange / Carrboro	U-4726 DF	Bicycle detection at Signalized Intersections	FFY 2013	FFY 2013	Design underway	\$36,000	STP-DA; MA w/TOC
Orange / Chapel Hill	U-4726 IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail			Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH
Orange / Chapel Hill	U-4726 IG	Morgan Creek Trail Phase 2 - Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I		Fall 2013	Submittals approved; Construction to begin this spring	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

**NCDOT DIVISION 8 PROJECTS LOCATED IN DHC MPO - CHATHAM COUNTY**

County	TIP/WBS #	Description	Let Date	Competition Date	Status	Contractor	Cost	Comments
Chatham	W-5208G	SR 1717 Jack Bennett Road, realign horizontal curve just west of SR 1716 Big Woods Road.	6/11/2013	TBD	Not Available	Not Available	Not Available	
Chatham	C-5176	American Tobacco Trail NEW HOPE CHURCH ROAD TRAILHEAD PARK AND RIDE LOT.	TBD	TBD	Not Available	Not Available	\$1,192M	Construction scheduled to begin 9/2013
Chatham	Not Available	SR 1721 Lystra Road, Internal circulation Improvements at North Chatham Elementary School.	(2013) TBD	TBD	Not Available	Not Available	\$50K	
Chatham	Not Available	SR 1731 O'Kelly Chapel Road, Widen to 24', Install Safety Edge Patch and resurface.	(2013) TBD	TBD	Not Available	Not Available	\$850K	

## Road Worrier: NC DMV gears up to collect county car taxes

The News and Observer By Bruce Sicheloff Published: February 11, 2013

North Carolina's county tax collectors are pretty good at getting us to pay real estate tax bills that can reach thousands of dollars a year, but they have a harder time collecting tax bills of \$100 or \$200 on cars and trucks.

This summer, they will hand that chore to the state Division of Motor Vehicles.

Car owners will write DMV one check each year to combine two bills they previously covered in separate payments: the DMV car registration renewal fee and the county car property tax.

Starting with DMV bills due in July, drivers will be required to pay their county car taxes before they can get their license tag renewal stickers. DMV used the same incentive a few years ago to get more drivers to have their cars inspected: No inspection? No renewal.

"This will increase the amount of taxes that counties collect on automobile property taxes," said Rep. Verla Insko of Orange County, who sponsored the 2005 law that ordered the change. "Because you can't get your tag without paying your property tax. They go together.

"Counties report that 13 percent of their vehicle property taxes go unpaid each year, on average, compared to just 2 percent of all other property taxes. That's \$80 million in local taxes they never collect on cars.

And it's not for lack of trying.

"I spend a significant amount of money on postage, certified mail and staffing to collect from individuals that don't pay it on time," said Kim Simpson, Durham County tax administrator. "I'm freezing bank accounts, garnishing wages and seizing vehicles. I have two full-time sheriff's deputies that work for my office, and all they do is deal with motor vehicles."

Simpson says only 44 percent of Durham's car tax bills are paid on time – within two months, before interest penalties are tacked on. Eventually she collects about 90 percent of them, a little better than the state average. But that leaves 22,000 car tax bills in her delinquent file from the past two years, and 14,000 of these are for less than \$100.

Under the present system, North Carolinians receive car tax bills from the county a few months after they pay the DMV tag fee.

DMV now can block the registration renewal, eventually, to force payment of back taxes. But drivers find ways to dodge the tax bill. One tactic is to report that somebody stole your license plate; sometimes you can get a new one for a fee, tax officials say, without having to pay the tax that would have blocked renewal of the old one.

David B. Baker is local government director for the state Department of Revenue, which will handle the unified 100-county car tax system.

"It saves money, and it's also easier for the taxpayer to have one interaction with government per vehicle," Baker said. Sending one bill for each car instead of two "saves \$3 million in postage right off the top," he said. DMV will continue to give car owners the option to pay by mail, at a local DMV tag office or online.

But there are doubts out there. Rep. Sarah Stevens, a Surry County Republican, has introduced a House bill that would cancel what DMV calls the Tag and Tax Together program.

"The implementation has been a nightmare, and to me it is much more costly than was ever intended," Stevens said. "All of the costs are passed on to the county. It's a very convoluted system that has put more bureaucracy in government."

Stevens prefers a similar approach operated at the county level. She said some county tax collectors worry that they'll lose money in the fees they pay to have DMV collect the car taxes.

Baker said the counties will pay \$1.69 for every car tax bill. Startup costs, including a computer network upgrade and 75 new DMV employees, have been funded from interest payments collected in late fees on county car tax bills.

“So the people who don’t pay the property tax on time on their motor vehicles are the ones paying for the new system,” Baker said.

Monty Woods, tax collector for Caldwell County in the western end of the state, is anxious about the change. His small county raked in \$200,000 in car taxes last year, and he hasn’t figured out how much it will pay DMV under the new system.

“Hopefully the collection rate will be much higher, but how much is it going to cost us?” Woods said. “If we make money, I think everybody will be happy.”

## Inching toward better bus service

The Herald-Sun Opinion Posted Feb. 11, 2013 @ 05:12 PM

If you’ve ever been late for an appointment or meeting because you underestimated how long the trip would take – perhaps unable to foresee the unforeseeable accident and traffic tie-up on the freeway – you have some sense of the problem of running a mass-transit system on time.

Any number of events can stymie a bus driver’s effort to hew to his or her timetable.

But Durham Area Transit Authority officials realized last year that an on-time performance that sank well below 50 percent on some routes was unacceptable. As Triangle Transit took over running the city’s bus lines, its managers set out to overhaul routes to better match ridership volume, and to set forth realistic timetables and to meet them.

In December, with many changes in place but some key ones not taking effect until January, Triangle Transit officials were able to cite substantial improvement on many routes. And last week, with the full overhaul in effect for a month, they could point to still more progress.

Overall, buses in January were running on time for 82 percent of their runs. That’s 21 percentage points better than the 61 percent on-time achievement before the system set out to overhaul its routes.

But it is still shy of the 90 percent goal transit authorities have set – acknowledging that events beyond drivers’ and managers’ control make achieving 100 percent virtually impossible.

“We’re pleased; we are not satisfied,” John Tallmadge, Triangle Transit’s director of commuter resources, told The Herald-Sun’s Ray Gronberg last week. “We’re going to continue working on it, but we think we’re on the way.”

Two well-used routes continue to be particular challenges – Route 6, which serves Duke University along West Chapel Hill Street, Erwin Road and Neal Road; and Route 1A, which loops northward from Northgate Mall.

Officials had hoped implementing the full system overhaul in January would make a marked improvement on those routes, since they had been impacted by frequent delays on routes that tied into them.

But the delays persist, and transit managers realize they have to continue to analyze that situation.

It’s clear that one solution to the congestion and environmental impact of our car-centric culture is to persuade more people to use mass transit. One key to weaning folks from the convenience and flexibility of taking their cars, often with only the driver as occupant, for every trip is reliability of transit. Explaining you are late for work because the bus was 20 minutes behind schedule is not a pleasant experience.

So we applaud Triangle Transit as it wrestles – mostly successfully – with the challenge of restoring reliability to a bus system that too often lacked it.

## Hopson railroad project in Durham will flatten curve, close crossings

The News and Observer By Bruce Sicheloff Published: February 13, 2013

DURHAM — North Carolina will take another small step toward pretty fast train service Thursday, when dignitaries break ground on a \$10.9 million project to close two dangerous rail crossings, straighten a curved track to allow faster train speeds, and lift the trains on a new bridge over Hopson Road in southern Durham.

It is the first in a string of rail upgrades planned between Raleigh and Charlotte over the next few years, paid for with \$520 million in federal economic stimulus money.

The Hopson Road project near Research Triangle Park is a small part of the big plan, but it is expected to make noticeable improvements in safety and traffic flow for cars as well as trains.

"It's one of those projects that at first blush doesn't look really sexy – but from a pragmatic standpoint, it just accomplishes so much," Joseph Szabo, who heads the Federal Railroad Administration, said in an interview Wednesday. He'll be in Durham to wield the ceremonial shovel at 10:30 a.m. Thursday.

When the N.C. Railroad track is realigned to flatten a sharp curve, the speed limit for passenger trains here will rise from 55 to 79 mph.

The new rail bridge over Hopson will eliminate a deadly crossing where three people were killed in a 1992 train-car crash. RTP commuters no longer will have to stop there for freight and passenger trains at rush hour.

The work also will divert nearby Church Street, closing its outlet onto N.C. 54 and linking it to Hopson Road through a new extension of Keystone Park Drive.

### Big plan for fast trains

North Carolina already has spent a few chunks of its stimulus money on small projects, including improvements at the Burlington and Cary passenger stations. Stimulus funds helped the state launch a third daily round-trip train between Raleigh and Charlotte in 2010.

But the big rail stimulus projects are just now getting under way. Most of the half-billion dollars will be spent to finish double-tracking the train line between Greensboro and Charlotte and to make big improvements in Charlotte: a new train maintenance yard and a big rail-over-rail bridge to eliminate a four-way stop where Norfolk Southern and CSX freight trains cross paths each day

.Also scheduled are projects to add four miles of side tracks in Durham and Alamance counties, so trains can pass each other on the single track between Raleigh and Greensboro. And construction will start in 2014 on a \$15 million project in Morrisville to lift the tracks over Morrisville Parkway.

The state Department of Transportation designed these jobs as pieces of a big plan to complete the Southeast High Speed Rail Corridor between Charlotte and Washington. The aim is to have trains running eventually at 90 mph between Charlotte and Raleigh.

That's nothing like the 200 mph trains running in Asia and planned in California. Federal officials don't call North Carolina's plan "high-speed" any longer. Instead, they put it in a modestly speedy category called "regional express service.

"You've got strong markets there that can support regional service between 90 and 125 mph," Szabo said. "It's part of the pragmatic vision the NCDOT has been executing over the past decade, in making these incremental improvements."

### Shortcut to Richmond

The crucial link is a planned higher-speed short-cut between Raleigh and Richmond, Va., where trains would travel at 110 mph on a path 35 miles shorter than the present route. That would trim 90 minutes off travel times for train trips from North Carolina to Washington and the Northeast.

State DOT engineers have won federal funds to finish planning the Raleigh-Richmond line. But before they schedule a ground-breaking ceremony, they'll have to find an estimated \$3.8 billion to build it. That won't be easy in the near future, because congressional leaders have indicated an unwillingness to spend more money for fast trains.

## Road Worrier: Let there be light on the highways, McCrory says

The News and Observer By Bruce Sicheloff Published: February 26, 2013

RALEIGH — Back when he was mayor of Charlotte, Gov. Pat McCrory used to complain that traveling at night on the city's freeways — with all their burned-out and broken highway lights — was like “driving on the dark side of the moon.”

He took it statewide in a speech last week when he asked his transportation secretary, Tony Tata, to “please fix the highway lights throughout North Carolina.” It was his second sweeping directive to Tata, already tasked with making good on McCrory's terse campaign pledge to “fix DMV.”

For years, this was a big deal in Charlotte. City leaders felt neglected by state government, and they added highway lights to their bill of resentments. A TV news crew drove to Raleigh about six years ago to test a theory that the Triangle was awash in nocturnal illumination.

Lyndo Tippett, then the state transportation secretary, chuckled in response. Highway lights in the Triangle? Like, where?

The Road Worrier used to hear frequently from Triangle drivers who had a hard time finding their way at night. They cited reflective lane markers shaved off the pavement by snow plows and never replaced; signs, stripes and edge lines whose reflectivity has faded; and, especially, a dearth of highway lights.

We still have long, harrowing stretches of unlit highways across the Triangle, from two-lane country roads to eight-lane interstates. But the state Department of Transportation is making inroads in the darkness, sometimes with financial help from cities and towns.

In the last eight years, lighting has been incorporated into big road upgrades in Cary (U.S. 1), Wake Forest (N.C. 98) and Durham (Interstate 85). Sometimes a scary safety issue — vandals throwing stuff off the Alston Avenue bridge in Durham, for example, and a man killed while walking across Chapel Hill's N.C. 54 bypass — has provided the impetus for a few hundred yards of highway lights.

DOT has begun hoisting thousand-watt bulbs on hundred-foot poles over major Triangle freeway interchanges. It's easier now to find your exit off the newly widened I-40 in West Raleigh. Fayetteville Street is no longer the only bright spot on I-40 in Durham.

Raleigh and DOT balked at illuminating the Beltline in the 1960s, '70s and '80s. But lights have been added during the past decade to interchanges along the northern 540 Outer Loop. The upcoming I-40 and I-440 rebuild across South Raleigh will include lots of lights, too.

Charlotte's dark-road problem is different from the Triangle's — not so much a lack of new lights as a failure by DOT to take care of the old ones.

“It makes for a very dangerous situation,” McCrory told News & Observer reporter Rob Christensen last week. “It was a big issue when I was mayor. I could never get them fixed.”

DOT engineers say things have improved in Charlotte. Lights at the interchange McCrory mentioned in his State of the State speech — I-85 at I-77 — have been switched on again.

“There were some lights in the vicinity that were out temporarily, and that was due to a burned-out circuit,” said Louis Mitchell, DOT division engineer for the Charlotte area. “There were issues in years past when he was mayor. We had sections of freeway lighting that were out. But that's not the case now.”

Jon Nance, DOT's deputy chief engineer, said the department is "looking at a more comprehensive approach to maintaining our light systems" across the state – so those highway lights won't burn out again.

Meanwhile, back in the Triangle, the highway with the best illumination is the one that needs it the least.

The N.C. Turnpike Authority ignored DOT recommendations when it splurged on lights for all 18.8 miles of North Carolina's first modern toll road, the Triangle Expressway. TriEx is sometimes busy at rush hour, but it is six lanes of stillness at night: a clean, well-lighted place.

You can spread your newspaper on the TriEx pavement, and no one will bother you. Take a picnic. It's a good place to catch up your reading at night, if you don't mind paying the toll.

## **Stone won't serve on N.C. transportation board due to conflict (The Business Journal)**

The Business Journal By Katie Arcieri via the North Carolina Metropolitan Mayors Coalition Posted February 28, 2013

Greensboro homebuilder Dwight Stone will not represent the Triad on the powerful N.C. Board of Transportation.

Stone, the president of D. Stone Builders Inc., said in an interview Monday that he has recused himself as a proposed appointee by Gov. Pat McCrory to represent the N.C. Department of Transportation's Division 7, which includes Guilford, Alamance and Rockingham counties.

Stone said he recused himself because state officials deemed he had "a conflict of interest" and that he was not at liberty to say what that conflict was.

Stone said he was initially very enthusiastic about the appointment because he wanted to make sure Greensboro was represented on that board and he hoped to help residents of the Triad with transportation-related issues.

Stone said he did not know who his replacement on the transportation board would be. Appointments to the board are reviewed by the Joint Legislative Transportation Oversight Committee. Officials from McCrory's office did not provide details on the replacement.

Mike Fox, a Greensboro attorney, currently holds the position and will remain in it until a successor is sworn in.

Salisbury resident Jake Alexander, the sales director of Genan Inc., was appointed to represent Division 9, which includes Forsyth, Davidson and Rowan counties. The position was held by Ralph Womble of Winston-Salem.

Stone didn't provide details, but said he McCrory intends to appoint him to another board. "That position is not going



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

ANTHONY J. TATA  
SECRETARY

February 13, 2013

Ms. Ellen Reckhow, Chair  
Transportation Advisory Committee  
DCHC Metropolitan Planning Organization  
City of Durham  
101 City Hall Plaza  
Durham, North Carolina 27701

Subject: Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Ms. Reckhow:

Thank you for providing me with this information about the Durham-Chapel Hill-Cary MPO vote to support increased funding for bicycle and pedestrian projects. The North Carolina Department of Transportation's Board of Transportation began a focused discussion of bicycle and pedestrian funding issues in Fall 2012, and staff continues to look for ways to implement more and better bicycle and pedestrian projects in North Carolina.

As you may know, the Department is developing a statewide plan for walking and bicycling in North Carolina. The planning effort, Walk Bike NC, studies funding issues and project delivery improvements in conjunction with many other issues affecting bicycle and pedestrian transportation. I strongly encourage you to stay engaged in the planning effort, by participating in upcoming public meetings and sharing your ideas via the project website [www.walkbikenc.com](http://www.walkbikenc.com).

The role of MPOs and RPOs is critical to the successful development and implementation of work programs for bicycle and pedestrian projects. We look forward to keeping you up to date regarding any future directions for funding and working with DCHC-MPO to create an integrated network of bicycle and pedestrian facilities in your region.

Sincerely,

A handwritten signature in black ink, appearing to read "AJTata".

Anthony J. Tata

AJT/lb

Ms. Ellen Reckhow  
February 13, 2013  
Page 2

cc: North Carolina Board of Transportation Members  
Paul Morris, FASLA, Deputy Secretary  
Calvin Leggett, PE, Manager, Program Development Branch  
Wally Bowman, PE, Division Engineer  
Mike Mills, PE, Division Engineer  
Richard Hancock, PE,  
Lauren Blackburn, Director, Bicycle and Pedestrian Division  
DCHCMPO Members



**CITY OF DURHAM**  
Office of Public Affairs  
101 CITY HALL PLAZA  
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## News Release

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For Immediate Release: February 27, 2013

### **DCHC-MPO Receives National Recognition**

#### *2035 Long Range Transportation Plan Cited as Resident-Friendly*

DURHAM, N.C. — The Florida Department of Transportation’s Office of Policy Planning has recognized the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) 2035 Long Range Transportation Plan as an excellent example of a resident-friendly document in a recent research study.

According to Yvonne Arens, MPO statewide coordinator with the Florida Department of Transportation, out of 359 MPOs throughout the United States, long range transportation plans from 137 randomly selected MPOs were reviewed based on four criteria related to resident-friendliness – length, clarity, graphics, and vision.

“The effort and detail that goes into creating a long range transportation plan is highly technical and complex, yet the general public needs to be able to understand the metropolitan planning process,” Arens wrote in a letter to the DCHC MPO. “The report highlights six plans, including your plan, as examples for each of the four criteria. Our department applauds your agency for producing a resident-friendly document and for being a best practice example.”

For more information on the 2035 Long Range Transportation Plan, visit <http://www.dchcmpo.org> or contact Andy Henry, transportation planner with the DCHC MPO, by email at [Andrew.Henry@DurhamNC.gov](mailto:Andrew.Henry@DurhamNC.gov) or by phone at (919) 560-4366, ext. 36419.

#### **About the City’s Transportation Department**

The Transportation Department is responsible for a broad range of transportation services, which include traffic signs and signals, transportation planning, parking operations, street lighting, the taxicab administration and bicycle and pedestrian planning. The City's Transportation Department also oversees the Durham Area Transit Authority (DATA) public transportation system as well as the DATA ACCESS service for persons with disabilities. The City of Durham leads planning functions for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The City's Transportation Department helps to strengthen the foundation, enhance the value, and improve the quality and sustainability of neighborhoods that are necessary for a strong and diverse community. For more information, visit <http://DurhamNC.gov/ich/op/dot>.



# Florida Department of Transportation

RICK SCOTT  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.  
SECRETARY

February 14, 2013

Dr. Felix Nwoko  
Durham-Chapel Hill-Carrboro Metropolitan  
Planning Organization  
101 City Hall Plaza, 4<sup>th</sup> Floor  
Durham, North Carolina 27701

Dear Dr. Nwoko,

**Did you know that your agency's long range transportation plan (LRTP), "2035 Long Range Transportation Plans", has been cited as an excellent example of a citizen-friendly document in a research study?** The Florida Department of Transportation's, Office of Policy Planning, recently completed a report, "Long Range Transportation Plan Citizen-Friendly Best Practices" that included your plan as an exemplary example.

As you know, the effort and detail that goes into creating a LRTP is highly technical and complex. Yet the general public needs to be able to understand the metropolitan planning process. This review highlighted design principles from other states' Metropolitan Planning Organizations (MPO) that we can share with our MPOs in Florida. Of the 359 MPOs throughout the United States, LRTPs from 137 randomly selected MPOs were reviewed based on four criteria related to citizen-friendliness: (1) length, (2) clarity, (3) graphics, and (4) vision. The report highlights six LRTPs, including yours, as examples for each of the four criteria.

Congratulations on producing a LRTP that is worthy of national exposure! The Florida Department of Transportation applauds your agency for producing a citizen-friendly document and thanks you for being a best practice example. We hope you find the enclosed report to be informative. Should you have any questions or comments, please feel free to contact me at: [Yvonne.arens@dot.state.fl.us](mailto:Yvonne.arens@dot.state.fl.us).

Sincerely,

Yvonne Arens  
MPO Statewide Coordinator

Enclosure

cc: Howard Glassman, MPOAC, Executive Director

**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

March 7, 2013

Secretary of Transportation Anthony Tata  
N.C. Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501

Dear Secretary Tata:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is providing the following comments on the draft FY 2014-2020 State Transportation Improvement Program (STIP) that was released in September 2012. We understand that the NC Department of Transportation anticipates releasing a second draft STIP later this year due to several uncertainties related to project development, funding levels, and the implementation of federal transportation legislation. We request that our comments be considered in the development of this second draft document. In late 2012, before NCDOT's announcement that the final STIP would be delayed, the DCHC MPO initiated its internal and public review of the draft STIP seeking input from our local member governments and the public. The comments below represent the outcome of this review process.

NCDOT has continuously made improvements to the STIP project prioritization and selection process for the past two STIP development cycles. We appreciate the movement towards a more objective and transparent process that is developed cooperatively with MPOs. However, we have several requests to further improve the process.

When the second draft STIP is released, NCDOT should also provide a description of how decisions were made on whether or not to fund projects. While the Prioritization process results in a prioritized list of projects by mode, tier, and goal, the state's equity formula and limitations on the eligibility of certain projects for certain funding sources prevent NCDOT from simply funding projects in order of priority. Providing this description of how these limitations affect project funding decisions will further improve the transparency of the process.

Since the draft STIP is being re-released, we request that NCDOT take into consideration the recommendations of the Statewide Bicycle and Pedestrian Plan that is currently under development. While we appreciate that the funding for bicycle and pedestrian modes was increased in the first draft STIP compared to the "stay the course" scenario, funding is still inadequate to address the many deficiencies in the state's bicycle and pedestrian network. We would like more consideration to be made towards funding projects near schools. We would like NCDOT to change the incidental sidewalk funding policy for TIP projects to not require local funding for sidewalks constructed as part of TIP highway projects. The Transportation Alternatives program formed by MAP-21 offers an option for

funding bicycle and pedestrian projects, and we request that NCDOT initiate the process for allocating these funds to projects in the State.

In addition, due to the increase in time between when candidate projects were solicited by NCDOT for Prioritization and when the draft STIP will be released, we request that the Public Transportation Division re-consult with the local public transportation providers to ensure that all needed public transit projects are included in the draft STIP. The Durham Area Transit Authority and Chapel Hill Transit have both expressed concerns to the MPO about needed projects that were not included in the first draft STIP.

We are concerned that NCDOT funded no Highway-Modernization projects on the Regional and Subregional tiers in our MPO. This category includes on-road bicycle facilities that cost over \$1 million. Very few projects were funded in this category statewide and it does not appear that any of the funded projects were on-road bicycle facilities. The DCHC MPO submitted \$253 million of these types of projects and they are a high priority for the MPO. Several of our MPO's projects scored highly in this category. The desire for additional funding for these types of projects was also expressed by the stakeholders at the statewide investment summits, 2.3 percent of STIP funding was recommended for Regional-Modernization and 4.6 percent was recommended for Subregional-Modernization. The first draft STIP does not reflect the desires of the DCHC MPO and many others in the state to fund these types of projects.

Furthermore, we are concerned that the allocation of funding to highway and non-highway modes remained constant despite the overwhelming desire at the statewide investment summits for additional funding for non-highway modes. The percentage for non-highway modes is 10.4 percent and the percentage for the highway mode is 89.6 percent for 2018-2022, identical to the "stay the course" allocations. The percentage for non-highway modes recommended at the statewide investment summits was 26.7 percent. In addition, we are concerned that the percentage of funding for the public transportation mode decreased from approximately 7.3 percent to 4.4 percent when the recommendation from the statewide investment summits was to increase public transportation funding to 8.4 percent. While we appreciate the solicitation of input from stakeholders and the documentation of this information in the draft STIP report, we request an explanation for why the Department did not follow the stakeholders' recommendations.

The DCHC MPO would like to see additional funding resources for streetlights. NCDOT's current policy is to only fund streetlighting on freeways and interstates. Other streetlighting is considered to be the responsibility of local governments. In light of the Complete Streets policy and Statewide Bicycle and Pedestrian Plan, we recommend that the State begin funding streetlights on state-maintained surface streets and properties. Additional streetlighting is necessary for the safety of pedestrians, cyclists, transit users, and motorists. Local governments should not fully bear the costs of streetlighting on these state-maintained streets and properties.

The MPO also has concerns about some of the specific projects in the draft STIP. The MPO would like I-3306A, the widening of I-40 to six lanes in Orange County, to include improvements to the NC 86/I-40

interchange and noise mitigation, including noise walls and modifications to the roadway pavement. We look forward to working with NCDOT to address these issues through the environmental review process for this project.

The MPO has recently been contacted by NCDOT regarding the Feasibility Study for U-5304, improvements to US 15-501/Fordham Boulevard in Chapel Hill. We urge NCDOT to complete this Feasibility Study quickly as it is a major corridor and the recommendations resulting from this study will have a significant impact on development in Chapel Hill, the design of the Durham-Orange light rail project, and multi-modal transportation options in Chapel Hill. We also request that NCDOT provide a placeholder for funding for this project in the second draft TIP to replace the funding previously allocated to the project in the 2009-2015 TIP.

We request that B-4962, the replacement of the US 70 bridge over the Eno River in the Town of Hillsborough, includes a temporary bridge due to the extreme traffic volumes and lack of convenient detour options.

We appreciate your consideration of these comments and look forward to working with you and your staff on cooperatively developing the forthcoming State Transportation Improvement Program and the MPO's Transportation Improvement Program. These funding decisions greatly impact our ability to implement our long-range metropolitan transportation plan. We believe that we can work together to develop a funding plan that addresses our region's transportation needs and will be mutually adopted by the State and the MPO.

Sincerely,



Ellen Reckhow, Chair

Transportation Advisory Committee

Cc: DCHC MPO TAC Members and Alternates  
 Mike S. Fox, Division 7 Board of Transportation  
 Chuck Watts Jr., Division 5 Board of Transportation  
 David L. Burns, Division 8 Board of Transportation  
 Mike Mills, NCDOT Division 7  
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