

**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)**

**April 10, 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 known 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. March 13, 2013 TAC Meeting Minutes  
Attachment 6**

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

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

- 7. Job Access Reverse Commute and New Freedom – 2013 Call for Projects  
Attachment 7  
Maricia Brown, LPA Staff**

The MPO has received JARC appropriations for FFY2006 – FFY2012, and a partial appropriation for FFY 2013. In May 2011, the TAC approved enough JARC projects to use up all of the FY 2010 and a portion of 2011 JARC funds. All approved funding has been obligated in a FTA grant application. The MPO's remaining JARC appropriations that have not already been committed to a project and have not lapsed are \$226,983. This amount will be offered for use in the MPO's 2013 Call-for-projects.

In May 2011, the TAC approved enough NFP projects to use up all of the FY 2010 and a portion of 2011 NFP funds. All approved funding has been obligated in a FTA grant application. The MPO's remaining NFP appropriations that have not already been committed to a project and have not lapsed are \$143,311. This amount will be offered for use in the MPO's FY 2013 Call-for-projects.

Attachment 7 is the memo that describes the program details and a proposed call for project schedule.

**TAC Action:** Receive the proposed 2013 JARC and New Freedom Call for Projects Schedule.

## **ACTION ITEMS**

### **8. FY 2013-2014 Unified Planning Work Program (9:05-9:15)**

**Attachment 8, 8A**

**Maricia Brown, LPA Staff**

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

**TAC Action:** Hold public hearing on the draft FY 2013-2014 Unified Planning Work Program and the LPA Oversight document.

### **9. 2040 Metropolitan Transportation Plan (MTP) Report and Air Quality Conformity Determination and Analysis Report (9:15-9:45)**

**Attachment 9, 9A, 9B, 9C, 9D, MTP Report posted on MPO website**

**Andy Henry, LPA Staff**

**John Hodges-Copple, Triangle J COG**

The MPO released the 2040 Metropolitan Transportation Plan (MTP) full report on February 28, 2013 and conducted a public hearing for the report at the March TAC meeting. The 42-day public comment period ends on April 10, 2013 (today). Attachment 9 summarizes changes to the report since the public release and Attachment 9A is a copy of the resolution to adopt the final 2040 MTP.

After several weeks of delay, the MPO released the Air Quality Conformity Determination report (AQ report) on April 4, 2013. The report demonstrates that the 2040 MTP and the FY 2012-2018 Transportation Improvement Program (TIP) meet air quality conformity standards. The TAC is to conduct a public hearing for that report at today's meeting. The 30-day public comment period ends May 3, 2013. The TAC is scheduled to approve the Air Quality report at their May 8, 2013 meeting. Attachment 9B is a copy of the AQ Report (it is also available on the MPO Web site and at [www.TriangleAir.org](http://www.TriangleAir.org)). Attachment 9C is a draft resolution to approve the Air Quality report and Attachment 9 provides some additional details on the Air Quality process.

Attachment 9D is a compilation of public comments received up to April 4, 2013.

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

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

**TAC Action:** Review and adopt final 2040 Metropolitan Transportation Plan (MTP) and conduct a public hearing for the Air Quality Conformity Determination report.

**10. NC Statewide Bicycle and Pedestrian Plan (9:45-10:15)**

See plan on NCDOT website

Dale McKeel, LPA Staff

Lauren Blackburn, NCDOT Bicycle and Pedestrian Division

NCDOT Bicycle and Pedestrian Division Director, Lauren Blackburn, will provide a presentation on the Statewide Bicycle and Pedestrian Plan. This plan was released in March and the Division would like to receive comments back by May. The plan is available at the following links:

- 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/>

The TCC received this presentation and is formulating a list of recommended comments on the plan. The TCC's recommendation will be forwarded to the TAC in May.

**TAC Action:** Receive presentation.

**11. Interlocal Implementation Agreement for the Durham County Bus and Rail Investment Plan (10:15-10:35)**

Attachment 11, 11A

Ellen Beckmann, LPA Staff

Mark Ahrendsen, TCC Chair

The Durham County Bus and Rail Investment Plan was adopted by the MPO, Durham County, and Triangle Transit in 2011. The MPO, Durham County, and Triangle Transit have developed an Implementation Agreement to clarify how the plan will be monitored, updated, and amended. This agreement is modeled after the agreement developed for Orange County which was approved by the TAC in October 2012.

Attachment 11 is a memo on this item. Attachment 11A is the recommended Implementation Agreement. Durham County and Triangle Transit have approved the agreement.

**TAC Action:** Adopt the Interlocal Implementation Agreement for the Durham County Bus and Rail Investment Plan.

**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 to Governor McCrory, Speaker Tillis, and Pro Tem Berger re Rail Transit Funding – March 21, 2013****Attachment 17****18. 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: May 8, 2013**

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

- 4/8/2013 NCDOT Citizens' Information Workshop on Roundabout at Herndon and Barbee Roads, Lowe's Grove Middle School, 6-7:30 pm
- 4/9/2013 City of Durham Neighborhood Meeting on Cornwallis and Carpenter Fletcher Road Bike/Ped Projects, Rogers-Herr Middle School, 7 pm
- 4/17/2013 City of Durham Neighborhood Meeting on Morreene and Hillandale Road Bike/Ped Projects, DPS Staff Development Center, 7 pm
- 4/26/2013 Tri-MAP, RDU, 10:30 am

[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. RFQ for website enhancements has been issued.
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> TCC subcommittee is investigating
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 4/10/2013 TAC Agenda
2/13/2013	Provide a recommendation on how to add transit operators as voting members of the TAC	<u>In Progress:</u> New MOU to be developed by TCC.
2/13/2013	Send letter to incoming Board of Transportation members	<u>In Progress:</u> New members sworn-in April 4. Letter in progress

3/13/2013	Send a letter to Governor McCrory, Speaker Tillis, and Pro Tem Berger regarding state rail funding	<u>Completed:</u> See 4/10/2013 TAC Agenda
3/13/2013	Send a letter to the Chatham TAC representative when Chatham County issues are on the agenda	<u>On-going:</u> LPA staff will continue to reach out to Chatham County's staff and TAC member as issues arise.



44  
45 Ellen Reckhow, TAC Chair, called the meeting to order at 9:08 a.m. and the Roll Call was  
46 conducted.

47 **Ethics Reminder**

48 Ellen Reckhow read the Ethics Reminder for TAC members.

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. Agenda item 11A was added which is the  
52 Interlocal Implementation Agreement for the Durham County Bus and Rail Investment Plan.

53 A motion was made by Alice Gordon and seconded by Diane Catotti to approve the agenda  
54 as amended. The motion carried unanimously.

55 **Public Comments**

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

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

58 The Directives to Staff is attached for review. Ed Harrison stated a bill has been introduced  
59 to disallow any local government from having a greenhouse gas regulation that is stronger than the  
60 federal government. Ellen Beckmann stated that she has discussed this with Tobin Freid, the Durham  
61 Sustainability Manager. The legislation says “no rules or regulations;” the way we have incorporated  
62 the greenhouse gas plan into the 2040 MTP is more of as a policy or goal. Ms. Freid however has  
63 concerns about the Durham County commute trip reduction ordinance. It cites greenhouse gas as a  
64 reason for having the ordinance among other reasons. We might have to take out the greenhouse  
65 gas reference.

66 **CONSENT AGENDA:**

67 **February 13, 2013 TAC Meeting Minutes (Attachment 6)**

68 A motion was made by Diane Catotti and seconded by Alice Gordon to approve the February  
69 13, 2013 TAC Meeting Minutes. The motion carried unanimously.

70 **FY 2012-2013 Unified Planning Work Program Amendment #2 (Attachment 7)**

71 A motion was made by Diane Catotti and seconded by Alice Gordon to approve the FY 2012-  
72 2013 Unified Planning Work Program Amendment #2. The motion carried unanimously.

73 **FY 2012-2018 Transportation Improvement Program Amendment #8 (Attachments 8 and 8A)**

74 A motion was made by Diane Catotti and seconded by Alice Gordon to approve the STPDA  
75 programming changes and the "Resolution to Modify the 2012-2018 Transportation Improvement  
76 Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #8. The motion carried  
77 unanimously.

78 **ACTION ITEMS**

79 **2040 Metropolitan Transportation Plan (MTP) Report and Air Quality Conformity Determination**  
80 **and Analysis Report – Public Hearing (Reports posted on MPO website)**

81  
82 Andy Henry provided an introduction and status report on the 2040 Metropolitan  
83 Transportation Plan (MTP) Report and Air Quality Conformity Determination and Analysis Report –  
84 Public Hearing.

85 Ellen Reckhow raised a concern about the state transit funding coming from the Mobility  
86 Fund. Mayor Bell had conversations last week with the state legislators regarding the funding.  
87 Mayor Bell stated one question he asked of Speaker Tillis had to do with the state's 25% contribution  
88 to support transit. Speaker Tillis attended the Mayor's Coalition meeting, and at that time he  
89 indicated that Charlotte might be the last metropolitan city to receive the type of support from the  
90 state. He also indicated that we probably need to look at some other source of funding and giving  
91 local governments an opportunity to raise funds themselves. Mayor Bell again asked the same  
92 question last week and he said the same thing. Speaker Tillis did state it would require a referendum  
93 to raise the needed revenue. Senator Berger indicated that roads are more important than transit.

94 Mayor Bell stated we need to have more direct conversations with the Senate, House leaders, and  
95 the Governor. Ellen Reckhow stated we need transit to get people to jobs. Patrick McDonough  
96 stated a majority part of the funds that the State would provide are coming several years down the  
97 road. It is not a problem next year, but it is something to be concerned for in the future. The reason  
98 we have flexibility is we have cash reserves and contingency funds in the plan. We have a couple of  
99 years to do the environmental work. We have enough funds in the early years of the plan even if  
100 there is a lag in state or federal participation. Right now the resources are being focused on the  
101 Durham-Orange light rail. Ellen Reckhow stated the downside risk is to spend the funds not  
102 knowing if we have the financial capacity to complete the project.

103 Andy Henry stated the Air Quality Report has not been released yet because we are  
104 struggling with Johnston County's emissions exceeding the budget. Usually we can reduce some  
105 emissions somewhere else. If we can solve that problem, we can go ahead and release the report.

106 John Hodges-Copple stated the problem with Johnston County is the new transportation  
107 model we are using expanded the area within the model. We are missing the budget in the year  
108 2017. We are doing another 2017 model run and are hopeful that will solve the issue as we are only  
109 about 3% over budget right now.

110 Ellen Reckhow opened the public hearing at 9:46 a.m.

111 David Laudicina spoke in "support of the Triangle Transit Authority (TTA) plans for providing  
112 infrastructure to satisfy the Triangle's transportation needs for the future. The TTA transit plan calls  
113 for the creation of a light rail transit segment (LRT) between Chapel Hill and Durham. It also calls for  
114 a light rail segment from Cary to downtown Raleigh and further to north Raleigh. If you look at the  
115 maps you can also see that the segment between Durham and Cary, not built initially but planned for  
116 a future phase, will run on existing right of way making expansion to complete the light rail from  
117 Chapel Hill to North Raleigh via downtown Raleigh easy and inexpensive. This would allow a light rail

118 infrastructure that connects all 4 major population centers in a contiguous infrastructure. This  
119 means with proper scheduling a rider could commute anywhere in between Chapel Hill and Raleigh  
120 easily without the need to make a transfer. The initial TTA plan also calls for a commuter rail system  
121 between West Durham and East Raleigh on the same right of way the LRT and Amtrak utilize. Look at  
122 the map and see where the Amtrak lines run. They run right through Hillsborough, Burlington,  
123 Greensboro and High Point where marvelous new train stations have been either renovated or built  
124 (Hillsborough station will be built as part of the initial TTA plan). Amtrak has committed to a future  
125 stop at the Hillsborough station. Commuter service could easily be extended in the future from West  
126 Durham to Hillsborough, Burlington, Greensboro and High Point. This allows the potential for  
127 commuting anywhere between High Point and Raleigh on a daily basis and potential for feeding  
128 these commuter stops with commuters living in rural areas. Take another look at a map, the right of  
129 way goes right through downtown Mebane and Haw River. The addition of new train stations and  
130 commuter service in Mebane and Haw River would stimulate much needed economic growth in the  
131 Mebane and Haw River areas. With an easy transfer in Durham, commuters could also transfer to  
132 the LRT system and commute to Chapel Hill and North Raleigh. Future US growth will be centered in  
133 innovation centers and jobs will be centered in these clusters of knowledge and ideas. It's estimated  
134 that 1 new innovation job creates 5 new non-innovation jobs (lawyers, doctors, service industry jobs,  
135 etc.). This has proven to be true in places like Seattle and Silicon Valley. Raleigh is one of the leading  
136 clusters of innovation (Research Triangle, IBM, SAS, etc.) right up there with Seattle, Silicon Valley,  
137 and Austin. As much as we would like, the US will not be able to rely on manufacturing to create jobs  
138 as in the past. Manufacturing jobs will continue to go to China and similar countries. Our best  
139 investment is in infrastructure that encourages growth in an innovation based economy built around  
140 ideas and the new technology resulting from these ideas in the US. An example of this is the Apple  
141 Corporation new ecosystem technology originates in the US while Apple manufactures in China. We

142 can already see the stimulus for innovation industry growth related to TTA planned infrastructure.  
143 Citrix is building a huge facility right next to the proposed new Raleigh station. Citrix is doing this  
144 mainly to be close to this infrastructure. With the knowledge spillover and clustering of innovation  
145 jobs, downtown Raleigh will become an innovation cluster in itself. Recently the Research Triangle  
146 Foundation (RTF) released a new master plan mapping out the future growth of the Research  
147 Triangle Park (RTP). The plan calls for an expansion of job capacity from 45,000 to 150,000  
148 innovation jobs. Currently the RTP employs 39,000 innovation jobs. You can calculate roughly using  
149 a multiplier of 5 non-innovation jobs to 1 innovation job applied to the 110,000 potential new  
150 innovation jobs created could result in over 600,000 new jobs in the Triangle. The master plan also  
151 calls for RTP development to be multi-use clustered around commuter rail and light rail stations. The  
152 RTF strategic plan combined with the TTA transit plan potentially creates an ecosystem that would  
153 complete with any other innovation center in the US. Thanks for the opportunity to comment.”

154 Craig Benedict, Orange County Planning Director, emphasized two points: 1) We need to look  
155 at reducing congestion and find out where the funds are and plan accordingly; 2) On agenda item  
156 11A, page 64 of the MTP says 4.4% is the MPO’s assumption for sales tax growth.

157 Alice Gordon stated, in the transit section of the report, it refers a lot to the STAC and there  
158 is not much reference to the county bus and rail investment plans. The county plans are not  
159 mentioned. Mark Ahrendsen stated that the 2040 MTP and the bus and rail investment plan are two  
160 different documents that use different assumptions. While the assumed sales tax growth rate is  
161 higher for the MTP, the MTP uses conservative growth rates in the early years and the higher growth  
162 rate applies after 2015. We will update the MTP in four years and we can make changes then if  
163 needed.

164 Ellen Reckhow closed the public hearing at 10:05 a.m.

165 A motion was made by Steve Schewel and seconded by Eric Hallman to release the Air  
166 Quality Analysis Report when completed. The motion carried unanimously.

167 **US 15-501 Corridor Study (Attachment 10)**

168 Darius Sturdivant, NCDOT Division 8, provided a PowerPoint presentation on the US 15-501  
169 Corridor Study, along with the attachment.

170 Ed Harrison asked who requested this project and Mr. Sturdivant stated staff at NCDOT saw  
171 forthcoming mobility and access issues. Ed Harrison expressed a concern that there is no  
172 representation from Chatham County at these meetings. Ellen Reckhow suggested sending a letter  
173 to the Chatham TAC representative to get them here when Chatham County issues are on the  
174 agenda.

175 Richard Hancock, NCDOT Division 8 Engineer, said that the motivation for doing the study is  
176 to address growth and access management along US 15-501 in Chatham County. NCDOT is looking  
177 to preserve the investment on US 15-501, and not looking at further expansion.

178 **FY 2013-2014 Unified Planning Work Program (Attachments 11 and 11A)**

179 Maricia Brown provided an introduction for the FY 2013-2014 Unified Planning Work  
180 Program, along with the attachments.

181 A motion was made by Alice Gordon and seconded by Diane Catotti to release the FY 2013-  
182 2014 Unified Planning Work Program and the LPA oversight document for public comment. The  
183 motion carried unanimously.

184 **Interlocal Implementation Agreement for Durham County Bus and Rail Investment Plan**

185 Ellen Reckhow stated that the Durham County Board of County Commissioners approved the  
186 Interlocal Implementation Agreement for the Durham County Bus and Rail Investment Plan on  
187 Monday night. Mark Ahrendsen stated the Triangle Transit Board is scheduled to approve it at their  
188 next meeting, and then we will bring it back at the April TAC meeting for action. The Orange County

189 template was used. Ellen Beckmann stated that the only difference is in the language regarding the  
190 use of funding to support the increased cost of existing service in paragraphs 6 and 7.

191 After a great detail of discussion regarding paragraphs 6 and 7 of the Interlocal  
192 Implementation Agreement, there were numerous questions and discrepancies. Mark Ahrendsen  
193 stated this item will need to be brought back at the next meeting so staff can obtain the answers to  
194 the TAC's questions.

195 Bernadette Pelissier is concerned that we sold this to the public as a sales tax for new  
196 service. Mark Ahrendsen stated we can't supplant the local contribution to existing service. Ellen  
197 Reckhow stated the legislation says new service only so we need to check on this. Carol Hammett,  
198 Durham County Attorney's Office, stated that the agreement is consistent with state law. Alice  
199 Gordon stated the Orange County Board of County Commissioners passed the implementation  
200 agreement and plan before the referendum, so there was no message conflict. Diane Catotti stated  
201 we want to be clear with the public about this issue.

202 **REPORTS:**

203 **Reports from the TCC Chair**

204 Ellen Reckhow congratulated the DCHC MPO on the 2035 LRTP being recognized by the  
205 Florida DOT, and Alice Gordon stated this is the second recognition the MPO has received. Ms.  
206 Reckhow reminded members of the ethics requirement.

207 **Report from the TCC Chair**

208 Mark Ahrendsen stated there are three Durham Traffic Separation Study drop-in sessions  
209 scheduled on March 18, 19, and 21<sup>th</sup> from 5-7 p.m. The N.C. Statewide Bike and Pedestrian Plan is  
210 out for comment, and the TAC can offer formal comments in the next few months. Staff is working  
211 on a proposal to update the MPO website.

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

213 The Report from Staff is attached for review.

214 **NCDOT Report (Attachment 15)**

215 Joey Hopkins, NCDOT Division 5, provided an update on projects. In May, Main Street is  
216 closing for the bridge replacement. NCDOT has been working with both the City of Durham and Duke  
217 University in regards to public notifications, bus service, and other things. We hope to have Main  
218 Street back open before the fall semester for Duke. On the American Tobacco Trail bridge over I-40,  
219 they are looking to close I-40 down in both directions from midnight to 7 am in April to set the new  
220 bridge in place. Diane Catotti stated she has received a lot of requests from citizens wanting to  
221 watch the bridge be set. Joey stated NCDOT has started discussion for a safety plan for the citizens  
222 that are interested in watching it.

223 Pat Wilson, NCDOT Division 7, provided an update on projects. The Weaver Dairy Road  
224 project should be finished June 15<sup>th</sup>. There will be a meeting tomorrow to discuss emergency  
225 response for the Columbia Street project during the one-way closure. The utility work is ongoing on  
226 the Smith Level Road project.

227 Alice Gordon suggested coordinating several projects to help with the congestion and  
228 emergency response due to several projects being under construction at the same time. Pat Wilson  
229 will make sure Ms. Gordon's concerns are raised at the meetings.

230 Ed Harrison stated the Weaver Dairy Road project doesn't look like it will be complete by  
231 June 15<sup>th</sup>. Mr. Wilson stated NCDOT is still anticipating the June 15<sup>th</sup> completion date as the warm  
232 weather will accelerate the project.

233 Darius Sturdivant, NCDOT Division 8, provided an update on projects. The Jack Bennett Road  
234 realignment project will be let in June 2013. The O'Kelly Chapel Road widening project has been  
235 completed.

236 Alice Gordon stated some data (e.g. costs) are missing from the report. Mr. Sturdivant stated  
237 the information will be completed when it is available.

238 **INFORMATIONAL ITEMS:**

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

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

241 **Letter from Secretary Tata re Bicycle and Pedestrian Funding (Attachment 17)**

242 The letter from Secretary Tata regarding bicycle and pedestrian funding is attached for  
243 review.

244 **DCHC MPO 2035 LRTP Recognized by Florida DOT (Attachment 18)**

245 The DCHC MPO 2035 LRTP Recognized by Florida DOT letter is attached for review.

246 **Letter to NCDOT re First Draft FY 14-20 STIP – 2013-03-07 (Attachment 19)**

247 The letter to NCDOT re First Draft FY 14-20 STIP – 2013-03-07 is attached for review.

248 **NCD Statewide Bicycle and Pedestrian Plan – Draft**

249 See the websites for the Draft NC Statewide Bicycle and Pedestrian Plan.

250 **Adjournment**

251 There being no further business before the Transportation Advisory Committee, the meeting  
252 adjourned at 11:18 a.m.

## MEMORANDUM

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

**FROM:** Maricia Brown, Lead Planning Agency Staff

**DATE:** April 10, 2013

**RE:** Job Access Reverse Commute and New Freedom 2013 Call for Projects

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The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used according to the following limits:

- Up to 80% for capital and planning projects.
- Up to 50% for operating assistance.
- Up to 10% for program administration.

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held four (4) Calls for Projects in 2007, 2008, 2009 and 2011 for the MPO’s FY 2006- FY 2011 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007, thru FY 2010 and a portion of FY 2011 funds. The remainder of FY 2011 and the FY 2012 appropriations are available for allocation during FY 2013’s Call for Projects.

### **2013 Call for Projects – Funds Available**

The tables on the attached page summarize the funds available for the JARC and NF programs. The MPO has received appropriations for FY 2012. Funds are available during the year of apportionment plus 2 years, before they lapse.

In May 2011, the TAC approved enough JARC projects to use up all of the FY 2010 and a portion of 2011 JARC funds. All approved funding have been obligated in a FTA grant

application. The MPO's remaining JARC appropriations that have not already been committed to a project and have not lapsed are **\$226,983**. This amount will be offered for use in the MPO's 2013 Call-for-projects.

In May 2011, the TAC approved enough NFP projects to use up all of the FY 2010 and a portion of 2011 NFP funds. All approved funding have been obligated in a FTA grant application. The MPO's remaining NFP appropriations that have not already been committed to a project and have not lapsed are **\$143,311**. This amount will be offered for use in the MPO's FY 2013 Call-for-projects.

### **2013 Call for Projects – Schedule**

The TCC recommends the following schedule for the 2010 Call for Projects:

- 3/27/2013 TCC receives schedule/Notification of 2013 Call for Projects
- 4/10/2013 TAC receives schedule/Notification of 2013 Call for Projects
- 4/1/2013 Begin Advertising & Solicitation for applications
- 4/25/2013 Application Workshop
- **5/10/2013 Application deadline**
- 5/13/2013 LPA staff begins reviews and scores proposals
- 5/29/2013 TCC action on FY2013 POP recommendations
- 6/12/2013 TAC action on FY2013 POP recommendations
- 6/30/2013 Funding recipients receive notification

### **Program Management Plan**

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds, to solicit, select, award and administer both JARC and NF funds. The MPO developed a PMP and submitted it to FTA. The PMP was approved by FTA on July 30, 2008. The MPO will submit the new Program of Projects (POP) with the FY 2013 JARC and NFP applications.

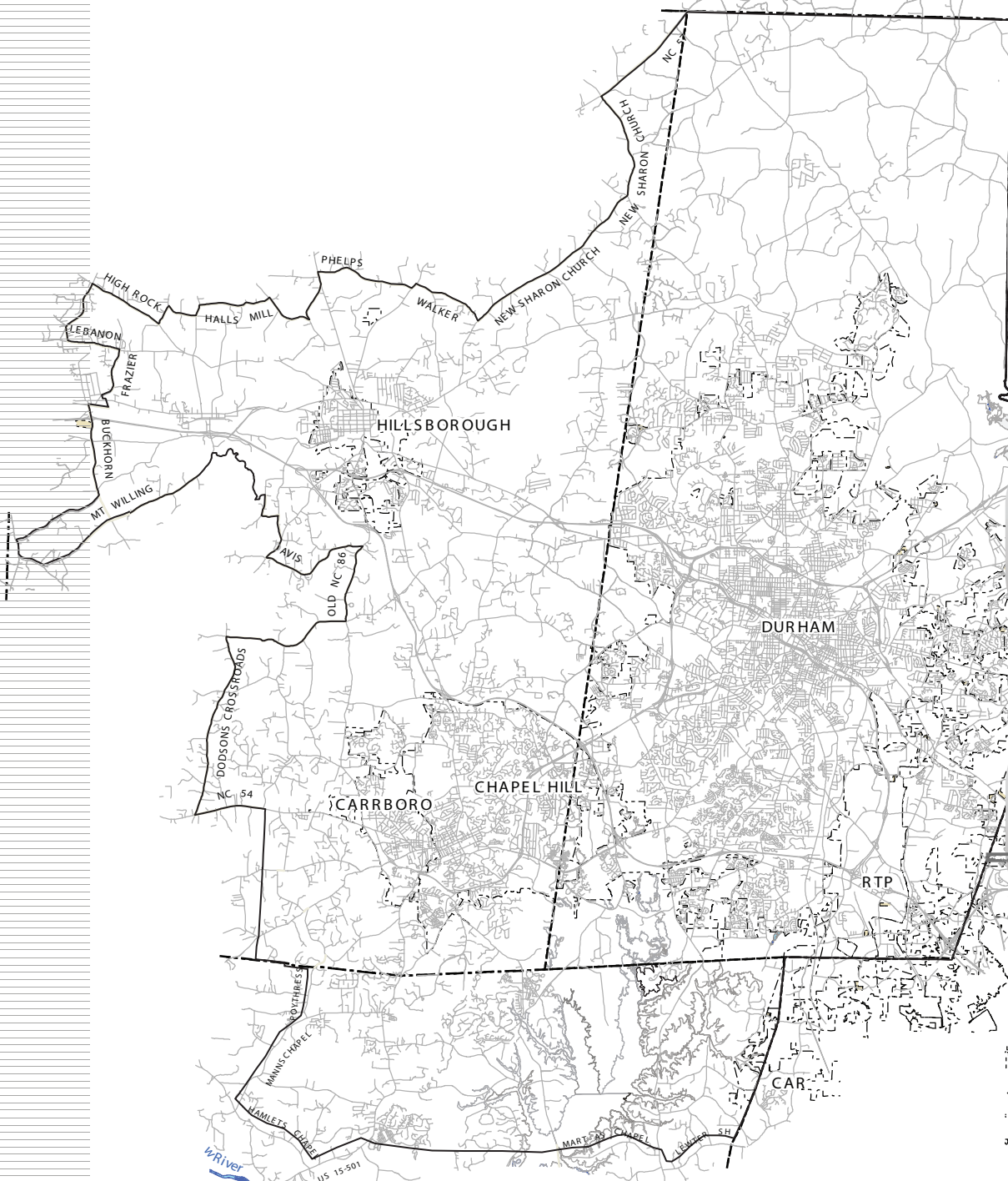
**TCC Action:** Receive the proposed 2013 JARC & New Freedom Call for Projects Schedule.

# DCHC- MPO

## 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  
FY 2013-2014 Unified Planning Work Program**

<u>Table of Contents</u>	<u>Page #</u>
Adopting Resolution .....	4
Transit Adopting Resolution (FTA) .....	5
Self Certification Resolution .....	6
Self Certification Checklist .....	8
DCHC MPO Title VI Assurance Certification.....	10
Introduction & Development Schedule .....	12
MPO Funding Distribution by Agency Table .....	20
MPO Funding Detailed Table – All Funding Sources.....	21
Composite Agency Table - PL and STP-DA funds .....	22
MPO Funding Detailed Table – PL and STP-DA funds.....	23
MPO General Task Description & Summary Narrative .....	24
Five-Year Work Program.....	37
 <b><i>Appendices A – FHWA/FTA Agency Funding Source Tables</i></b>	
LPA Task Funding Table.....	43
City of Durham/DATA Task Funding Table .....	45
Town of Chapel Hill Task Funding Table .....	47
Town of Carrboro Task Funding Table .....	49
TJ COG Task Funding Table .....	51
Triangle Transit Task Funding Table.....	53
 <b><i>Appendices B – FTA Transit Agency Project Narratives Funding Tables &amp; DBE Forms</i></b>	
Durham Area Transit Authority (DATA) FTA Funding Table.....	56
Durham Area Transit Authority (DATA) FY2013 DBE form .....	58
Chapel Hill Transit FTA Funding Table.....	59
Chapel Hill Transit FTA Funding Table FY2013 DBE form .....	62
Triangle Transit FTA Funding Table .....	63
Triangle Transit FTA Funding Table FY2013 DBE form .....	64

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

## Metropolitan Planning Self-Certification Process

CFR 450.334

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

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

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

## Metropolitan Planning Self-Certification Process

### Self-Certification Checklist

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

## Metropolitan Planning Self-Certification Process

### Self-Certification Checklist

9. Does the planning process meet the following requirements:
  - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
  - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
  - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
  - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
  - e. MAP-21 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?
 

MAP-21

  - 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 used 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)	\$	1,401,245
Local (20% match)	\$	350,311
Total	\$	<u>1,751,556</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.

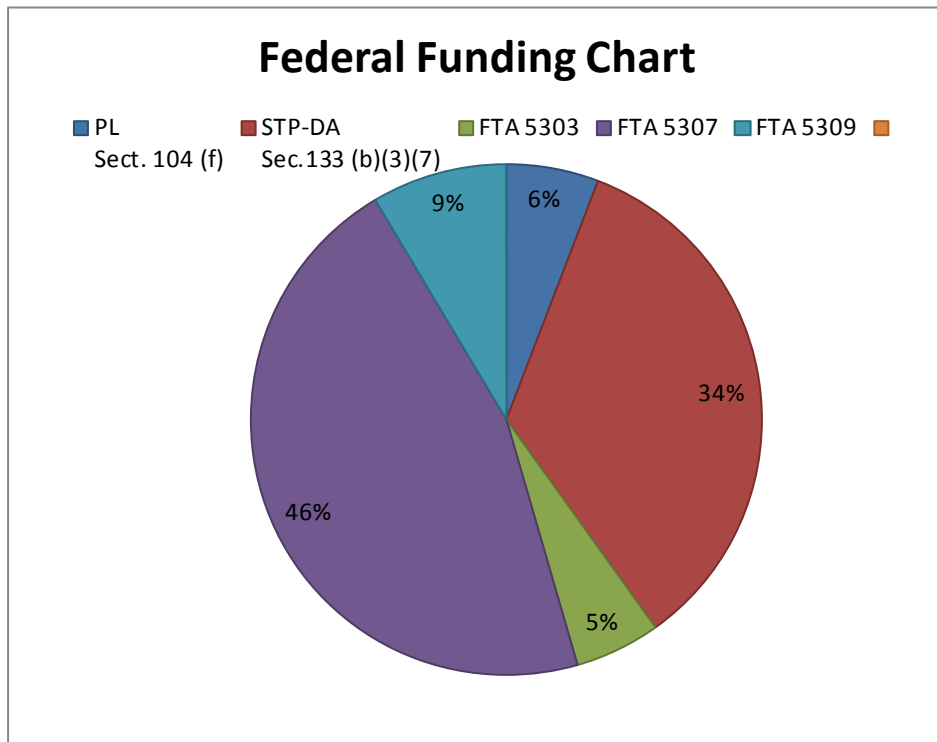
	CHT	DATA	TTA	MPO Total
Federal	\$577,000	\$539,793	\$684,000	\$1,800,793
State	\$72,125	\$67,474	\$85,500	\$225,099
Local	\$72,125	\$67,474	\$85,500	\$225,099
<b>Total Sect. 5307</b>	<b>\$721,250</b>	<b>\$674,741</b>	<b>\$855,000</b>	<b>\$2,250,991</b>

**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)	\$1,401,245	\$0	\$350,311	\$1,751,556
FTA 5303	\$220,771	\$27,597	\$27,597	\$275,965
FTA 5307	\$1,879,183	\$234,898	\$234,898	\$2,348,979
FTA 5309	\$350,000	\$175,000	\$175,000	\$700,000
<b>Totals</b>	<b>\$4,090,288</b>	<b>\$437,495</b>	<b>\$847,578</b>	<b>\$5,375,361</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

## DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION 2013-2014 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

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 receives updated DRAFT-FY2013-2014 UPWP
10-Apr-13	TAC hold public hearing
24-Apr-13	TCC recommends that TAC adopt FINAL FY2013-2014 TCC recommends MPO completes self-certification UPWP planning process
8-May-13	TAC adopts FINAL FY2013-2014 UPWP and self certifies MPO planning process;
10-May-13	Final FY2013-2014 UPWP submitted to NCDOT/FHWA for approval.

**Durham-Chapel Hill-Carrboro Urban Area  
FY 2013-2014 Unified Planning Work Program**

TAC 4/10/2013 Attachment 8

**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	\$340,936	\$1,363,745	\$35,789	\$143,157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$376,725	\$0	\$1,506,901	\$0	\$1,883,627
City of Durham	\$0	\$0	\$0	\$0	\$0	\$0	\$14,077	\$14,077	\$112,615	\$77,273	\$77,273	\$618,183	\$0	\$0	\$0	\$91,350	\$91,350	\$0	\$730,798	\$913,498
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	\$350,311	\$1,401,245	\$59,772	\$239,089	\$27,597	\$27,597	\$220,771	\$234,898	\$234,898	\$1,879,183	\$175,000	\$175,000	\$350,000	\$847,578	\$437,495	\$1,640,333	\$2,449,954	\$5,375,361

Footnote: All program of activities have been developed with the knowledge that there is no approved Federal Indirect Cost Plan in place at this time of the approval of the FY2014 work program.

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FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources

TAC 4/10/2013 Attachment 8

MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			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	45,377	45,377	363,015	0	0	0	57,742	52,396	440,551	550,689
	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	73,372	293,487	242	968	0	0	0	35,000	35,000	280,000	175,000	175,000	350,000	283,614	210,000	924,455	1,418,069
	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	10,728	10,728	85,825	86,069	86,069	688,550	0	0	0	141,527	96,797	953,294	1,191,618
	<b>Totals</b>	\$0	\$0	\$350,311	\$1,401,245	\$59,772	\$239,088	\$27,597	\$27,597	\$220,772	\$234,898	\$234,898	\$1,879,183	\$175,000	\$175,000	\$350,000	\$847,578	\$437,494	\$4,090,288	\$5,375,360

FY 2013-2014 Unified Planning Work Program  
Composite Agency Tables -PL STPDA

TAC 4/10/2013 Attachment 8

	Task Description	Chapel Hill			Carrboro			TJCOG			LPA			City of Durham			MPO		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%	20%	80%	100%	20%	80%	100%	20%	80%	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 LRTP	\$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 LRTP	\$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 LRTP	\$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 LRTP	\$0	\$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	\$0
	14 Rail, Water or other mode of LRTP	\$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
	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</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	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,556	\$10,225	\$12,781	\$0	\$0	\$0	\$2,556	\$10,225	\$12,781
	3 Special Studies	\$0	\$0	\$0	\$242	\$968	\$1,210	\$0	\$0	\$0	\$73,372	\$293,487	\$366,859	\$0	\$0	\$0	\$73,614	\$294,455	\$368,069
	4 Regional or Statewide Planning	\$3,000	\$12,000	\$15,000	\$0	\$0	\$0	\$9,375	\$37,500	\$46,875	\$3,694	\$14,775	\$18,469	\$0	\$0	\$0	\$16,069	\$64,275	\$80,344
<b>III-E</b>	<b>Management &amp; Operations</b>																		
	1 Management & Operations	\$4,000	\$16,000	\$20,000	\$2,324	\$9,296	\$11,620	\$0	\$0	\$0	\$38,406	\$153,624	\$192,030	\$0	\$0	\$0	\$44,730	\$178,920	\$223,650
	<b>Totals</b>	<b>\$17,351</b>	<b>\$69,403</b>	<b>\$86,754</b>	<b>\$6,632</b>	<b>\$26,528</b>	<b>\$33,160</b>	<b>\$9,375</b>	<b>\$37,500</b>	<b>\$46,875</b>	<b>\$376,725</b>	<b>\$1,506,901</b>	<b>\$1,883,627</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$410,083</b>	<b>\$1,640,333</b>	<b>\$2,050,416</b>

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources**

TAC 4/10/2013 Attachment 8

**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	73,372	293,487	366,859	242	968	1,210	73,614	294,455	368,069
	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>350,311</b>	<b>1,401,245</b>	<b>1,751,556</b>	<b>59,772</b>	<b>239,088</b>	<b>298,860</b>	<b>410,083</b>	<b>1,640,333</b>	<b>2,050,416</b>

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

**II-A: Surveillance of Change**

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to 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).

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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.

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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.

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		

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

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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 MAP-21) 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.

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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.

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

- Employee categorization/place of residence
- Free flow speed
- Destination choice improvements
- Script and input file modification and enhancement
- Integration of TRM and Moped
- 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.

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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 L RTP

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 L RTP

No activity proposed during this UPWP period.

Task II-B-13: Collector Street Element of L RTP

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 (L RTP 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

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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.

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

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.

**Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization  
FY 2013-2014 Unified Planning Work Program**

**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.

<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>
<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

<b>DCHC MPO 5-Year Unified Planning Work Program</b>					
<b>July 1, 2013 to June 30, 2018</b>					
	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

<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>
	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

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

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources**

TAC 4/10/2013 Attachment 8

**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	
<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	

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources**

**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	\$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	\$73,372	\$293,487	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73,372	\$0	\$293,487	\$366,859
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
<b>Totals</b>		<b>\$340,936</b>	<b>\$1,363,745</b>	<b>\$35,789</b>	<b>\$143,157</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$376,725</b>	<b>\$0</b>	<b>\$1,506,901</b>	<b>\$1,883,627</b>

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources**

**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
		<b>II A</b>	<b>Surveillance of Change</b>															
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$6,819	\$6,819	\$54,550	\$2,502	\$2,502	\$20,015	\$0	\$0	\$0	\$9,321	\$9,321	\$74,566	\$93,207
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	8 Vehicle Occupancy Rates	\$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	
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>II B</b>	<b>Long Range Transp. Plan</b>																	
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$4,702	\$4,702	\$37,618	\$0	\$0	\$0	\$4,702	\$4,702	\$37,618	\$47,023
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II C</b>	<b>Short Range Transit Planning</b>																	
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>																	
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>																	
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																	
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources**

**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
	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	\$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	\$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	\$7,258	\$7,258	\$58,065	\$70,069	\$70,069	\$560,550	\$0	\$0	\$0	\$77,327	\$77,327	\$618,614	\$773,268
	<b>Totals</b>	\$0	\$0	\$0	\$0	\$14,077	\$14,077	\$112,615	\$77,273	\$77,273	\$618,183	\$0	\$0	\$0	\$91,350	\$91,350	\$730,798	\$913,498

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources**

TAC 4/10/2013 Attachment 8

**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
		<b>II-A 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	\$0	\$751	\$0	\$3,003	\$3,754
<b>II-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	\$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	\$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 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 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 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 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

**DRAFT**

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources**

**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</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	\$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</b>	<b>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

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Grant Sources**

**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

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Grant Sources**

**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</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	\$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</b>	<b>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

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Grant Sources**

**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	
<b>II-A</b>	<b>Surveillance of Change</b>																		
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$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	\$0
	4 Traffic Accidents	\$0	\$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	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$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	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B</b>	<b>Long Range Transp. Plan</b>																		
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0
	3 Travel Model Updates	\$0	\$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	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0
	8 Capacity Deficiency Analysis	\$0	\$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	\$0
	10 Transit Element of the LRTP	\$0	\$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	\$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	\$0
	13 Collector Street Element of LRTP	\$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 LRTP	\$0	\$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	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal	\$0	\$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	\$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>																		
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>																		
	1 TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																		
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Grant Sources**

**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>		<b>\$9,375</b>	<b>\$37,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,375</b>	<b>\$0</b>	<b>\$37,500</b>	<b>\$46,875</b>

FY 2013-2014 Unified Planning Work Program

Triangle Transit Authority (TTA)

Funding Distribution by Agency Grant Sources

	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>II A</b>	<b>Surveillance of Change</b>																	
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$39,750	\$39,750	\$318,000	\$0	\$0	\$0	\$39,750	\$39,750	\$318,000	\$397,500
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II B</b>	<b>Long Range Transp. Plan</b>																	
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$9,000	\$9,000	\$72,000	\$0	\$0	\$0	\$9,000	\$9,000	\$72,000	\$90,000
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$1,750	\$1,750	\$14,000	\$0	\$0	\$0	\$1,750	\$1,750	\$14,000	\$17,500
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II C</b>	<b>Short Range Transit Planning</b>																	
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>																	
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>																	
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																	
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$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	\$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

**FY 2013-2014 Unified Planning Work Program  
Funding Distribution by Agency Grant Sources**

**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***

**DURHAM AREA TRANSIT  
FTA TASK NARRATIVE TABLE  
FY2013-2014 (FY14) UPWP**

1-	MPO	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)
2-	FTA Code	442400	442300	442100
3-	Task Code	II-A-5	II-B-16	III-E
4-	Title of Planning Task	<i>Transit System Data</i>	<i>Financial Planning</i>	<i>Management and Operations</i>
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

**DURHAM AREA TRANSIT  
FTA TASK NARRATIVE TABLE  
FY2013-2014 (FY14) UPWP**

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.**

## CHAPEL HILL TRANSIT FTA TASK NARRATIVE TABLE FY2013-2014 (FY14) UPWP

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	442400	442400	442400	442301	442302	442302	442302	442302
3-	Task Code	II-A-1	II-A-5	II-A-6	II-A-10	II-A-12	II-A-13	II-B-1	II-B-2
4-	Title of Planning Task	Traffic Volume Counts	Transit System Data	Dwelling Unit, Pop. & Emp. Change	Mapping	Bike & Ped. Facilities Inventory	Bike & Ped Counts	Collection of Base Year Data	Collection of Network Data
5-	Task Objective		Review and analyze transit system data to monitor changes in travel behavior	Compare projected 2040 population and employment with results of revised 2020 Comprehensive Plan Land Use	Participate with MPO in further development of regional GIS database; prepare mapping to support local and regional activities				
6-	Tangible Product Expected		Chapel Hill Data Book Update	Revised population and employment projections	Geo spatial database				
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	6/30/2014	6/30/2014
8-	Previous Work		2012 Data Book Update	Development of 2035 population and employment projections	Provided support for development of geo spatial database architecture.				
9-	Prior FTA Funds		\$60,000	\$3,000	\$40,000				
10-	Relationship To Other Activities		Supports implementation of LRTP	Support development of LRTP	Supports developemnt of LRTP and related MPO activities				
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	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%	\$600		\$2,000	\$2,000	\$600	\$751	\$2,000	
15-	Section 104 (f) PL FHWA 80%	\$2,400		\$8,000	\$8,000	\$2,400	\$3,003	\$8,000	
16-	Section 5303 Local 10%		\$200	\$400	\$3,300				\$500
17-	Section 5303 NCDOT 10%		\$200	\$400	\$3,300				\$500
18-	Section 5303 FTA 80%		\$1,600	\$3,200	\$26,400				\$4,000
19-	Section 5307 Transit - Local 10%		\$3,125		\$2,750				
20-	Section 5307 Transit - NCDOT 10%		\$3,125		\$2,750				
21-	Section 5307 Transit - FTA 80%		\$25,000		\$22,000				
22-	Section 5309 Transit - Local 25%								
23-	Section 5309 Transit - NCDOT 25%								
24-	Section 5309 Transit - FTA 50%								

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## CHAPEL HILL TRANSIT FTA TASK NARRATIVE TABLE FY2013-2014 (FY14) UPWP

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	442302	442302	442302	442302	442302	442100	442500	442700	442700
3-	Task Code	II-B-3	II-B-5	II-B-16	II-B-17	II-C-1	III-A-1	III-B-1	III-C-1	III-C-3
4-	Title of Planning Task	Travel Model Updates	Forecast of Data to Horizon Year	Financial Planning	Congestion Management	Short Range Transit Planning	Planning Work Program	Transportation Improvement Program	Title VI	Minority Business Enterprise
5-	Task Objective	Monitor the use of the TRM in the development of Triangle LPA.		Prepare Financial Plan for 2040 LRTP. Development of a strategic plan, and financial plan identifying sustainable funding sources for services established in	Coordinate with Triangle Regional TDM program to implement regionwide TDM program.	Develop elements of Chapel Hill Transit Short Range Transit Plan.	To prepare the Chapel Hill element of the FY2014 UPWP	To monitor the adopted TIP and prepare information for amendments to TIP.	To prepare the FY2013 Title VI program/plan	To assess compliance with minority business enterprise regulations
6-	Tangible Product Expected	Modification ``		2040 Financial Plan	Development of TDM program for incorporation into 2040 LRTP	Refinements to the previously completed comprehensive route analysis.	FY2014 PWP	Updated TIP	Updated Title VI program	Annual assessment
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	On-going	10/15/2013	6/30/2014
8-	Previous Work	Participation in refinements to TRM.		2035 Financial Plan and CHT's Financial Sustainability Plan	TDM element of 2035 LRTP.	Development of comprehensive route analysis.	Development and management of FY12 & FY13 UPWP	Adjustments to existing TIP; Development of new TIP	Monitoring of the Title VI program	Annual assessment
9-	Prior FTA Funds	\$3,000		\$28,000	\$10,000	\$50,000	\$10,000	\$18,000	\$1,250	\$1,000
10-	Relationship To Other Activities	Support development of LRTP		Supports development of the 2040 LRTP	Supports development of the 2040 LRTP	Supports implementation of the MPO LRTP	Supports implementation of annual work program	Supports implementation of adopted LRTP	State/Federal Civil rights requirements	State/Federal MBE requirements
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	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%		\$600	\$400	\$600		\$400	\$400		
15-	Section 104 (f) PL FHWA 80%		\$2,400	\$1,600	\$2,400		\$1,600	\$1,600		
16-	Section 5303 Local 10%	\$350	\$1,000	\$200	\$300	\$1,000		\$200		
17-	Section 5303 NCDOT 10%	\$349	\$1,000	\$200	\$300	\$1,000		\$200		
18-	Section 5303 FTA 80%	\$2,797	\$8,000	\$1,600	\$2,400	\$8,000		\$1,600		
19-	Section 5307 Transit - Local 10%			\$36,500		\$1,250	\$500	\$500	\$500	\$500
20-	Section 5307 Transit - NCDOT 10%			\$36,500		\$1,250	\$500	\$500	\$500	\$500
21-	Section 5307 Transit - FTA 80%			\$292,000		\$10,000	\$4,000	\$4,000	\$4,000	\$4,000
22-	Section 5309 Transit - Local 25%									
23-	Section 5309 Transit - NCDOT 25%									
24-	Section 5309 Transit - FTA 50%									

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## CHAPEL HILL TRANSIT FTA TASK NARRATIVE TABLE FY2013-2014 (FY14) UPWP

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	
2-	FTA Code	442400	442400	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

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**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.**

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

1-	MPO	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	DCHC-MPO (Triangle Transit)	
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 on 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 feed 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 if 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**

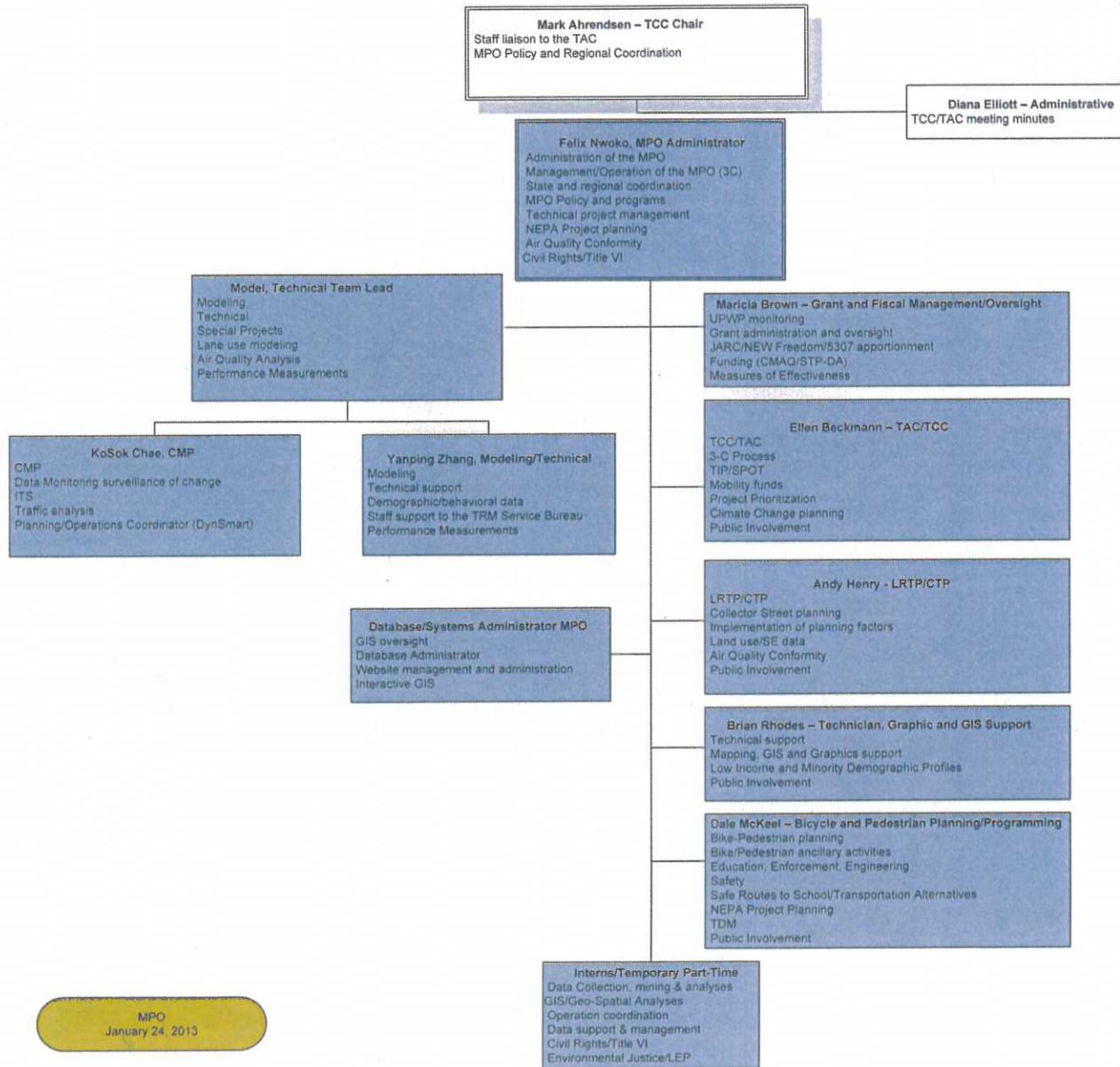
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### **12. Management and Operations**

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**

<b>Staff Salaries and Consulting Breakdown</b>			
<b>No.</b>	<b>Task/Project</b>	<b>Salary &amp; Fringe</b>	<b>Consulting</b>
1	Data Collection & Monitoring/Surveillance	\$150,402	\$335,000
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$119,528	\$170,000
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$104,760	\$0
4	Congestion Management Process -CMP	\$66,918	\$100,000
5	Air Quality Planning & Conformity	\$5,628	\$0
6	Short Range Transit Planning / TDP	\$0	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$48,835	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$34,090	\$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$34,080	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$21,575	\$50,000
12	Special Studies & State/Regional Coordination	\$70,142	\$0
13	MPO Management and Operations	\$136,669	\$0
	<b>Totals</b>	<b>\$792,626</b>	<b>\$655,000</b>

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

<b>Table 6</b>				
<b>FY 2014 FHWA Planning Funding by MPO Jurisdictions</b>				
<b>No.</b>	<b>Jurisdiction</b>	<b>FY 2014 Funding</b>	<b>TCC recommendation</b>	
1	Carrboro	\$33,168		
2	Chapel Hill	\$161,668		
3	Chatham County			
4	Durham City			
5	Durham County			
6	Hillsborough			
7	Orange County			
	<b>Total</b>			

TCC subcommittee to develop a recommendation for Planning funding allocation to Member jurisdictions

<b>Table 7</b>					
<b>FY 2014 Transit Funding by Agency</b>					
		<b>5303</b>	<b>5307</b>	<b>5309</b>	<b>Total</b>
1	Chapel Hill Transit	\$124,920	\$1,414,571	\$549,992	\$2,089,483
2	DATA	\$140,782	\$772,722		\$913,504
3	Triangle Transit		\$0		\$0
	<b>Total</b>	<b>\$265,702</b>	<b>\$2,187,293</b>	<b>\$549,992</b>	<b>\$3,002,987</b>



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

**Table T-1 : Transit Agencies FTA Planning Funds**

FY 2014 UPWP - Overview of Staff Hours by Task and Transit Agency									
No.	Task/Project	FTA 5303 Funding			FTA 5307 Funding			Total 5307	Total 5303 & 5307
		CHT	DATA	total 5303	CHT	DATA	TTA		
1	Data Collection & Monitoring/Surveillance	1,590	1,522	3,112	1,356	25,004	0	26,360	29,472
2	Travel Model Updates & Survey Activities (Including base year, intermate years and Horizon model data)	240	0	240	0	0	0	0	240
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	262	0	262	1,150	47,019	0	48,169	48,431
4	Congestion Management Process - CMP	120	0	120	0	0	0	0	120
5	Air Quality Planning & Conformity	0	0	0	0	0	0	0	0
6	Short Range Transit Planning / TDP	0	0	0	331	0	0	331	331
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0	0	0	119	0	0	119	119
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	35	0	35	119	0	0	119	154
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	0	0	0	589	0	0	589	589
10	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	1,091	0	0	1,091	1,091
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	135	0	0	135	135
12	Special Studies & State/Regional Coordination	895	0	895	1,039	0	0	1,039	1,934
13	MPO Management and Operations	904	0	904	3,794	700,699	0	704,493	705,397
	<b>Totals</b>	<b>\$4,046</b>	<b>\$1,522</b>	<b>\$5,568</b>	<b>\$9,723</b>	<b>\$772,722</b>	<b>\$0</b>	<b>\$782,445</b>	<b>\$788,013</b>







**FY 2007-2007 UPWP**  
**Summary of LPA Staff Hours and Total Funding**

Carrboro FHWA - Table 3		Town of Carrboro FHWA Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Consulting	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$5,175	\$0	\$0	\$5,175
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	\$0	\$0	\$0	\$0
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	\$2,427	\$0	\$0	\$2,427
4	Congestion Management Process - CMP	\$1,816	\$0	\$0	\$1,816
5	Air Quality Planning & Conformity	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$1,634	\$0	\$0	\$1,634
7	UPWP & Fiscal/Grant Management/oversight & Audit	\$1,634	\$0	\$0	\$1,634
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$4,549	\$0	\$0	\$4,549
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$1,089	\$0	\$0	\$1,089
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$2,007	\$0	\$0	\$2,007
12	Special Studies & State/Regional Coordination	\$1,214	\$0	\$0	\$1,214
13	MPO Management and Operations	\$11,624	\$0	\$0	\$11,624
	<b>Totals</b>	\$33,168	\$0	\$0	\$33,168





Chapel Hill FHWA - Table 3		Town of Chapel Hill FHWA Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Counseling	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$54,786	\$0	\$0	\$54,786
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$24,944	\$0	\$0	\$24,944
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$25,034	\$0	\$0	\$25,034
4	Congestion Management Process - CMP	\$2,953	\$0	\$0	\$2,953
5	Air Quality Planning & Conformity	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$0	\$0	\$0	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$2,032	\$0	\$0	\$2,032
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$1,982	\$0	\$0	\$1,982
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$0	\$0	\$0	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$0	\$0	\$0	\$0
12	Special Studies & State/Regional Coordination	\$14,959	\$0	\$0	\$14,959
13	MPO Management and Operations	\$21,313	\$13,666	\$0	\$34,979
	<b>Totals</b>	\$148,002	\$13,666	\$0	\$161,668





Chapel Hill : FTA 5303 - Table 3		Town of Chapel Hill 5303 Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Counsulting	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$38,981	\$0	\$0	\$38,981
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$8,486	\$0	\$0	\$8,486
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$12,033	\$0	\$0	\$12,033
4	Congestion Management Process - CMP	\$2,986	\$0	\$0	\$2,986
5	Air Quality Planning & Conformity	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$0	\$0	\$0	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$0	\$0	\$0	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$2,032	\$0	\$0	\$2,032
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$0	\$0	\$0	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$0	\$0	\$0	\$0
12	Special Studies & State/Regional Coordination	\$26,038	\$0	\$0	\$26,038
13	MPO Management and Operations	\$34,365	\$0	\$0	\$34,365
	<b>Totals</b>	\$124,920	\$0	\$0	\$124,920

Chapel Hill : 5307 FTA - Table 1

## Town of Chapel FTA 5307 Hill Staff Hours

No.	Task/Project	Director Litchfield	Admin Surv Mgr DePietro	Grant Manager C. Cole	Budget Mgr Shreve	Operation Mgr Pittman	Custmer Srcv Mgr Hackney	Transit Planner Vega	Safety Mgr Butler	Grants Coord Murdock	Secretary Sherman	GIS Coord Cecil	Operation Supvsr	Operatio n Supvsr	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	75	0	0	0	0	0	106	0	0	0	525	450	200	1356
2	Travel Model Updates & Survey Activities (including base year, intermiatue years and Horizon model data)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	0	0	85	1065	0	0	0	0	0	0	0	0	0	1150
4	Congestion Management Process - CMP	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Air Quality Planning & Conformity	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Short Range Transit Planning / TDP	0	0	0	0	0	0	331	0	0	0	0	0	0	331
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0	0	80	0	0	0	0	0	39	0	0	0	0	119
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0	0	80	0	0	0	0	0	39	0	0	0	0	119
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	16	0	193	0	0	0	0	0	0	0	380	0	0	589
10	Safety Plng/Drug Control Plng & Private Sector participation	10	10	0	0	51	20	0	1000	0	0	0	0	0	1091
11	Public Involvement/ Website/Social media & interactive mapping	20	0	0	0	0	0	60	0	0	55	0	0	0	135
12	Special Studies & State/Regional Coordination	400	0	0	0	0	0	500	0	139	0	0	0	0	1039
13	MPO Management and Operations	605	315	1150	100	410	150	200	64	800	0	0	0	0	3794
	<b>Totals</b>	1126	325	1588	1165	461	170	1197	1064	1017	55	905	450	200	9,723
	<b>% Hours Devoted to UPWP Planning</b>	59.26%	17.11%	83.58%	61.32%	24.26%	8.95%	63.00%	56.00%	53.53%	2.89%	47.63%	23.68%	10.53%	



Chapel Hill FTA 5307 - Table 3		Town of Chapel Hill FTA 5307 Planning FY 2014 Budge			
No.	Task/Project	Total Salaries	Operating	Counsulting	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$38,487	\$0	\$0	\$38,487
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$0	\$0	\$0	\$0
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	\$50,019	\$0	\$315,000	\$365,019
4	Congestion Management Process - CMP	\$0	\$0	\$0	\$0
5	Air Quality Planning & Conformity	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$12,489	\$0	\$0	\$12,489
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$4,998	\$0	\$0	\$4,998
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$4,998	\$0	\$0	\$4,998
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & PIng for Elderly	\$20,022	\$0	\$0	\$20,022
10	Safety PIng/Drug Control PIng & Private Sector participation	\$39,995	\$0	\$0	\$39,995
11	Public Involvement/ Website/Social media & interactive mapping	\$4,993	\$0	\$0	\$4,993
12	Special Studies & State/Regional Coordination	\$50,017	\$0	\$700,000	\$750,017
13	MPO Management and Operations	\$173,553	\$0	\$0	\$173,553
	<b>Totals</b>	\$399,571	\$0	\$1,015,000	\$1,414,571





Chapel Hill : FTA 5309 - Table 3		Town of Chapel Hill FHWA Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Counseling	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$0	\$0	\$0	\$0
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$0	\$0	\$0	\$0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$0	\$0	\$0	\$0
4	Congestion Management Process - CMP	\$0	\$0	\$0	\$0
5	Air Quality Planning & Conformity	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$0	\$0	\$0	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$0	\$0	\$0	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$0	\$0	\$0	\$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$0	\$0	\$0	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$3,773	\$0	\$0	\$3,773
12	Special Studies & State/Regional Coordination	\$0	\$0	\$500,000	\$500,000
13	MPO Management and Operations	\$46,219	\$0	\$0	\$46,219
	<b>Totals</b>	\$49,992	\$0	\$500,000	\$549,992





DATA : FTA 5303 - Table 3		DATA : FTA 5303 Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Counseling	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$68,201	\$0	\$0	\$68,201
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$0	\$0	\$0	\$0
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	\$0	\$0	\$0	\$0
4	Congestion Management Process - CMP	\$0	\$0	\$0	\$0
5	Air Quality Planning & Conformity	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$0	\$0	\$0	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$0	\$0	\$0	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$0	\$0	\$0	\$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$0	\$0	\$0	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$0	\$0	\$0	\$0
12	Special Studies & State/Regional Coordination	\$0	\$0	\$0	\$0
13	MPO Management and Operations	\$0	\$72,581	\$0	\$72,581
	<b>Totals</b>	\$68,201	\$72,581	\$0	\$140,782





DATA : FTA 5307 - Table 3		DATA : FTA 5307 Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Counsulting	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$25,004	\$0	\$0	\$25,004
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$0	\$0	\$0	\$0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$47,019	\$0	\$0	\$47,019
4	Congestion Management Process - CMP	\$0	\$0	\$0	\$0
5	Air Quality Planning & Conformity	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$0	\$0	\$0	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$0	\$0	\$0	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$0	\$0	\$0	\$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$0	\$0	\$0	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$0	\$0	\$0	\$0
12	Special Studies & State/Regional Coordination	\$0	\$0	\$0	\$0
13	MPO Management and Operations	\$30,232	\$670,467	\$0	\$700,699
	<b>Totals</b>	\$102,255	\$670,467	\$0	\$772,722

## 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

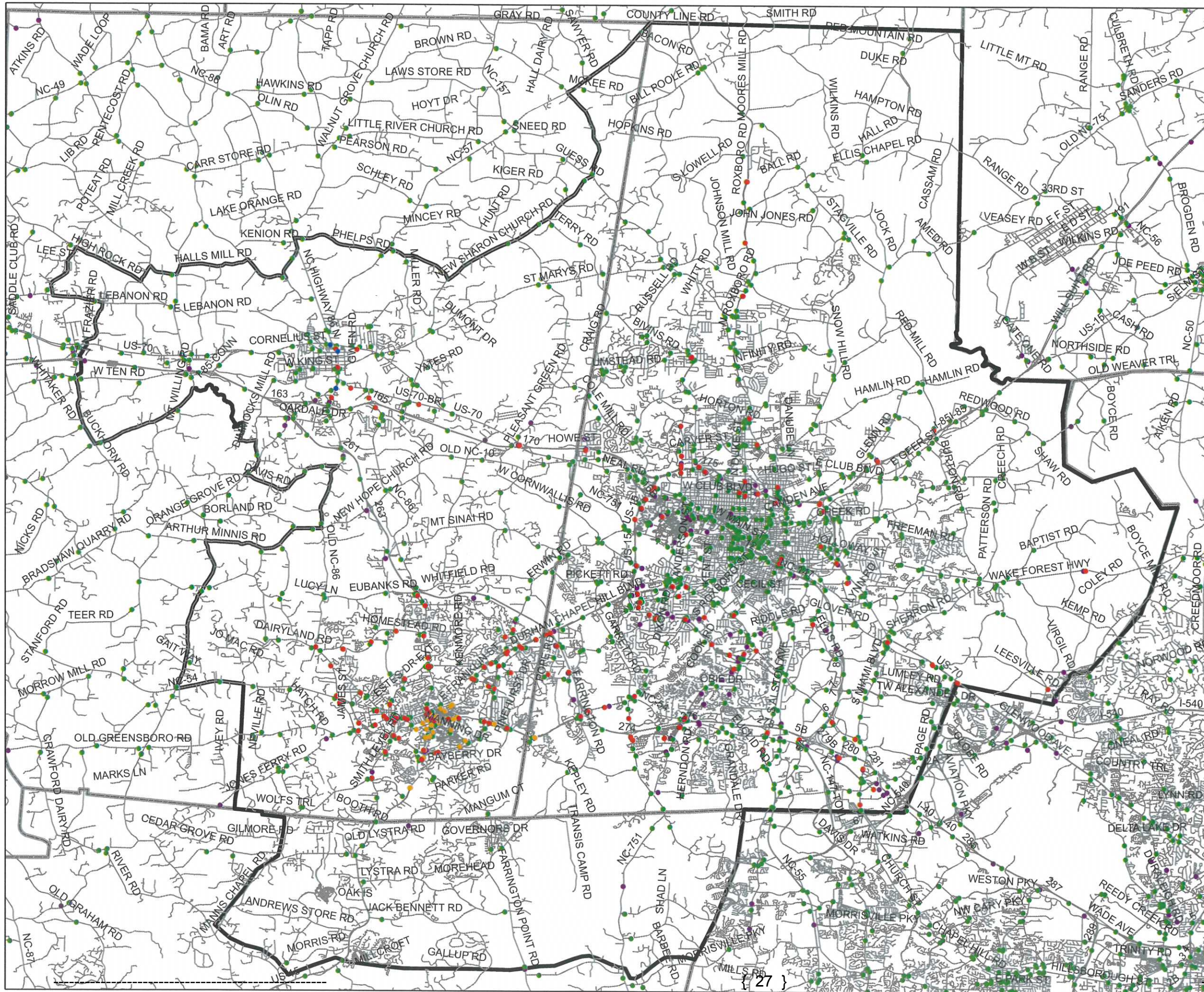
# ***Appendices A***

## ***Data Collection Maps***

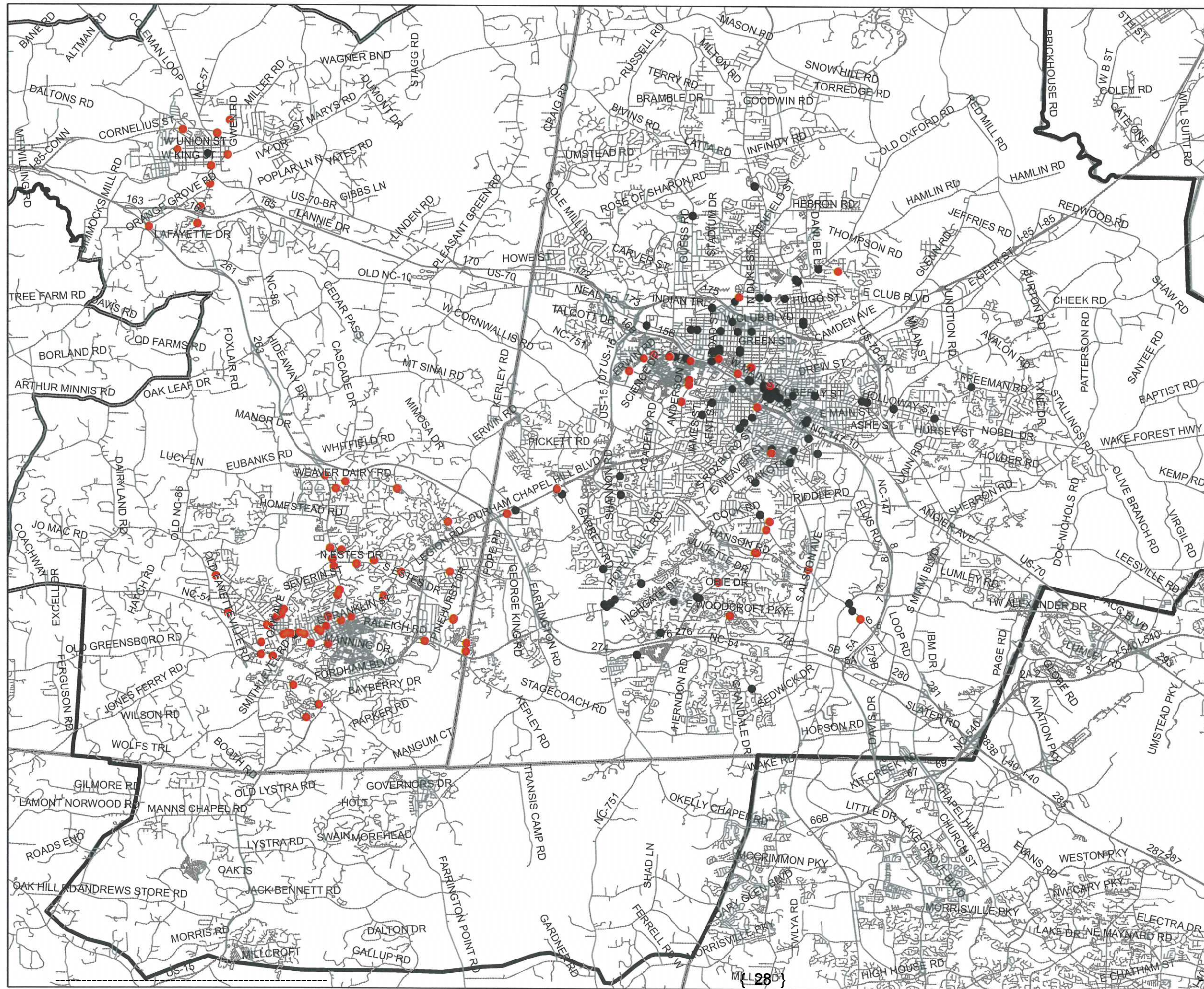
# MPO Data Collection and Monitoring Traffic Volume Locations

## ADT\_Locations

- Davenport
- Hillsborough
- NCDOT
- TRM2005
- UNC



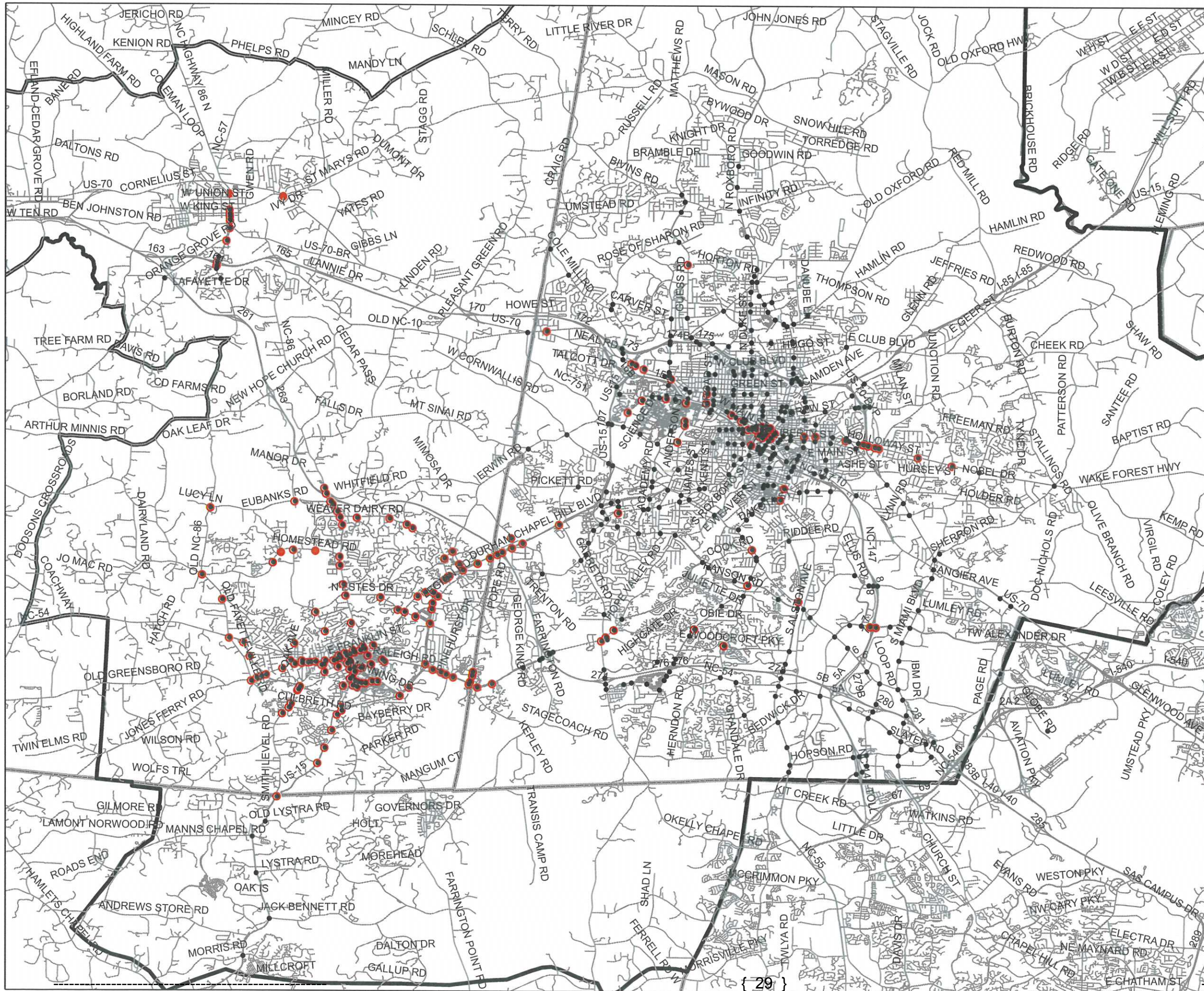
# MPO Data Collection and Monitoring Bicycle and Pedestrian Locations



- Davenport
- Bike/Ped Locations

# MPO Data Collection and Monitoring Turn Movement Count Locations

- Signals
- Davenport TMC



## 2040 MTP and AQ Report

April 10, 2013

### Update

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#### MTP Report

##### Changes

1. No changes to core elements, i.e., projects and financial plan
2. Added adoption resolution (Attachment 9a).
3. Added Rail Investment section (FHWA request)
  - a. NCRR, Norfolk & Southern and CSX freight and passenger service.
  - b. SEHSR – Southeast High Speed Rail investments.
  - c. List rail investments in Triangle.
  - d. Light rail and commuter rail transit and freight are in respective sections.
4. Added Air Transportation (FHWA request), which is completely dedicated to Raleigh-Durham International Airport (RDU) service volume and expansion plans.
5. Clarified that Comprehensive Transportation Plan (CTP) projects in highway and transit project lists are not yet adopted. (CTP process and adoption will be completed in 2013) (NCDOT request).
6. Added more detailed description of public involvement activities and referenced MPO's public involvement plan (FHWA request).
7. Regenerated maps and tables related to the 2040 MTP run of the Triangle Regional Model (TRM).

##### Schedule

1. TAC adopt at April 10, 2013 meeting.
2. FHWA approve by June 15, 2013.

#### Air Quality Report Update

Purpose -- The Air Quality Conformity Determination report demonstrates that the 2040 MTP and the FY 2012-2018 Transportation Improvement Program (TIP) meet air quality conformity regulations. In other words, the expected pollutant emissions from the transportation section given the implementation of the MTP and TIP will not exceed a set limitation (called the Motor Vehicle Emissions Budget, or MVEB).

Delay -- The release of the Air Quality report was delayed because Johnston County emissions exceeded the limits in the preliminary analysis. Modeling staff made several adjustments to the TRM, including the traffic volume from external stations, and the subsequent reduction in Johnston County emissions brought the county within the limit.

Release and Comment Period -- Staff released the Air Quality Conformity Determination Report on Thursday, April 4, 2013. The 30-day public comment period will go through Friday, May 3, 2013. (Attachment 9b is a copy of the Report.)

Public Hearing – The TAC is to conduct a public hearing on the Air Quality Conformity report at the April 10, 2013 meeting.

Approval – The TAC is to approve the Air Quality Conformity Determination Report at their May 9, 2013 meeting by resolution. (Attachment 9c is a copy of the resolution.)

## **Public Comments**

Attachment 9d is a compilation of the public comments received as of April 4, 2013.

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

**RESOLUTION ADOPTING THE DCHC MPO  
2040 METROPOLITAN TRANSPORTATION PLAN (2040 MTP)**

A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the adoption of the following resolution; and upon being put to a vote was duly adopted.

**WHEREAS**, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) requires all Metropolitan Planning Organizations to develop and maintain a Metropolitan Transportation Plan; and

**WHEREAS**, the Metropolitan Transportation Plan must address all modes of transportation in an urban area, have a horizon year of at least 20 years, and be fiscally constrained; and

**WHEREAS**, that conformity determination was made according to the established interagency consultation (IC) procedures for North Carolina; and,

**WHEREAS**, the DCHC MPO recognizes that the Metropolitan Transportation Plan conforms to the intent and purpose of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP is approved or found adequate) in accordance with the Clean Air Act Amendment (CAAA); and,

**WHEREAS**, this 2040 MTP adoption is made contingent on the completion of the Triangle Area Conformity Process and the DCHC MPO TAC conformity finding on the DCHC MPO 2040 MTP; and,

**WHEREAS**, the Transportation Advisory Committee is the duly recognized transportation decision making body for the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization (DCHC MPO); and,

**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; and

**WHEREAS**, the Transportation Advisory Committee has considered how the Long-Range Transportation Plan will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

**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.

**NOW, THEREFORE BE IT RESOLVED**, by the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) that the 2040 Metropolitan Transportation Plan, dated April 10, 2013 be adopted for the DCHC MPO on this the 10<sup>th</sup> day of April 2013.

(Continued)

(Continued – Resolution Adopting DCHC 2040 MTP)

---

\_\_\_\_\_  
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.

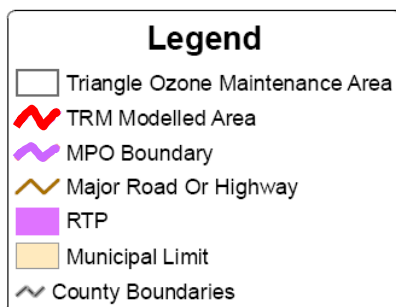
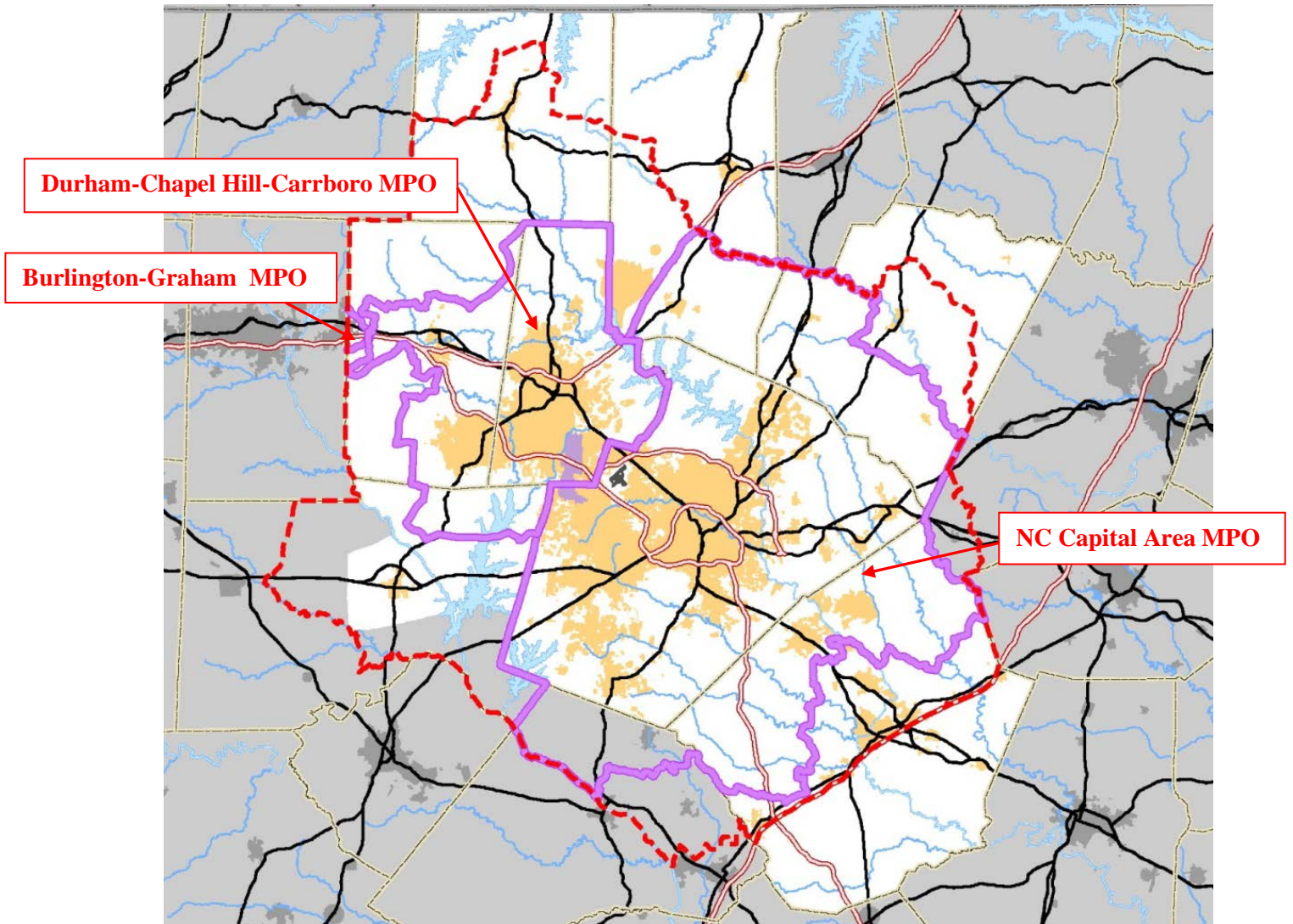
Date: April 10, 2013

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

---

# RESEARCH TRIANGLE REGION Conformity Determination Report

## 2040 Metropolitan Transportation Plan 2012–2018 Transportation Improvement Program



TRIANGLE J COUNCIL OF GOVERNMENTS  
P.O. BOX 12276  
RESEARCH TRIANGLE PARK, NC 27709  
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April 2, 2013

## Contact Information

Additional copies of this report can be obtained from the Triangle J Council of Governments at the following address:

Triangle J Council of Governments  
P.O. Box 12276  
Research Triangle Park, NC 27709

This document, including the appendices, can be downloaded from the website:

[www.triangleair.org](http://www.triangleair.org)

## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY</b> .....	<b>1</b>
<b>1. INTRODUCTION</b> .....	<b>2</b>
<b>2. AIR QUALITY PLANNING</b> .....	<b>6</b>
2.1 EMISSIONS BUDGETS.....	6
<b>3. METROPOLITAN TRANSPORTATION PLANS</b> .....	<b>7</b>
3.1 CONSULTATION.....	8
3.2 FINANCIAL CONSTRAINT ASSUMPTIONS.....	8
3.3 LATEST PLANNING ASSUMPTIONS .....	8
3.4 FUTURE YEAR ROADWAY PROJECTS.....	8
3.5 TRANSIT NETWORKS.....	9
3.6 CONGESTION MITIGATION/AIR QUALITY (CMAQ) PROJECTS .....	9
<b>4. REGIONAL EMISSION ANALYSIS</b> .....	<b>10</b>
4.0.1. <i>Sub-area emission budgets</i> .....	10
4.0.2 <i>Emissions analysis source</i> .....	10
4.0.3 <i>Emissions comparison years (ozone)</i> .....	10
4.0.4 <i>Emission comparison years (CO)</i> .....	11
4.1 EMISSIONS MODEL .....	11
4.1.1 <i>Development of Emissions Factors</i> .....	12
4.1.2 <i>Development of VMT Mix by Vehicle Type</i> .....	12
4.1.3 <i>Vehicle Age Distributions</i> .....	12
4.2 TRANSPORTATION CONTROL MEASURES .....	13
4.3 ESTIMATION OF VEHICLE STARTS.....	13
4.4 OFF-MODEL ANALYSIS.....	13
4.5 EMISSIONS COMPARISON TESTS BY LOCATION AND POLLUTANT .....	13
<b>5. PUBLIC INVOLVEMENT AND INTERAGENCY CONSULTATION</b> .....	<b>18</b>
<b>6. CONCLUSION</b> .....	<b>18</b>

## List of Tables and Figures

Figure 1. Triangle Ozone Maintenance Area .....	4
Table 1. NO <sub>x</sub> Budget for Triangle Counties .....	7
Table 2. CO Budget - Durham and Wake Counties .....	7
Table 3. Triangle Area Transportation Conformity Analysis Matrix (2035 LRTPs).....	11
Table 4. Percentage of Vehicles Subject to Inspection and Maintenance Programs .....	12
Table 5. Emissions Test and Responsibility for Conformity Findings.....	15
Table 6. Durham County Emissions Comparison Summary ( <i>kg/day</i> ) .....	16
Table 7. Wake County Emissions Comparison Summary ( <i>kg/day</i> ) .....	16
Table 8. Granville County Emissions Comparison Summary ( <i>kg/day</i> ) .....	16
Table 9. Franklin County Emissions Comparison Summary ( <i>kg/day</i> ) .....	17
Table 10. Johnston County Emissions Comparison Summary ( <i>kg/day</i> ) .....	17
Table 11. Orange County Emissions Comparison Summary ( <i>kg/day</i> ).....	17
Table 12. Person County Emissions Comparison Summary ( <i>kg/day</i> ).....	17
Table 13. Chatham County (part) Emissions Comparison Summary ( <i>kg/day</i> ) .....	17
Table 14: Summary of Conformity Status of Triangle Transportation Plans.....	18

## **List of Appendices**

- Appendix A: Triangle CO SIP Federal Register Notices
- Appendix B: Triangle Ozone SIP Federal Register Notice
- Appendix C: Interagency Consultation, including Pre-Analysis Consensus Plan
- Appendix D: 2040 Metropolitan Transportation Plan Project Lists
- Appendix E: Adoption and Endorsement Resolutions and Agency Determinations (to be included in final version)
- Appendix F: Mobile 6.2 Emission Factors
- Appendix G: Public and Agency Comments and Responses (to be included in final version)
- Appendix H: Off-Model Analysis
- Appendix I: Emissions Analysis
- Appendix J: VMT and Speeds

The appendices can be viewed and downloaded at [www.TriangleAir.org](http://www.TriangleAir.org) under the Triangle Transportation Conformity section.

## List of Acronyms

BG MPO:	Burlington-Graham Metropolitan Planning Organization
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CFR:	Code of Federal Regulations
CMAQ:	Congestion Mitigation/Air Quality
CO:	Carbon Monoxide
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization
DENR:	Department of Environment and Natural Resources (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
I/M:	Inspection/Maintenance
ISTEA:	Intermodal Surface Transportation Efficiency Act
ITRE:	Institute for Transportation Research and Education
KT RPO:	Kerr-Tar Rural Transportation Planning Organization
MAP-21:	Moving Ahead for Progress in the 21 <sup>st</sup> Century
MPO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program (regional equivalent of the STIP)
MTP:	Metropolitan Transportation Plan
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO <sub>x</sub> :	Nitrogen Oxides
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
STIP:	State Transportation Improvement Program (statewide equivalent of the MTIP)
TAC:	Transportation Advisory Committee
TAZ:	Traffic Analysis Zone
TARPO:	Triangle Area Rural Transportation Planning Organization
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TIP:	Transportation Improvement Program
TRM:	Triangle Regional Model
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
USEPA:	United States Environmental Protection Agency
VKT:	Vehicle Kilometers of Travel
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compound

## **Conformity Analysis and Determination Report**

### **2040 Metropolitan Transportation Plans:**

- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)**
- **NC Capital Area Metropolitan Planning Organization (NC CAMPO)**

### **FY 2012 – 2018 Transportation Improvement Programs**

- **NC Capital Area Metropolitan Planning Organization**
- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**
- **Burlington-Graham Metropolitan Planning Organization (BG MPO)**

### **Projects from the FY 2012-2018 State Transportation Improvement Program:**

- **the portions of Chatham, Franklin, Granville, Johnston, Orange and Person Counties that are within the Triangle Ozone Maintenance Area but Outside the NC Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas**

### **Executive Summary**

- This report addresses the 2040 Metropolitan Transportation Plan and projects in the FY2012-18 MTIP; Appendix D gives project details.
- A regional emissions analysis is required (6-22-12 interagency consultation meeting).
- Four organizations will be responsible for making the conformity determinations in four distinct parts of the Triangle Ozone Maintenance Area:
  - the NC Capital Area MPO within the CAMPO metropolitan area boundary – all of Wake County plus parts of Franklin, Granville and Johnston Counties.
    - Adopt the 2040 MTP and 2012-18 TIP
    - Make conformity finding on the 2040 MTP and conforming 2012-18 TIP
  - the Durham-Chapel Hill-Carrboro MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
    - Adopt the 2040 MTP and 2012 TIP
    - Make conformity finding on the 2040 MTP and conforming 2012-18 TIP
  - the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
    - Make conformity finding on the MTP and conforming 2012-18 TIP
  - the NCDOT in a rural area comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.
    - Make conformity finding on the 2012-18 STIP

## 1. Introduction

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and authorizes USEPA to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it violates the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NC DENR/DAQ). The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, which links transportation and air quality planning activities within a non-attainment or maintenance area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within a non-attainment or maintenance area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the state air quality plan.

In order to ensure the conformity requirements are met, Section 176 (c) of the Clean Air Act authorizes the USEPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

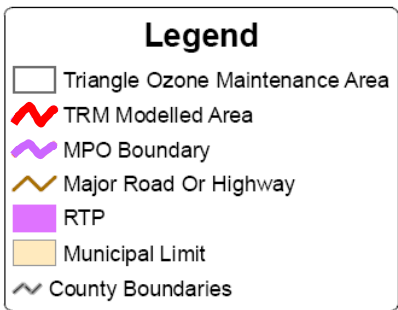
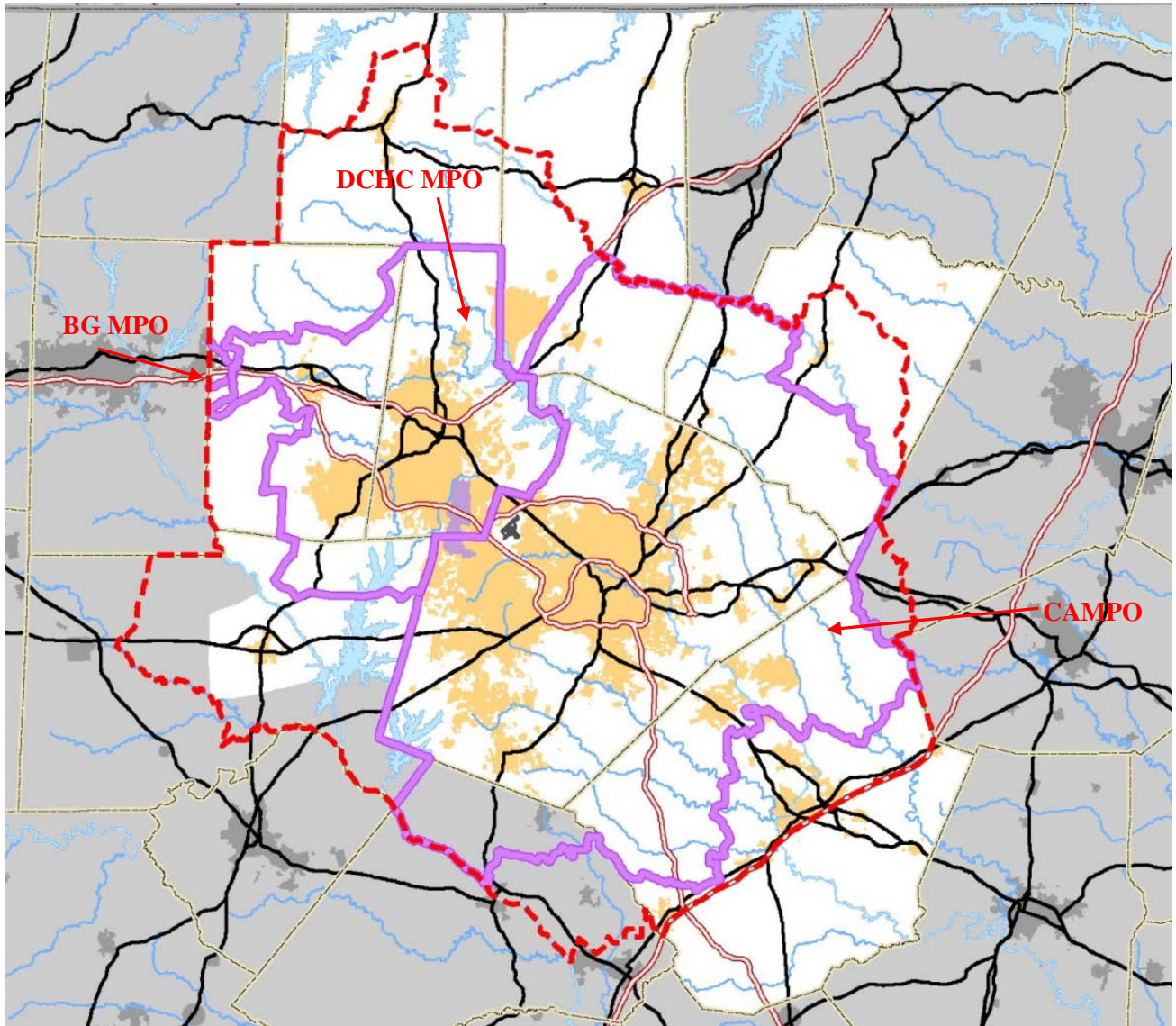
The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 in concurrence with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations). It demonstrates that the financially constrained metropolitan transportation plans and the transportation improvement programs (TIPs) eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the following jurisdictions:

- The NC Capital Area Metropolitan Planning Organization (CAMPO)
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)
- The Burlington-Graham Metropolitan Planning Organization (BG MPO)
- The rural “donut” portions of the Triangle Ozone Maintenance Area outside of the MPOs in four townships in Chatham County and Orange, Franklin, Granville, Johnston and Person Counties

The above-named MPOs and rural areas combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

All Federally funded projects and regionally significant projects, regardless of funding source, in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming long-range transportation plan and transportation improvement program (TIP). The Triangle region is required by 40 CFR 51 and 93 to make a conformity determination on any newly adopted or amended fiscally constrained long-range transportation plan and TIP. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on MPO Plans in the Triangle region and the related TIPs in all non-attainment and maintenance areas.

**Figure 1. Triangle Ozone Maintenance Area**



BG MPO is Burlington-Graham MPO (small part of Orange County in the maintenance area).

CAMPO is Capital Area MPO (all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties)

DCHC MPO is Durham-Chapel Hill-Carrboro MPO (all of Durham and parts of Orange and Chatham Counties)

40 CFR Part 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (*40 CFR Part 93.118*).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (*40 CFR Part 93.113b*).
- The MPO must make the conformity determination according to the consultation procedures of *40 CFR Part 93.105*.
- The conformity determination must be based on the latest emissions estimation model available (*40 CFR Part 93.111*).
- The conformity determination must be based on the latest planning assumptions (*40 CFR Part 93.110*).
- The Transportation Plan, TIP, or FHWA/FTA project must meet the interim emissions tests where applicable (*40 CFR Part 93.119*).

This report shows that each MPO's 2040 Transportation Plan (2035 Plan for Burlington-Graham MPO), the 2012-18 MTIPs and projects from the 2012-18 STIP in the donut areas meets each condition. Each condition is discussed in subsequent sections of this report. This report documents the interagency consultation process, public involvement process, and analysis used to demonstrate transportation conformity for the 2040 MTP and 2012-18 TIP.

These analyses are consistent with the Transportation Conformity Regulation (40 CFR Parts 51 and 93). Based on the analysis documented in this report, the following Transportation Plans and TIPs conform to the purpose of the Triangle Area SIP:

- NC Capital Area MPO 2040 MTP and the 2012-18 MTIP
- Durham-Chapel Hill-Carrboro MPO 2040 MTP and the 2012-18 MTIP
- Burlington-Graham MPO 2035 LRTP and the 2012-18 MTIP
- Projects from the 2012-2018 STIP in the donut areas of the Triangle Maintenance Area

The Transportation Plan and 2012-18 TIP accomplish the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on the regional emissions analysis that uses the transportation network approved by each of the above-named Metropolitan Planning Organizations (MPOs) and NCDOT, in coordination with the affected Rural Planning Organizations (RPOs), for the 2040 transportation plan, and the emissions factors developed in cooperation with the North Carolina Department of Environment and Natural Resources (DENR).

## 2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O<sub>3</sub>) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) mix together in the atmosphere with sunlight. NO<sub>x</sub> and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the one-hour standard. The USEPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard. The USEPA direct final rule from the Federal Register for CO is found in Appendix A. The USEPA direct final rule for ozone is provided in Appendix B.

### 2.1 Emissions Budgets

DENR prepared emissions budgets as part of their CO and 8-hour ozone maintenance plans for those areas subject to budgets. Each of the eight counties or portions of counties in the bulleted list above is part of the Triangle ozone maintenance area under the 8-hour ozone standard and has emissions budgets for NO<sub>x</sub>. Emissions budgets were established for 2008 and 2017. The 2008 budgets apply for years up to and including 2016, while the 2017 budgets apply for 2017 and all subsequent years. The December 26, 2007 Federal Register notice establishing the NO<sub>x</sub> budgets deemed VOCs insignificant, hence no VOC budgets apply to the region.

Durham and Wake Counties have CO maintenance requirements under the most recent SIP Maintenance Plan update, which supplemented the pre-existing 2005 CO budgets with new 2015 budgets for each county. Under the update, the existing 2005 budgets from the prior SIP apply between 2005 and 2014 and the newer 2015 budgets apply from 2015 onwards.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the March 24, 2006 Federal Register and effective May 23, 2006 (see Appendix A).

Tables 1 and 2 list the motor vehicle emission budgets for those portions of the Triangle subject to SIP budgets.

**Table 1. NO<sub>x</sub> Budget for Triangle Counties**

NO <sub>x</sub> : Redesignation SIP (kilograms/day)		
Area	SIP Budget year	
	2008	2017
Chatham	1,565	948
Durham	13,106	4,960
Franklin	2,048	1,139
Granville	4,649	1,714
Johnston	12,583	5,958
Orange	9,933	3,742
Person	1,359	791
Wake	36,615	16,352

\* the last NO<sub>x</sub> emission budgets are for 2017; all subsequent years are compared to the 2017 budget.

**Table 2. CO Budget - Durham and Wake Counties**

CO: from State Implementation Plan (SIP)	
Area	motor vehicle emissions budget (tons/day)
	March 24, 2006 Federal Register -- Maintenance Plan Update (2015 budget)
Durham County	177.22
Wake County	384.27

\* the last CO emission budgets are for 2015; all subsequent years are compared to the 2017 budget.

### 3. Metropolitan Transportation Plans

The 2040 Transportation Plans were developed between 2010 and 2013. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart.

The CAMPO area includes all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties. The DCHC MPO area includes all of Durham and parts of Orange and Chatham Counties. The BGMPO area includes a small portion of Orange County within the 8-hour maintenance area for ozone. The remaining portions of the non-attainment area are rural (donut) areas within the Triangle Area, Kerr-Tar and Upper Coastal Plain RPOs.

### **3.1 Consultation**

The Transportation Plan and the FY2012-18 TIP are consistent with consultation requirements discussed in *40 CFR 93.105*. Consultation on the development of this conformity determination was accomplished through interagency consultation meetings held on June 22, 2012, August 17, 2012 and December 14, 2012 and subsequent consultations by phone and email as needed.. A summary of the topics discussed and decisions reached is included in Appendix C.

### **3.2 Financial Constraint Assumptions**

The Transportation Plans are fiscally constrained as discussed in *40 CFR 93.108*. The DCHC MPO, Capital Area MPO and Burlington-Graham Transportation Plans are fiscally constrained to the year 2040 (2035 for Burlington-Graham MPO). All projects included in the 2012-18 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and methods used in the preparation of the NCDOT 2040 Statewide Plan, and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in each MPO transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are described in the respective MPO Transportation Plans.

### **3.3 Latest Planning Assumptions**

The 2040 Transportation Plans used the latest adopted planning assumptions as discussed in *40 CFR 93.110*, and were adopted as part of the Plans. Four components combine to represent planning assumptions and translate them into travel:

- a. A single travel demand model was developed for the urbanized portion of the Triangle maintenance area. A new version of the model, termed TransCAD version 5, was adopted by the DCHC MPO and CAMPO and used for the modeled area.
- b. A single set of population, housing and employment projections was developed and adopted by the MPOs, using new growth allocation software (CommunityViz).
- c. A set of highway and transit projects that was consistent across jurisdictional boundaries was developed and refined through MPO and partner cooperation.
- d. Forecasts of travel entering and leaving the modeled area were updated to reflect the most recent traffic count data and a special study conducted for I-95; the updates were developed in consultation between the model service bureau, the MPOs, NCDOT, FHWA, DENR and other partners.

This collection of socioeconomic data, highway and transit networks and travel forecast tools and methods, representing the latest planning assumptions, was finalized through the adoption of their respective Transportation Plans by the MPOs. Additional detail on planning assumptions is available in the MPO Transportation Plan documents.

### **3.4 Future year roadway projects**

Roadway improvements used for conformity modeling were developed in the Transportation Plan process in each MPO. Outside of the MPO boundaries, TIP projects from the 2012-2018 TIP served as the future year roadway projects. For the MPO Transportation Plans, lists of projects were developed based on congestion and identified local needs. Improvements were coded into the TRM and analyzed. The final 2015, 2017, 2020, 2030, 2035, and 2040 networks are fiscally constrained.

Projects were added from MPO priority lists until estimated project costs equaled available funding. The base network (2010) and the six future networks (2015, 2017, 2020, 2030, 2035, and 2040) used for the conformity determination were the same as the networks used for the MPO Transportation Plans. Throughout the process to develop the roadway networks, the MPOs and NCDOT identified any initial inconsistencies in project timing and characteristics (e.g. cross-section) for those projects crossing jurisdictional boundaries and reached consensus on consistent solutions.

Project details, including the proposed number of lanes, distance and air quality analysis year are listed in Appendix D, color-coded by MPO and grouped by analysis year. The analysis also specifically includes the following two projects that were modeled in the air quality analysis:

- A 2030 project in the Burlington-Graham MPO portion of Orange County: **Mattress Factory Road (SR 1146) @ I-40/I-85 Interchange, Local ID: ALAM0007-H**. The purpose of the Mattress Factory Road (SR 1146) Interchange on I-40/I-85 is to improve mobility and connectivity by providing access from I-40/I-85 to the central business district of Mebane.
- A 2020 project to widen a short segment of Avent Ferry Road in Wake County. This project is included in a pending TIP amendment (U5529) and is described in more detail in Appendix D.

The interagency partners also jointly developed lists of regionally significant and exempt projects. The checklist below was used to identify regionally significant projects. After the MPOs, RPOs and NCDOT generated initial lists, the lists were reviewed by DENR, EPA, FTA and FHWA.

#### *Regionally Significant Project Checklist*

1. The facility serves regional transportation needs (i.e. facilities that provide access to and from the region or that provide access to major destinations in the region).
2. The facility is functionally classified higher than a minor arterial (minor arterials may be regionally significant if their main purpose is to provide access to major facilities in the region).
3. The facility is a fixed guideway transit facility.
4. The facility is included in the travel model for the region (in many cases collector streets are modeled and not regionally significant).

To be regionally significant a facility should meet one or more criteria. 40 CFR Part 93.101

### **3.5 Transit networks**

Each MPO developed transit projects for its Plan. The base year network was modeled from existing routes and fares for the transit systems in 2010. Future year networks were based on fiscally-constrained projected new or expanded services from regional and county plans, local bus system short range plans, and corridor transit plans. The MPOs and NCDOT rectified any initial timing or project characteristic inconsistencies where transit projects crossed jurisdictional boundaries.

### **3.6 Congestion Mitigation/Air Quality (CMAQ) Projects**

The NC DOT has established an allocation and review process for CMAQ projects. Each MPO and RPO in a non-attainment or maintenance area receives an allocation of CMAQ funds based on population and air quality status. In addition, a statewide pool of CMAQ funds is allocated to projects serving more than one non-attainment or maintenance area on a competitive basis.

## 4. Regional Emission Analysis

In areas with an USEPA approved attainment demonstration or maintenance plan, an emissions budget comparison satisfies the emissions test requirement of 40 CFR Part 93.118. For pollutants for which an emissions budget has been submitted, the estimated emissions from the transportation plan must be less than or equal to the emissions budget values. Emissions factors were provided by DENR.

All parts of the Triangle Ozone Maintenance Area have emissions budgets. Table 3 shows what parts are covered by the Triangle Regional Model (TRM) and how each part was analyzed for each pollutant in each comparison year.

Four counties in the maintenance area are completely within the Triangle Regional travel demand Model (TRM) boundary: Durham, Orange, Wake and the four townships in Chatham County that are covered by the maintenance area. The other 4 counties, Granville, Franklin, Johnston and Person, have parts that are within the modeled area and parts that are outside of the modeled area.

### 4.0.1. Sub-area emission budgets

Each county or, in the case of Chatham County, county portion, have NO<sub>x</sub> emission budgets. In addition, Durham and Wake Counties have CO emission budgets. These Motor Vehicle Emission Budgets were used in performing the emissions analysis.

### 4.0.2 Emissions analysis source

Vehicle Miles of Travel (VMT) and speeds for the emissions analysis were derived from the TRM where it is available. VMT and speeds for the portions of Franklin, Granville, Person and Johnston Counties outside the modeled area came from the NCDOT non-modeled area analysis spreadsheet factored by the percentage of each county's population in the rural area, a method that has been used in prior analyses.

### 4.0.3 Emissions comparison years (ozone)

For affected *areas with budgets under the 8-hour standard* (Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties and the four townships in Chatham County), emissions must be analyzed for years where there is an 8-hour emissions budget, the attainment year (if a region is in non-attainment), the horizon year and intermediate years such that intervals do not exceed 10 years. The Triangle area is currently an attainment maintenance area, so no attainment year analysis is required. The following years were analyzed to meet the requirements: 2017 (8-hour budget year), 2020 and 2030 (intermediate years), 2035 (horizon year for BG MPO) and 2040 (MTP horizon year for DCHC MPO and CAMPO).

All analyzed years were modeled; interpolation was not used in the analysis. In accordance with 40 CFR 93.118, since there was no budget for the required analysis years 2020, 2030, 2035 and 2040, the 2017 budgets were used for these years.

**Table 3. Triangle Area Transportation Conformity Analysis Matrix (2040 MTPs)**

County	Area model status	Area emissions budget status	Emissions analysis source	Emissions comparison years					
				2015 <sup>1</sup>	2017 <sup>1</sup>	2020	2030	2035 <sup>3</sup>	2040
Person	modeled area	emissions budget	TRM		O3	O3	O3	O3	O3
	rural area	emissions budget	NMAA (factored) <sup>2</sup>		O3	O3	O3	O3	O3
Granville	modeled area	emissions budget	TRM		O3	O3	O3	O3	O3
	rural area	emissions budget	NMAA (factored) <sup>2</sup>		O3	O3	O3	O3	O3
Franklin	modeled area	emissions budget	TRM		O3	O3	O3	O3	O3
	rural area	emissions budget	NMAA (factored) <sup>2</sup>		O3	O3	O3	O3	O3
Johnston	modeled area	emissions budget	TRM		O3	O3	O3	O3	O3
	rural area	emissions budget	NMAA (factored) <sup>2</sup>		O3	O3	O3	O3	O3
Chatham (part)	modeled (all)	emissions budget	TRM		O3	O3	O3	O3	O3
Orange	modeled (all)	emissions budget	TRM		O3	O3	O3	O3	O3
Durham	modeled (all)	emissions budget	TRM	CO	O3	CO O3	CO O3	O3	CO O3
Wake	modeled (all)	emissions budget	TRM	CO	O3	CO O3	CO O3	O3	CO O3

TRM: Triangle Regional Model    NMAA: Non-Modeled Area Analysis    O3: Ozone    CO: Carbon Monoxide

<sup>1</sup> 2015 is a CO budget year for Durham and Wake Counties; 2017 is an ozone budget year

<sup>2</sup> where part of a county is covered by the regional model, the remainder of the county was analyzed using the NCDOT rural spreadsheet, factored by the percentage of county's population that lives outside of the modeled area.

<sup>3</sup> 2035 is modeled since it is the horizon year for the Burlington-Graham Metropolitan Transportation Plan.

#### **4.0.4 Emission comparison years (CO)**

Durham and Wake Counties have CO maintenance requirements under a 2006 updated SIP. This Maintenance Plan update supplements the pre-existing 2005 budgets with a 2015 budget for each county. Under the update, the pre-existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards. Both counties are entirely within the modeled area and have emissions budgets under the updated SIP; the TRM was used as the analysis tool. Listed below is specific CO budget and comparison year information:

- SIP Budget Years: 2005, 2015 (Durham and Wake Counties)
- Comparison Years for CO SIP – 2015, 2020, 2030, 2040 (Durham and Wake Counties)

#### **4.1 Emissions Model**

MOBILE 6.2 was used to develop the emissions factors since the analysis began on December 12, 2012, prior to the end of the Mobile6.2 grace period on March 2, 2013; the region has existing Mobile6.2-based MVEBs. Motor vehicle emissions controls considered in the MOBILE6.2 model include the following:

**Strategy**  
*I/M Program (per NC SIP)*

**Methodology/Approach**  
*Ran Model in Place*

<i>Tier 2 vehicle's Emission Standards</i>	<i>Ran Model in Place</i>
<i>Low Sulfur Gasoline and Diesel fuels</i>	<i>Ran Model in Place</i>
<i>Heavy Duty Vehicle Rules 2004 and 2007</i>	<i>Ran Model in Place</i>
<i>Low RVP Gasoline</i>	<i>Ran Model in Place</i>
<i>On board vapor recovery</i>	<i>Ran Model in Place</i>

Also, area specific information is used for such items as vehicle starts, vehicle age distribution and vehicle type distribution rather than national default values, as documented below.

#### **4.1.1 Development of Emissions Factors**

A critical element of any emissions analysis or estimate is the development and utilization of the emissions factors applied to the travel estimates. In order to assure that the emissions factors used in the conformity analysis were compatible with those used in the development of the North Carolina SIP, DENR provides emission factors and model inputs for each non-attainment and maintenance area in North Carolina. The MOBILE6.2 emissions factor model was used to develop the emissions factors in 2013 for the Triangle. These factors are shown in Appendix F.

NCDENR provides motor vehicle emissions factors by federal functional classification of the roadway system. In addition the percentage of motor vehicles subject to the inspection and maintenance program is estimated from accident data. The scope of North Carolina's motor vehicle inspection and maintenance program expanded to forty-eight counties by 2007. The percentage of vehicles in each county subject to the I/M program is shown in Table 4.

**Table 4. Percentage of Vehicles Subject to Inspection and Maintenance Programs**

Location	2007-2040
Wake County	95%
Durham County	92%
Johnston County	91%
Chatham County	96%
Granville County	83%
Orange County	89%
Franklin County	90%

#### **4.1.2 Development of VMT Mix by Vehicle Type**

The North Carolina Department of Transportation (NCDOT) provides data on VMT for six urban and six rural road types; vehicle mix data are available for the same road types. Automatic traffic recording stations and selected Highway Performance Monitoring System (HPMS) locations were used and counts taken in 2010 are used to determine the percentage of vehicles, by vehicle type, for various road types. Vehicle classification data was used in conjunction with MOBILE6.2 default vehicle mix to estimate fleet distribution by functional class. The classification data was iteratively adjusted to replicate MOBILE6.2's national classification default within the analysis area.

#### **4.1.3 Vehicle Age Distributions**

The vehicle age distribution is based on the North Carolina Department of Motor Vehicles' 2011 (DMV) registration records for the in-use fleet in the Triangle area. DMV provided the information. The data was modified and arranged to comply with MOBILE6.2.

## 4.2 Transportation Control Measures

The North Carolina State Implementation Plan lists no transportation control measures pertaining to the Triangle.

## 4.3 Estimation of Vehicle Starts

A component of the emissions rates for each functional class is an estimate of the start-based emissions. This rate is based on an assumed number of starts per vehicle and is added to running emissions to produce a single rate to apply to vehicle miles traveled. Mobile 6 includes national default rates. However, the use of default rates isn't the best practice for heavily urbanized areas with an updated Travel Demand Model. Area-specific rates were calculated by dividing the total number of trips from the travel demand model by the total number of registered vehicles. This methodology has been previously endorsed by USEPA and has been used in the prior conformity analysis in the Triangle.

## 4.4 Off-model Analysis

The Triangle Regional Model (TRM) does not include algorithms that can calculate the effects on VMT and speeds (and hence air quality) of certain transportation related activities designed to influence people's travel modes or affect the supply of or demand for transportation services. Examples of such activities that either currently exist or are planned in the Triangle include:

- Transportation Demand Management (TDM) programs such as the SmartCommute@RTP program which cover approximately 10% of the region's workforce,
- Land use strategies, such as compact, mixed-use, pedestrian- and transit-oriented development and design initiatives, over and above those reflected in the Traffic Analysis Zone (TAZ) socioeconomic data,
- Commuter Services Programs operated by the Triangle Transit Authority, such as the Guaranteed Ride Home program, rideshare matching software and the vanpool program, and
- Incident management programs conducted on the region's Interstate highways and other freeways in Wake and Durham Counties, including surveillance cameras, the Motorist Assistance Patrols, and traveler information activities.

In order to accurately account for the impacts of such activities, they are reflected through "off-model" analyses. Although these and other programs are suitable for off-model analysis, this conformity determination included off-model analysis only for the interstate incident management program. As more experience is gained in other activities, they may be reflected in future conformity analyses. FHWA Region IV's *Off-Model Air Quality Analysis: A Compendium of Practice* provided guidance on estimating these emissions effects. Appendix H includes the calculations for this off-model analysis in Durham and Wake Counties.

## 4.5 Emissions Comparison Tests by Location and Pollutant

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment under the 1-hour standard for ozone (O<sub>3</sub>) and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a

maintenance plan for ozone on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established. The USEPA designated the entire Triangle area as a “basic” non-attainment area for eight-hour ozone with an effective date of June 15, 2004. The Triangle Area was subsequently redesignated to a Maintenance Area for eight-hour ozone on December 26, 2007.

The current maintenance designation covers the following geographic areas:

- Durham County
- Wake County
- Person County
- Granville County
- Orange County
- Johnston County
- Franklin County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

Both volatile organic compounds (VOCs) and oxides of nitrogen (NO<sub>x</sub>) are precursors of ozone. In the most recently approved maintenance plans for ozone for the areas listed above, the North Carolina Department of Environment and Natural Resources (DENR) prepared emissions budgets for only NO<sub>x</sub>, as VOC was deemed insignificant. USEPA approved the most recent emissions budgets on December 26, 2007 with an effective date of the same day. The USEPA approval and promulgation rulings for CO and ozone containing the budgets are in Appendices A and B.

Four organizations are responsible for conformity determinations; each must make a conformity determination for its respective area in order for all of the areas to be designated in conformity:

- the Capital Area MPO within the CAMPO metropolitan area boundary – currently all of Wake County, and portions of Franklin, Granville and Johnston Counties.
- the DCHC MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
- the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
- the NCDOT in the rural “donut” area that is comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.

For this report, emissions were calculated and reported at the County level, or for part of a county if only a part is in the maintenance area (Chatham County). Table 5 summarizes the emissions test used and decision-making responsibility for conformity findings in each County.

**Table 5. Emissions Test and Responsibility for Conformity Findings**

<b>Location</b>	<b>Pollutant(s)</b>	<b>Emissions Test</b>	<b>Conformity Finding Responsibility</b>
Wake County	O3, CO	budget	Capital Area MPO
Durham County	O3, CO	budget	Durham-Chapel Hill-Carrboro MPO
Johnston County	O3	budget	NC DOT (consultation with Upper Coastal Plain RPO)
Chatham County ( <i>Baldwin, Center, New Hope, Williams Townships</i> )	O3	budget	Durham-Chapel Hill-Carrboro MPO NC DOT (consultation with Triangle Area RPO)
Granville County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)
Orange County	O3	budget	Durham-Chapel Hill-Carrboro MPO Burlington-Graham MPO NC DOT (consultation with Triangle Area RPO)
Person County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)
Franklin County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)

The results of the emission comparisons are summarized by County in Tables 6 through 13. Detailed emissions analysis results by county are contained in Appendix I.

Emissions from vehicles are expected to show dramatic decreases, even with continuing increases in vehicle miles of travel (VMT), for several reasons:

- Fleet turnover. Older, more polluting vehicles (gasoline and diesels) continue to be retired and replaced with newer, cleaner vehicles.
- Newer vehicles have gotten cleaner with each model year. The most recent Federal tailpipe standards are set at an average standard of 0.07 grams per mile for nitrogen oxides for all classes of passenger vehicles beginning in 2004. This includes all light-duty trucks, as well as the largest SUVs. For more detail, including phase-in by vehicle type, see USEPA's Tier 2 Vehicle Standard Final Rule at: [www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm](http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm)
- Gasoline fuels are improving. Refiners and importers of gasoline were required to meet stricter sulfur content requirements by 2006. Low sulfur gasoline enables better emission controls, and can lead to further emission reductions from today's catalyst-equipped fleet. See USEPA's Gasoline Sulfur Program Final Rule at: [www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm](http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm)

- Emissions from heavy-duty on-highway vehicles are expected to decrease due to USEPA's Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements. Stricter NO<sub>x</sub> emission standards were phased in between 2007 and 2010 for diesel engines. New standards for on-road diesel fuel (15 ppm sulfur content) were phased in at the terminal level by July 15, 2006 and at the retail stations by September 1, 2006. See: <http://www.epa.gov/otaq/diesel.htm#hd2007>
- Expansion of vehicle inspection and maintenance programs to more counties in North Carolina so that more polluting vehicles are identified and repaired, thus lowering emissions.

The combination of the technology/fuel improvements/vehicle maintenance and resulting emission reductions exceeds the effect of increased VMT in the Triangle area. The trend in the Triangle area is not uncommon. On a national level this trend is also seen in data gathered by the Federal Highway Administration (FHWA). For additional detail, see the FHWA web site on vehicle miles traveled and vehicle emissions at: <http://www.fhwa.dot.gov/environment/vmtems.htm>

**Table 6. Durham County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>		CO <sup>1</sup>		
	SIP Budgets	MTP Emissions	SIP Budgets (tons)	SIP Budgets (kg)	MTP Emissions (kg)
2015 <sup>2</sup>	N/A	N/A	177.22	160,771	92,149
2017 <sup>2</sup>	4,960	4,515	177.22	160,771	N/A
2020 <sup>3</sup>	4,960	3,377	177.22	160,771	83,790
2030 <sup>3</sup>	4,960	2,513	177.22	160,771	92,660
2035 <sup>4</sup>	4,960	2,578	177.22	160,771	N/A
2040 <sup>4</sup>	4,960	2,863	177.22	160,771	110,774

**Table 7. Wake County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>		CO <sup>1</sup>		
	SIP Budgets	MTP Emissions	SIP Budgets (tons)	SIP Budgets (kg)	MTP Emissions (kg)
2015 <sup>2</sup>	N/A	N/A	384.27	348,604	264,148
2017 <sup>2</sup>	16,352	13,147	384.27	348,604	N/A
2020 <sup>3</sup>	16,352	9,014	384.27	348,604	215,945
2030 <sup>3</sup>	16,352	7,959	384.27	348,604	274,662
2035 <sup>4</sup>	16,352	8,347	384.27	348,604	N/A
2040 <sup>4</sup>	16,352	9,154	384.27	348,604	326,051

**Table 8. Granville County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2017 <sup>2</sup>	1,714	1,599
2020 <sup>3</sup>	1,714	1,119
2030 <sup>3</sup>	1,714	605
2035 <sup>4</sup>	1,714	572
2040 <sup>4</sup>	1,714	590

**Table 9. Franklin County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2017 <sup>2</sup>	1,139	1,070
2020 <sup>3</sup>	1,139	775
2030 <sup>3</sup>	1,139	481
2035 <sup>4</sup>	1,139	477
2040 <sup>4</sup>	1,139	509

**Table 10. Johnston County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2017 <sup>2</sup>	5,958	5,654
2020 <sup>3</sup>	5,958	3,883
2030 <sup>3</sup>	5,958	2,243
2035 <sup>4</sup>	5,958	2,106
2040 <sup>4</sup>	5,958	2,207

**Table 11. Orange County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2017 <sup>2</sup>	3,742	2,810
2020 <sup>3</sup>	3,742	1,988
2030 <sup>3</sup>	3,742	1,480
2035 <sup>4</sup>	3,742	1,508
2040 <sup>4</sup>	3,742	1,626

**Table 12. Person County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2017 <sup>2</sup>	791	601
2020 <sup>3</sup>	791	468
2030 <sup>3</sup>	791	361
2035 <sup>4</sup>	791	362
2040 <sup>4</sup>	791	376

**Table 13. Chatham County (part) Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>	
	SIP Budgets	Metropolitan Transportation Plan or TIP Emissions
2017 <sup>2</sup>	948	855
2020 <sup>3</sup>	948	629
2030 <sup>3</sup>	948	383
2035 <sup>4</sup>	948	388
2040 <sup>4</sup>	948	428

1. To obtain kilograms per day, multiply tons per day by 907.18; SIP CO budgets are listed in tons/day
2. Budget year
3. MTP interim year
4. MTP Horizon year

## 5. Public Involvement and Interagency Consultation

The Transportation Plan is consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the North Carolina Department of Transportation and the Federal Highway Administration. The process was administered by the Triangle J Council of Governments on behalf of the partners and interagency consultation meetings were held on June 22, 2012, August 17, 2010 and December 14, 2012. Discussion summaries are included in Appendix C.

Public review of this report is being handled in accordance with each MPO's public participation policy. A copy of the public participation policies are available for review. Comments from the public participation process are incorporated into the final Conformity Analysis and Determination Report. Those comments are included in Appendix G of the final report.

## 6. Conclusion

Based on the analysis and consultation discussed above the following transportation plans and TIPs conform to the purpose of the North Carolina State Implementation Plan. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the transportation plans and TIPs are less than the emissions budgets established in the SIP.

**Table 14: Summary of Conformity Status of Triangle Transportation Plans**

Criteria (√ indicates the criterion is met)	Burlington-Graham MPO 2035 LRTP & 2012-18 TIP*	Durham-Chapel Hill-Carrboro MPO 2040 MTP & 2012-18 TIP*	Capital Area MPO 2040 MTP & 2012-18 TIP*	Rural (Donut) Area of the Triangle 2012-18 STIP
Less Than Emissions Budgets	√	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	√	√	√	√
Latest Emissions Model	√	√	√	√
Latest Planning Assumptions	√	√	√	√
Fiscal Constraint	√	√	√	√

\* The 2012-18 TIPs are direct subsets of the 2040 MTPs

Specific conformity findings for each of these areas are listed below:

**Burlington-Graham MPO Ozone Conformity Finding for the MPO Transportation Plan and 2012-2018 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Burlington-Graham MPO Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Burlington-Graham 2012-18 Transportation Improvement Program are in conformity with the 8-hour ozone standard.

**Capital Area MPO Ozone and Carbon Monoxide Conformity Finding for the 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Capital Area MPO 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub> and CO; therefore the MTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

**Durham-Chapel Hill-Carrboro MPO Ozone and Carbon Monoxide Conformity Finding for the 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub> and CO; therefore the MTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

**NCDOT Triangle Rural (Donut) Area Ozone Conformity Finding for the 2012-2018 State Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the 2012-2018 State Transportation Improvement Programs for the rural areas of counties in the Triangle that are outside of the MPO boundaries are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2012-2018 State Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub> in the SIP; therefore the TIP is in conformity with the 8-hour ozone standard.

**RESOLUTION FINDING THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) 2040  
METROPOLITAN TRANSPORTATION PLAN (2040 MTP) AND TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

**IN CONFORMITY WITH THE NORTH CAROLINA STATE IMPLEMENTATION  
PLAN**

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

**WHEREAS**, the Transportation Advisory Committee is the duly recognized transportation decision making body for the DCHC MPO as required by 23 CFR Part 134;

**WHEREAS**, the DCHC MPO 2040 Metropolitan Transportation Plan and the FY 2012-2018 Transportation Improvement Program meet the planning requirements of 23 CFR Part 134;

**WHEREAS**, the United States Environmental Protection Agency designated Durham County, Orange County and parts of Chatham County (Baldwin, Center, New hope and Williams Townships) as non-attainment under the new 8-hour ozone standard on June 15, 2004, and redesignated the same areas as attainment with a maintenance plan on December 26, 2007.

**WHEREAS**, the United States Environmental Protection Agency redesignated Durham County as a maintenance area for carbon monoxide on September 18, 1995;

**WHEREAS**, the conformity analysis report used the latest planning assumptions approved by the DCHC MPO for population, employment, travel and congestion as required in 40 CFR Part 93.110;

**WHEREAS**, the conformity determination used the latest emissions model approved by the United States Environmental Protection Agency;

**WHEREAS**, interagency consultation has been made in accordance with the established interagency consultation procedures for North Carolina and the DCHC MPO;

**WHEREAS**, there are no transportation control measures listed in North Carolina's State Implementation Plan;

**WHEREAS**, the programs and projects included in the 2040 Metropolitan Transportation Plan are consistent with the North Carolina State Implementation Plan emissions budgets based on a regional emissions analysis.

(Continued)

(Continued – Resolution stating Air Quality Conformity)

**WHEREAS**, the programs and projects included in the DCHC MPO Transportation Improvement Program for FY 2012-2018 are financially constrained in accordance with State and Federal law; and

**WHEREAS**, the programs and projects included in the DCHC MPO Transportation Improvement Program for FY 2012-2018 are a direct subset of the 2040 Metropolitan Transportation Plan.

**NOW, THEREFORE BE IT RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan and 2012-2018 Transportation Improvement Program conforms to the intent of the North Carolina State Implementation Plan in accordance with the Clean Air Act as Amended on this, the 8<sup>th</sup> day of May, 2013; and

**BE IT FURTHER RESOLVED** that this conformity finding is made contingent upon all comments on the draft conformity determination report being addressed.

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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: May 8, 2013

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

## 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 April 4, 2013 have been included.

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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

---

David Laudicina  
Hillsborough, NC  
March 13, 2013  
DCC-MPO public hearing

I am here to relay my thoughts in support of the Triangle Transit Authority (TTA) plans for providing infrastructure to satisfy the Triangle's transportation needs for the future.

The TTA transit plan calls for the creation of a light rail transit segment (LRT) between Chapel Hill and Durham. It also calls for a light rail segment from Cary to downtown Raleigh and further to north Raleigh. If you look at the maps you can also see that the segment between Durham and Cary not built initially but planned for a future phase will run on existing right of way making the expansion to complete the light rail line from Chapel Hill to North Raleigh via downtown Raleigh easily and inexpensively. This would allow a light rail infrastructure that connects all 4 major population centers in a contiguous infrastructure. This means with proper scheduling a rider could commute anywhere in between Chapel Hill and Raleigh easily without the need to make a transfer.

The initial TTA plan also calls for a commuter rail system between West Durham and East Raleigh on the same right of way the LRT and Amtrak utilize. Look at a map and see where the Amtrak lines run. They run right through Hillsborough, Burlington, Greensboro and High Point where marvelous new train stations have been either renovated or built (Hillsborough station will be built as a part of the initial TTA plan). Amtrak has committed to a future stop at the Hillsborough station. Commuter service could easily be extended in the future from West Durham to Hillsborough, Burlington, Greensboro and High Point. This allows potential for commuting anywhere between High Point and Raleigh on a daily basis and potential for feeding

these commuter stops with commuters living in rural areas. Take another look at a map the right of way goes right through downtown Mebane and Haw River. The addition of new train stations and commuter service in Mebane and Haw River would stimulate much needed economic growth in the Mebane and Haw River areas. With an easy transfer in Durham, commuters could also transfer to the LRT system and commute to Chapel Hill and North Raleigh.

Future US growth will be centered in innovation centers and jobs will be centered in these clusters of knowledge and ideas. It's estimated that 1 new innovation job creates 5 new non innovation jobs (lawyers, doctors, service industry jobs, etc.). This has proven to be true in places like Seattle and Silicon Valley. Raleigh is one of the leading clusters of innovation (Research Triangle, IBM, SAS etc.) right up there with Seattle, Silicon Valley, and Austin. As much as we would like, The US will not be able to rely on manufacturing to create jobs as in the past. Manufacturing jobs will continue to go to China and similar countries. Our best investment is in infrastructure that encourages growth in an innovation based economy built around ideas and the new technology resulting from these ideas in the US. An example of this is the Apple Corporation new ecosystem technology originates in the US while Apple manufactures in China. We can already see the stimulus for innovation industry growth related to TTA planned infrastructure. Citrix is building a huge facility right next to the proposed new Raleigh station. Citrix is doing this mainly to be close to this infrastructure. With the knowledge spillover and clustering of innovation jobs, downtown Raleigh will become an innovation cluster in itself.

Recently the Research Triangle Institute (RTI) released a new master plan mapping out the future growth of the Research Triangle Park (RTP). The plan calls for an expansion of job capacity from 45,000 to 150,000 innovation jobs. Currently the RTP employs 39,000 innovation jobs. You can calculate roughly using a multiplier of 5 non-innovation jobs to 1 innovation job applied to the 110,000 potential new innovation jobs created could result in over 600,000 new jobs in the Triangle. The master plan also calls for RTP development to be multi-use clustered around commuter rail and light rail stations.

The RTI strategic plan combined with the TTA transit plan potentially creates an ecosystem that would compete with any other innovation center in the US.

Thx for the opportunity to comment.

Thx Dave L

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2040 MTP Comments from J. Bollinger, NCDOT DCHC MPO Coordinator

MAPS-All

DCHC area:

1. The NC 86 diamond looks like it is on I-40 in Orange County.
2. The US 15-501 shield is missing "501" in Chatham County.

#### MAPS- Highway

##### In General:

1. The "CTP" lines, general road lines, and "Completed 2020 Projects" lines seem like they could be easily confused.

##### Franklin County:

1. The US 1 Corridor Study Ph. 2 recommendations appear to be in the map, but Ph. 1 new facility and realignment recommendations do not appear to be.
2. Not all Franklin County CTP recommendations are shown (such as Airport Dr. Ext., Flat Rock Church Rd. Ext., etc.). Are the US 1 Corridor Study Ph. 2 recommendations to be incorporated into the Franklin County/CAMPO CTP, thus the same grey line "CTP" symbology?
3. In Youngsville, the grade separations appear to be misplaced. One should be at the intersection of Main St./NC 96 and the railroad and the other should be at the intersection of the NC 96 Bypass and the railroad.

##### DCHC area:

1. In Inset C, the East End Connector improvements could be cleaned up to make it look neater since all the proposed roadway details aren't shown anyway.

#### MAPS (& Project List)- Transit

##### DCHC area:

1. Why are no CTP projects shown on transit maps, when they are shown on the highway maps?

##### Franklin County:

1. In Bunn, from what I recall from the CTP study, railroad tracks have been removed and at least part of the land has been given back to land owners in the area.
2. In the Transit project list, DCHC and CAMPO both list "Rail LRT D-O 1".

#### MAPS- Bicycle

##### DCHC area:

1. On the Off-Road Bicycle map, local facilities near the Wake County/Brier Creek area are very spotty and look to be new from 2035 MTP. Are these errors that can be cleaned-up (maybe deleted) or are they new projects?
  2. Why does the ATT look different on the Off-Road and On-Road Bicycle maps, especially the extent of it being "statewide"?
- 

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From Julie Bollinger, 3/27/13

CTP Projects within the 2040 MTP

4. CTP language corrections in MTP report.
  - a. CTP projects are needs based; projections are to horizon year 2040+
  - b. Projects beyond what can be afforded in the MTP are those expected to be in the CTPs, which are underway.
  
5. Concerns about having CTP projects listed and shown on maps in the MTP.
  - a. Refer to comments on maps and list submitted on 3/26/13.
  - b. For the Highway map, what does CTP mean?
    - i. DCHC and CAMPO do not have CTPs. They are currently in progress, but are incomplete. There are only CTPs for the individual CAMPO collar counties.
  - c. For the Highway map or any other map or list, where are the justifications for these CTP projects?
    - i. NCDOT requires Problem Statements that state a need for improvement.
  - d. TPB and DCHC staff had discussed and agreed to separate the CTP and MTP back in January this year.

→ Since the MTP is federally required and the CTP is incomplete, remove CTP projects from the MTP and move forward with the MTP.

6. Having the CTP projects (as currently shown) on the MTP maps and as a part of the same lists does not give a clear delineation/distinction of what is fiscally constrained (MTP) and what is not (CTP).
    - a. This confuses the public.
  
  7. DCHC MPO TCC: MTP recommended for approval subject to clearer distinction between MTP projects and CTP/projects beyond the MTP. The question to answer:
    - a. **How do we create a clear delineation/distinction between the fiscally constrained projects (MTP) and the non-fiscally constrained projects (CTP/projects beyond the MTP) on the maps, lists and report?**
      - i. Current suggestions:
        1. Define CTP projects as “candidate projects for the CTP” or “proposed CTP projects.”
        2. Illustrate the projects as dashed lines.
- 

Andy,

Looking over the DCHC plan, the MTP/LTRP looks fine.

I found two discrepancies between the DCHC CTP and the Cary CTP, both in the top northwest corner of Cary/northeast corner of Chatham County.

- 1) We have O’Kelly Chapel Road from the American Tobacco Trail to the Wake County line as a 4-lane divided facility. The first segments west of the County line are already widened as part of the Del Webb development. We would require the widening as development comes along O’Kelly Chapel Rd. near Pittard Sears Rd and Chatham Glen Rd.
- 2) Our CTP also has a 4-lane, median divided extension of Yates Store Rd to the north to Grandale Dr./Wake Rd.

Thanks for considering these. For ease of finalizing the plan, both can be left in the CTP horizon and both can be shown as private/developer-funded.

Also, just to note, we may have a very minor issue arising where the Yates Store Rd (formerly County Line Rd) alignment may have to move into Chatham County slightly based on the ATT and Ferrell Rd crossings. The road is in the model though a 4-lanes nonetheless, in the appropriate horizon year (though I forgot what it is). Just thought I would at least let you know about the issue. If we have to do a Comprehensive Plan amendment to change the alignment, I will give you a heads up when it starts to move forward.

Call me with any questions.

Thanks, Todd

**Todd B. Delk, P.E.**

Transportation Planning Engineer

**Town of Cary Engineering Dept.**

316 N. Academy Street

PO Box 8005, Cary NC 27512

919.462.3834 (919.460.4935 fax)

[todd.delk@townofcary.org](mailto:todd.delk@townofcary.org)

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From: Lewis, Ed F <elewis@ncdot.gov>

Sent: Monday, April 01, 2013 2:23 PM

To: Henry, Andrew

Cc: Wilson, Patrick D

Subject: 2040 MTP Process Review

Andy,

Good afternoon. Pat Wilson forwarded the subject item to me. I took the opportunity to briefly review the plan and offer the following comments that are tied to the process and also the plan:

1. Consider list/link to other MPO and RPO groups that border DCHC and CAMPO. I understand the link between these two MPO's (DCHC AND CAMPO), and folks may want to review those other "border" areas. This was in section 3.1.
2. Section 2.3, the discussion about preserving R/W for future projects is ok, but this MTP can only id possible R/W's needed in the future. Are you saying the local governments will protect these R/W's by zoning and permit restrictions? Those are different tools using data from the MTP.
3. Page 25 the 2040 plan mentions NCTA as a member of the TCC, and there is no mention of the representation from NCDOT (Division).
4. Section 5.2 Stakeholder and PI Process. It would be enlightening to see the raw numbers of people attending the workshops (and a geo-referenced map showing the general area where folks lived for EJ/Title VI issues). The total number of comment received would be good as well from workshops. Times and location of these workshops would be helpful.
5. Section 9.2 EJ. The third bullet of EJ pertaining to no denial of benefits may have been left out.
6. Maybe mention BikeWalkNC or WalkBikeNC initiative.
7. I did not see any LEP provision in the process as it relates to translation and interpretations services during outreach...did I miss it?.

The plan is well researched and well written.

Also, is there a way to call in to tomorrow's meeting? I am partially double-booked. Thanks and let me know if you have any questions.

Thanks  
Ed

From: Zach Ferguson  
Sent: Friday, April 05, 2013 3:23 PM  
To: Henry, Andrew  
Subject: Public Comment for Long-Range Transportation Plan

Hello!

My name is Zach Ferguson and I am a resident of Chapel Hill, NC in Orange County. I am a law student and president of the Carolina Bicycle Coalition. I wanted to submit a comment for the DCHC Long-Range Transportation Plan.

I strongly believe that all levels of the government need to aggressively invest in bicycling infrastructure, specifically protected bike lanes (also known as cycle tracks).

These lanes are much safer for bicyclists, and correspondingly, attract much more bike riders.

The Triangle has excellent potential for being a bike-friendly area. Smart investments in bicycling infrastructure brings about a myriad of benefits. It reduces air pollution, cuts traffic congestion, lowers the need for expensive and high maintenance infrastructure like parking lots, allows people to more physically active, brings economic benefits (higher property values, greater sales for businesses), and overall makes communities more sustainable and livable.

Biking should not be an alternative to main forms of transportation, it should be one of the main forms of transportation. It is not an unstable or unproven new technology, nor unsustainable, nor a dying fad. Biking infrastructure is critical to creating livable, healthy, safe, and clean communities.

I hope the Long-Range Transportation Plan gives an appropriate emphasis and commitment to bicycling infrastructure.

Thank you for your time!

Sincerely,

Zach Ferguson  
Carolina Bicycle Coalition

--

Zach Ferguson  
UNC School of Law  
J.D. Candidate, 2014

# ORANGE COUNTY PLANNING & INSPECTIONS DEPARTMENT

Craig N. Benedict, AICP, Director

Current Planning  
 (919) 245-2575  
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[www.orangecountync.gov](http://www.orangecountync.gov)



131 West Margaret Lane  
 P O Box 8181  
 Hillsborough,  
 North Carolina, 27278

April 4, 2013

Durham-Chapel Hill-Carrboro MPO Technical Advisory Committee  
 c/o Andy Henry, Transportation Planner  
 City of Durham, Transportation Dept.  
 101 City Hall Plaza  
 Durham, NC 27701

Durham-Chapel Hill-Carrboro MPO Technical Advisory Committee:

On behalf of Orange County Planning Staff and consistent with County plans, the following comments/requests are offered on bicycle facilities included in the draft 2040 Metropolitan Transportation Plan. Specifically, these comments pertain to the "On-Road Bicycle Facilities Map" as provided on the DCHC MPO website:

<http://www.dchcmo.org/dmdocuments/2040MTPOffRoad.pdf>

1. Old NC 86 segment between New Hope Church and Davis is identified as a Regional Bicycle Facility. Consistent with the County's Comprehensive Transportation Plan (March 2013), we are requesting that this designation be removed. New NC 86 provides the preferred alternate connection to Hillsborough from points south (*If needed, the section of New Hope Church Road, connecting Old NC 86 to New NC 86 and beyond to Old NC 10, could be identified as a Regional Bicycle Facility rather than a Local Bicycle Facility*).
2. St. Mary's Road segment between US 70 Bypass and Durham County line is identified as a Regional Bicycle Facility. Consistent with the County's existing bicycle route system (2010 NCDOT bicycling brochure), we are requesting that this designation be removed. The preferred alternate to Hillsborough from the Durham County line is via Guess Rd., New Sharon Church Rd., Walker Rd., Miller Rd., to Saint Mary's Rd.
3. NC 86 North segment between the intersections with Coleman Loop Road is identified as a Local Bicycle Facility. Consistent with the County's Comprehensive Transportation Plan (March 2013), we are requesting that this designation be removed and Coleman Loop Road be used as the preferred alternate.
4. Orange Grove Road and Dodsons Crossroads Road segments within MPO boundaries could be shown as Regional Bicycle Facilities rather than Local and may provide more of a regional connection south to Chatham County. The Orange County Comprehensive Transportation Plan includes the connections that complete the route.

A sketch map is attached as a reference and key to the above comments.

Orange County Staff will be in attendance at the April 10<sup>th</sup> TAC Meeting to address any questions it may have.

Thank you,



Tom Altieri, AICP  
Orange County Comprehensive Planning Supervisor

Cc:

Craig Benedict, Orange County Planning Director

Frank W. Clifton, Orange County Manager

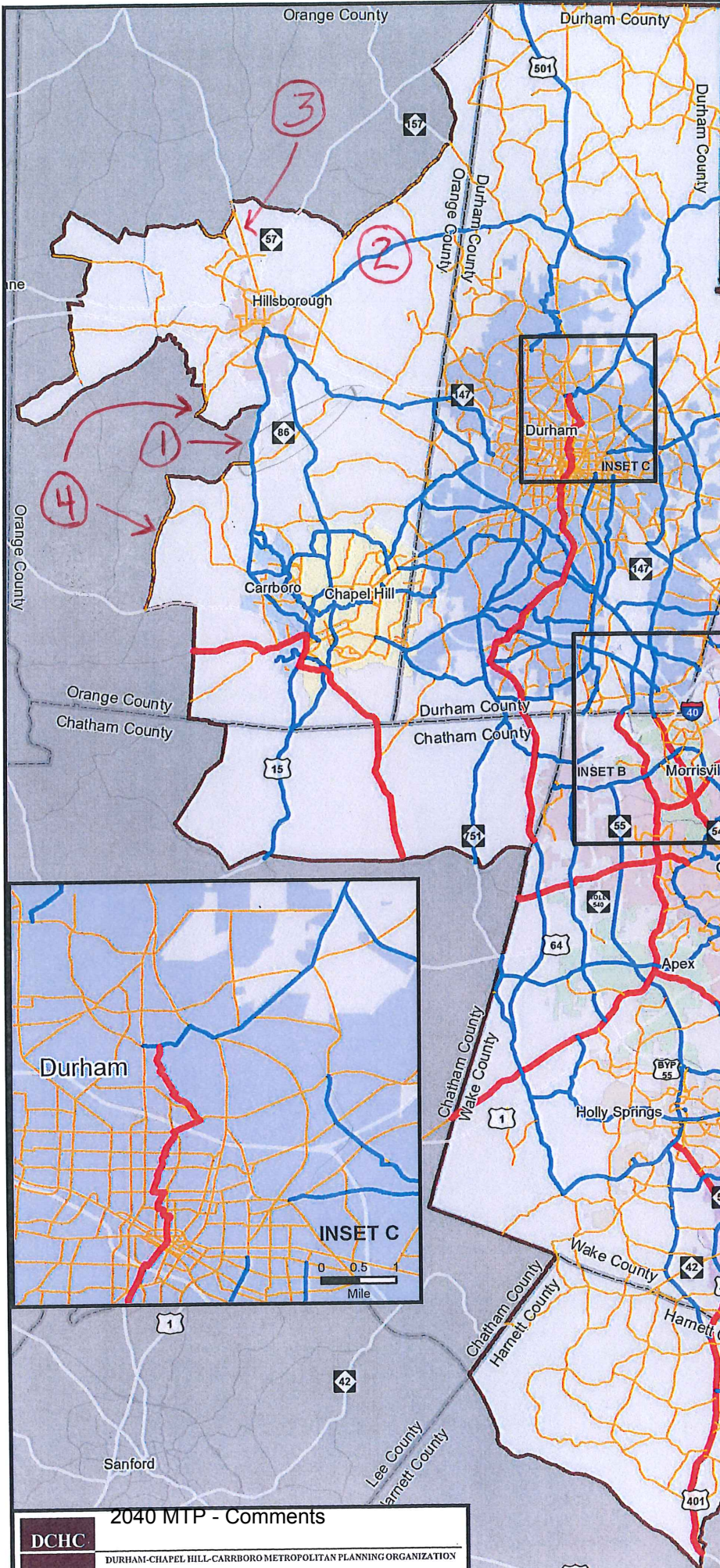
Donna Baker, Clerk to the BOCC

Orange County BOCC, including DCHC MPO TAC member, Alice Gordon

Paul Guthrie, Chair, Orange County Unified Transportation Board

# 2040 Metropolitan Transportation Plan

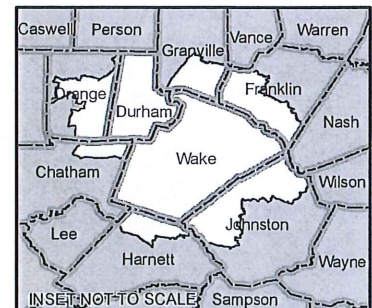
February 28, 2013



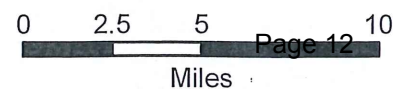
## On-Road Facilities

- State Bicycle Facilities
- Regional Bicycle Facilities
- Local Bicycle Facilities

\*DCHC MPO State and Regional routes are shown on the On-Road Facilities map. Appendix 4 provides a listing of the routes.



This map was compiled using the best available data, however, the Capital Area MPO is not responsible for errors, omissions, and/or misuse. Subject to change.



**MEMORANDUM**

**To:** Transportation Advisory Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** April 10, 2013

**Subject:** **Interlocal Implementation Agreement for the Durham County Bus and Rail Investment Plan**

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The Durham County Bus and Rail Investment Plan was adopted by the county, DCHC MPO, and Triangle Transit prior to the referendum held in November 2011. Subsequently, the need for a separate Implementation Agreement was identified. The Implementation Agreement is modeled after the agreement approved by the MPO for Orange County in 2012. The Durham Board of County Commissioners and Triangle Transit board have both approved the agreement. The TAC discussed the agreement at the March TAC meeting.

**Implementation Agreement**

The Implementation Agreement puts forth a process for providing annual updates to the TTA Board, Durham Board of County Commissioners, and DCHC MPO TAC on progress towards implementing the Durham County Transit Plan, a process for reviewing the full plan in detail every four years in coordination with the development of the DCHC MPO's MTP, a process for reviewing the plan if the New Starts application is not successful, and a process for receiving recommendations for changes or revisions to the plan. The agreement distinguishes between material changes that require approval by the executive boards of the parties to the agreement and non-material changes that will require approval by a staff working group made up of staff representatives of the parties to the agreement.

The TAC will be required to approve any material change to the plan, and the MPO Planning Manager will be required to approve any non-material change to the plan. MPO staff will be full members of the Staff Working Group that will monitor the implementation of the plan.

The agreement allows the Durham Area Transit Authority to use a portion of the revenue provided in the plan to support the increased cost of existing services. The limit is half of the prior year revenue provided by the \$7 local vehicle registration fee. The increased cost of existing service is defined as the increase in the annual per hour Operating Cost for bus service (bus operations, maintenance, supervision, and administration) multiplied by the annual revenue hours of bus service as of January 15, 2013.

The adopted Bus and Rail Investment Plan does not include funding to support the increased cost of existing service, and the agreement gives DATA the authority to access these funds without needing to request a change to the plan through the process outlined in the agreement. Any other 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 must comply with state law.

**FY 2014 DATA Financial Gap**

The City of Durham is considering options to cover a \$1.7 million financial gap in DATA's budget this coming fiscal year. The financial gap is due to both the increased cost of existing services as well as decreased federal and state revenues. One of the decreases in federal revenue is due to the expiration of the \$800,000 CMAQ grant, approved by the MPO, for the Bull City Connector. According to the language of the Implementation Agreement, DATA could have access to approximately \$350,000 to support the increased cost of existing service this coming year. While this could help address some of the financial gap, it would reduce the amount of funding available this coming year for the planned expanded services in the Bus and Rail Investment Plan. City of Durham and Triangle Transit staffs are currently considering several options for addressing the financial gap, and the decision will be made through the City of Durham's annual budget approval process.

**TAC Action:** Adopt the Interlocal Implementation Agreement for the Durham County Bus and Rail Investment Plan.

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:** April 10, 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
- ✓ 2040 MTP released February 28, 2013
- ✓ Air Quality analysis and Conformity Released April 4, 2013
- Adopt MTP (LRTP) April 4, 2013 and adopt Conformity determination - May 8, 2013
- Technical report and implementation

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

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

<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> 3.99%
<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> 2/28/2013	<b>Scheduled Progress:</b> 25%
<b>Last Estimate Paid:</b> 3/18/2013	<b>Actual Progress:</b> 27.88%

<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> George C. Gibson, PE	<b>RE Phone Number:</b> (919)836-4873
<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> -6.68%
<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> 5/1/2013
<b>Last Estimate Thru:</b> 3/22/2013	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 3/21/2013	<b>Actual Progress:</b> 90.34%

<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:** 3/7/2013  
**Last Estimate Paid:** 3/15/2013

**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:** 0.01%  
**Letting Date:** 11/20/2012  
**Work Began:** 1/30/2013  
**Estimated Completion:** 12/28/2015  
**Scheduled Progress:** 15%  
**Actual Progress:** 5.68%

**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:** 3/18/2013  
**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> -0.38%
<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> 4/29/2013
<b>Last Estimate Thru:</b> 3/15/2013	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 3/20/2013	<b>Actual Progress:</b> 100%

<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 ROAD0 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> 4/29/2013
<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>Let Type</u>	<u>Description</u>
07/13 Z-5400EC		5	NON - DOT LET (Rail)	SR 1171 (RIDDLE ROAD) AT CROSSING #845 864H IN DURHAM
07/13 U-4726HL		5	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
04/14 U-0071		5	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98
05/14 N/A		5	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT
06/14 SS-4905BI		5	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)
06/14 W-5205N		5	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE
06/14 U-5516		5	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM
06/14 U-5517		5	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM
07/14 EB-4707A		5	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	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	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	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout
09/14 C-4928		5	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD
09/14 U-4724		5	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR
01/15 EB-5514		5	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	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	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	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
09/15 C-5183B		5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
08/16 I-5331		5	Division POC Let (DPOC)	I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE

**ACTIVE NCDOT 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)		4/1/13	<b>Complete except Ped. Movements - Pending Sidewalk project</b>	\$75,000	Small Construction Funds
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.		TBD	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	12% Complete 7% 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	2% Complete 3% Schedule	\$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	TBD	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)	TBD	TBD	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 Awarded	\$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.)	TBD	TBD	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.		TBD	District Design / NCDOT Work Forces	\$25,600	Spot Safety

**NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST**

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	TBD	Contract documents pending	\$4,300,000	TIP

## LOCAL GOVERNMENT ADMINISTERED PROJECTS LOCATED IN DCHC MPO

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
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 Occoneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the Greenway.	3/14	TBD	Engineering & R/W 2013, Construction 2014	\$610,000	CMAQ
Durham/ Orange	EB-4707A (Orange) / EB-4707B (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	TBD	TBD	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 .	TBD	TBD	Delay Construction from FY12 to FY13 / Planning & Design	\$480,000	STP-DA; MA w/TOC
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)	TBD	8/1/13	<b>Construction authorization complete</b>	\$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	TBD	8/1/13	Environmental Document approved	\$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
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	2/21/12	12/31/12	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	4/12/12	1/31/13	95% Complete	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOC

## LOCAL GOVERNMENT ADMINISTERED PROJECTS LOCATED IN DCHC MPO

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange / Carrboro	U-4726 DC 36268.3.4	Wilson Park Multi-Use Path	6/7/12	11/26/12	<b>Construction complete;Final closeout pending</b>	\$129,431	STP-DA; MA w/TOC
Orange / Carrboro	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct.	10/31/13	4/30/14	Design underway	\$428,960	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	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
Orange / Carrboro	U-4726 DF	Bicycle detection at Signalized Intersections	TBD	TBD	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	TBD	TBD	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		11/1/13	Submittals approved; Construction to begin this spring	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

## Bell sounds out GOP leaders on transit

The Herald-Sun By Ray Gronberg Posted March 11, 2013 @ 7:48 a.m.

DURHAM —Mayor Bill Bell says he got a mixed message from the state's three top political leaders last week when he sounded them out about their willingness to see the state subsidize rail-based transit for the Triangle.

Bell talked to Gov. Pat McCrory, N.C. Senate President Pro Tem Phil Berger and N.C. House Speaker Thom Tillis as part of a delegation from the statewide Metropolitan Mayors Coalition.

Transit figured prominently because local planning for rail connections between Durham, Chapel Hill and Raleigh has assumed the state would pick up 25 percent of the bill for construction, just as it has for Charlotte's light-rail system.

But McCrory, Charlotte's former mayor and a Republican, signaled that while he favors transit, he would expect a Triangle project to meet screening criteria that would include a reduction in congestion before he'd consider supporting it.

Tillis, R-Mecklenburg, told Bell and the other mayors that the construction subsidies the state provided Charlotte are likely the last of their type.

He would favor allowing other communities a chance to fund projects on their own, via voter-approved local-option financing.

Berger, R-Rockingham, was the least supportive, joining key lieutenants in signaling more interest in building roads.

The Senate contingent "didn't say absolutely no, but it was, 'Prove the value or merit of it and we'll see where it goes,'" Bell said, recounting the discussion for the City Council during Thursday's work session.

Any of the statements from the governor and the legislators could spell trouble, for a few years at least, for local transit planning.

Even McCrory's talk of looking at congestion-relief benefits could be a poison pill because the current rail plan is designed to be more of an alternative to the road network than a relief valve for it.

To make up for a lack of state funds, the local-option funding Tillis prefers would have to be in addition to the half-percent sales-tax surcharge that's going into effect in Durham and Orange counties April 1.

And Tillis would insist on additional referenda, even though substantial majorities of voters in Durham and Orange approved the local-option half-cent levy in 2011 and 2012, respectively.

"That's part of democracy," Tillis spokesman Jordan Shaw said. "At a time when we're still recovering from a recession, it's important that we give citizens input on big decisions like this, especially when it's going to directly impact their wallet.

Berger's view, which omitted support for any local-option levies, implies that if local officials want state money they'd be better off tearing up the transit plan and figuring out where to expand existing roads and build new ones.

But that would mean fighting neighborhood and environmental groups, and wouldn't necessarily solve any fiscal problems. Like rail-based transit, major highways are multi-billion-dollar investments, and state officials freely admit they don't have much money for them, either.

Bell called the discussions with state leaders "a good, frank exchange."

The possibility that the state would deny subsidies for rail in the Triangle while providing them for Charlotte does carry some risks for the Republicans, particularly McCrory and Tillis.

Politicians in North Carolina historically have capitalized on anti-Charlotte sentiments when running against contenders from that community, by arguing they'd be inclined once in office to favor the interests of the state's largest city.

McCrorry was part of a run of five consecutive Charlotte mayors to seek statewide office and became the only one to win. And he needed two attempts, scoring last year after a first-time-out loss in 2008 to former Gov. Beverly Perdue.

Perdue in her campaign openly played the anti-Charlotte card, running television ads in eastern North Carolina and in the Greensboro area that argued McCrorry would siphon money from rural road projects, presumably for Charlotte's benefit.

Once in office, however, Perdue acted to accelerate construction of Charlotte's outer loop.

Shaw denied any favoritism in Tillis' approach to the issue.

The extension of Charlotte's existing rail line the state is funding was "an existing project, before we were in the majority," Shaw said, adding that Tillis opposes state funding for an all-new route that would parallel the Interstate 77 corridor.

"There's going to be a consistent approach to rail, light rail specifically, moving forward," Shaw said.

## **County raises vehicle fees to generate transit money**

The Herald-Sun By Ray Gronberg March 11, 2013

DURHAM —County Commissioners voted unanimously Monday to raise Durham's vehicle-registration fee by \$7, to raise money to support new and existing transit lines.

The increase will go into effect in the fall and likely will be joined by an additional \$3 boost instituted by Triangle Transit. Together, the moves will raise the cost of registering a car in Durham from \$33 to \$43, County Manager Mike Ruffin said.

Commissioners backed up their share of the decision with another unanimous vote that approved a draft agreement among their government, Triangle Transit and the inter-governmental organization that controls road and transit planning for Durham and Orange counties.

The deal specifies that Triangle Transit must use at least half the revenue from the county's \$7-a-vehicle end of the levy to implement the transit-expansion plan local officials approved in 2011.

The other half is available to support "increased costs" of running the Durham Area Transit Authority's existing route network, those costs being defined as the "annual per-hour" bill for bus operations, maintenance, supervision and administration.

Capital spending – bus and facility purchases – is excluded.

The increased-costs provision is important because some city officials are looking to the levy to help close a projected \$1.5 million deficit at DATA for fiscal 2013-14.

Commissioners voiced no objections Monday to the idea of using vehicle-fee money on existing service, a possibility state law allows but that would also require local governments to forgo some of the expanded bus service they promised voters in 2011.

"It would be a bit absurd to be layering in new service when perhaps essential [existing] service gets deleted for lack of funding," Commissioner Ellen Reckhow said.

The promised service expansion was part of the campaign for a separate, voter-approved half-percent sales-tax surcharge for transit that goes into effect on April 1.

State law bars local officials from using the sales-tax money on existing service; 100 percent of it has to go into new or expanded service.

Triangle Transit General Manager David King told commissioners DATA is facing a deficit because the state government has cut back on operating subsidies for transit systems in North Carolina. Also, a federal grant that was supporting the Bull City Connector is expiring.

But he and Reckhow cautioned against drawing any conclusions now about the impact tapping the vehicle fee for current services might have on the expansion plan.

They noted that Ruffin had insisted that transit planners use conservation assumptions about how much the sales-tax surcharge might raise.

Depending on how much revenue actually flows, "we may find we can move forward quite well," Reckhow said. "But only time will tell."

The wording of the draft funding agreement also left room to argue about whether any vehicle-fee money would be available to fill DATA's deficit.

City officials haven't attributed the possible deficit to higher operating costs or inflation. The problem as they've explained it is entirely down to losses of revenue. The draft's definition of increased costs doesn't, on its face, address the revenue side of the equation.

## **DOT wants your input on I-95 project**

The Rocky Mount Telegram Wednesday, March 13, 2013

Credit the N.C. General Assembly, Gov. Pat McCrory and the N.C. Department of Transportation for using the ears they were born with. They want to hear your thoughts on Interstate 95.

As Telegram staff writer John Henderson reported this week, the Department of Transportation has put together an online survey to solicit funding ideas.

Representatives from the department want to know where to find the money to pay for much needed improvements on I-95.

Businesses and industries already have expressed their feelings loudly and clearly about a toll proposal. They worry a toll would hurt existing businesses and stymie travel and tourism from out-of-state visitors.

An I-95 toll also would burden farmers and longtime residents of cities and towns in Eastern North Carolina, they say.

But as we've already asked several times in this space: If not a toll, then how else can the state pay for a project as massive as this?

Now's your chance to offer an opinion. The online survey offers a list of possibilities – gas tax increases, vehicle registration fee hikes, higher property taxes, usage fees and other proposals.

N.C. Transportation Commissioner Tony Tata recently suggested that a toll on I-95 alone would be unfair to residents on this side of the state. If we're to venture down that road, tolls need to be implemented elsewhere, as well.

That suggestion would spread the pain more equitably, but we can't imagine doing a lot of celebrating as we pay to drive along Interstate 40 to Asheville.

A gasoline tax hike has been suggested. But we already have the fifth-highest such tax in the country. Neighboring Virginia and South Carolina recently cut their fuel tax rates. Savvy out-of-state visitors will no doubt fill up before and after their trip to North Carolina, but not during.

So here's a chance to tell state government how it should handle this project. Results are expected to be sent to the General Assembly in April.

We'll certainly be eager to hear the suggestions.

FOOTNOTE: The Survey can be found at <http://www.driving95.com/>

## Planning expert: Raleigh not suited for light rail

WRAL.com By Bruce Mildwurf Posted: March 15, Updated: March 16

An urban transportation expert on Friday advised Triangle officials to rethink the push to create a regional transit system, saying it wouldn't work in Raleigh.

Triangle Transit wants to combine 14 miles of light rail, 17 miles of commuter rail and a beefed-up bus service to handle Wake County's growing traffic congestion.

"The commuter rail plan and the light rail plan just don't make sense to me," said John Pucher, a professor in the Bloustein School of Planning and Public Policy at Rutgers University in New Jersey. He is a visiting professor this semester at the University of North Carolina-Chapel Hill in the Department of City and Regional Planning.

Pucher has more than 40 years of experience in transportation planning. He supports alternative modes of transportation, but he said planners often underestimate cost and overestimate ridership projections.

"It's just so difficult in this very decentralized, very sprawled metropolitan area," he said.

David King, general manger of Triangle Transit, said that the region is expected to grow by 1.5 million people over the next 20 years.

"Where are they going to go?" King asked. "The road system can't support it."

He said rail stations could help manage that growth, concentrating "as much as one-third" of the new residents near transit hubs.

Pucher said King and other local transit advocates are "assuming a lot."

"I'm not convinced," he said.

Light rail and commuter rail are more justified in Orange and Durham counties, where there are more walkers and bicyclists, he said. Other factors that support more transit there are a favorable route between the cities and tight parking around the University of North Carolina at Chapel Hill, Duke University and North Carolina Central University campuses, he said.

Durham and Orange counties plan to start collecting a half-cent sales tax for transit projects next month. Voters in Durham County approved the tax in November 2011, and Orange County voters approved theirs last fall.

Wake County commissioners have balked at putting a transit tax on the ballot, saying the area has other, more pressing issues. Advocates are frustrated, saying all they want is for a chance to vote on it.

"The county commissioners of Wake County, in a way, have done the right thing," Pucher said. "I don't think you can expect the voters to understand all the details and analysis."

A better option for Wake County would be a "bus rapid transit system," he said. The system essentially allows buses to use high-occupancy vehicle lanes on area highways, which he said is more efficient, flexible and cost-effective than rail systems.

## **Bell joins Belt Line buy effort**

THE NEWS & OBSERVER - THE DURHAM NEWS BY JIM WISE PUBLISHED: MAR 15, 2013 06:00 AM  
MODIFIED: MAR 15, 2013 11:03 AM

Mayor Bill Bell has joined the effort to change Norfolk Southern railroad's mind about selling its unused rail corridor through Durham.

On March 6, Bell signed a letter asking former UNC President and White House chief of staff Erskine Bowles to use his influence as a member of the Norfolk Southern's board "to reopen the conversation."

The letter was drafted by the Durham Open Space and Trails Commission for signing by Bell, state Sen. Mike Woodard and Duke University President Richard Brodhead.

The corridor includes a "Belt Line" arc from the N.C. Railroad right of way downtown, at West Village, north across Trinity Avenue and then east between the Old North Durham and Duke Park neighborhoods. It then connects with a line, built by the Lynchburg and Durham railroad in 1890, running north into Person County.

Local authorities have sought to buy the corridor for a pedestrian/bicycle greenway and possible future use in a commuter rail system.

Norfolk Southern appeared ready to sell the corridor to the city, Durham County and N.C. Department of Transportation for \$6 million in 2005, but backed out and has not responded to requests to talk again.

Members of the Open Space and Trails Commission and others revived interest in buying the right-of-way last year. The InterNeighborhood Council adopted a resolution of support in February.

Some of the money was to come from a federal earmark arranged by U.S. Rep. David Price, and the Bell-Woodard-Brodhead letter expresses concern that the earmark may soon become unavailable.

According to the letter, its signatories hope Norfolk Southern executives "will view this project as a shared endeavor, not only as an asset for Durham and not only as a financial transaction, but as a public relations opportunity for the railroad."

Brodie Duke, eldest son of tobacco-company founder Washington Duke, led a community drive to build the Belt Line in 1892, connecting the Duke cigarette factory with the Lynchburg and Durham. Access to the factory from the Lynchburg and Durham terminal at Dillard Street was controlled by the competing Richmond and Danville, which was already in prolonged litigation with a third railroad over right of way.

Trains have not run on the Belt Line since the 1980s.

## **Former Durham Mayor Nick Tennyson takes a top job at NCDOT**

The News and Observer Submitted by BruceSiceloff on 03/18/2013 - 15:58

Nick Tennyson, who was Durham's mayor for four years until 2001, will start work next month as one of two chief deputy secretaries at the state Department of Transportation.

As Transportation Secretary Tony Tata's chief deputy for support, Tennyson will take charge of developing a new statewide 25-year infrastructure plan, which was one of Gov. Pat McCrory's campaign priorities for DOT. He'll step down from a job he has held for 18 years as executive vice president of the Homebuilders Association of Durham, Orange and Chatham counties.

"This is an opportunity to have a real impact on the future of North Carolina," Tennyson said. "This is really a continuation of work that I got started on when I was mayor, to try to get people to think about the near future. Twenty-five years seems like a long time to a lot of people ..., but we need to think how quickly 25 years will arrive."

Tennyson, 63, a Republican, will start work April 1 at a salary of \$123,000. His new position puts him on equal footing with DOT's chief deputy secretary for operations, Jim Trogdon. He'll oversee the Division of Motor Vehicles, finance, intergovernmental affairs, strategic planning and information technology.

It's a new position at DOT. Tennyson will oversee administrators who previously answered to Trogdon, to Tata, or to the deputy secretary for administration, a position that has been eliminated. Trogdon remains in charge of operations including construction, highways, engineering, transit, rail and ferry service.

Tennyson is a retired Navy captain -- like Tata and Trogdon, a military man.

"Nick has a proven ability to build close working relationships and manage large-scale initiatives," Tata said in a news release. "These will be key attributes as we carry out Governor McCrory's directive to establish a long-range plan for North Carolina that builds on the department's previous efforts to leverage our infrastructure for greater economic investment and growth."

## Tennyson to join DOT, McCrory

The Herald-Sun By Ray Gronberg March 18, 2013 @ 10:26 PM

DURHAM —Former Durham Mayor Nick Tennyson announced Monday that he'll be joining Gov. Pat McCrory's administration, as a chief deputy secretary of the N.C. Department of Transportation.

Tennyson will start work at DOT on April 1, after stepping down from his longtime job as executive vice president of the Home Builders Association of Durham, Orange and Chatham Counties.

At DOT, "one of the primary functions that I'm to accomplish is to work on and support the development of the governor's 25-year infrastructure plan," Tennyson said, adding that the plan is "obviously a very high priority" that dictates "making the move as quickly as I can" from the Home Builders.

Tennyson, like McCrory, is a Republican. He was Durham's mayor from 1997 to 2001.

He's the second high-profile former GOP officeholder from Durham to join McCrory's administration. Former City Councilman Thomas Stith is the governor's chief of staff.

Former political foes in Durham welcomed the appointment.

"That's great for Nick," Mayor Bill Bell said when apprised of the news. He added that Tennyson and McCrory "go back a long ways."

The two in fact were among the co-founders of the N.C. Metropolitan Mayors Coalition, a group that initially included the elected leaders of the state's largest cities and towns, who joined forces to lobby the General Assembly on behalf of urban interests.

Transportation has always been a key issue for the coalition. McCrory and Tennyson made their mark in the 1990s as pro-transit Republicans unhappy with the state's neglect of urban transportation needs.

McCrory helped Charlotte's government secure legislative and voter approval for a half-cent local-option sales-tax surcharge to fund development of a rail line.

Tennyson and other Triangle officials pointed to Charlotte's example as one this region should emulate.

But legislative approval for a local-option levy for this part of the state was slow in coming, only making it through both chambers of the General Assembly in 2009, long after Tennyson was out of office. Bell defeated him in the 2001 election.

Support for transit is increasingly anomalous in the Republican Party, and McCrory has hedged when asked about supporting transit development in the Triangle by saying local officials have to convince him it would help relieve congestion.

Asked about transit's place in the 25-year infrastructure plan, Tennyson similarly hedged.

"It depends on the locality," he said, adding, "I don't want to go into this with any answer pre-written."

State Sen. Floyd McKissick, D-Durham, likewise said Tennyson's appointment doesn't necessarily translate into administration support for the local plan.

"That's yet to be determined," said McKissick, a former Durham city councilman who challenged Tennyson in the 1999 election and lost.

"I would hope he'd do a great deal of preparation and pull together a team of experts who can help guide us in charting infrastructure planning for the state, that looks not only at traditional needs but alternatives, such as facilities for mass transit where it's appropriate," McKissick said. "It's certainly not appropriate in rural parts of the state, but in the immensely urban areas, it should certainly be one of the things we seriously consider."

Development of the 25-year plan is a McCrory campaign promise, one he highlighted soon after taking office.

The pledge has drawn criticism in some quarters because DOT already works off a seven-year plan and cities, to comply with federal rules, have to formulate at least a 20-year plan for transportation.

The long-range plan for the Triangle is in the midst of an update that looks to 2040.

The draft document calls for spending about \$22.8 billion on upkeep, operations and expansions of the area's road and transit network, with \$14.2 billion of that allotted to roads and \$8.6 billion to transit. The figure assumes continued large federal subsidies of local transportation development, not just state support.

Tennyson acknowledged that a number of long-range plans are already in place.

"I have never spoken in favor of reinventing the wheel," he said. "So the question of how those processes worked and whether or not they've had a long enough time horizon and enough interrelationship with other aspects of policy, those are all open questions for me. We just need to get into this and see if there's a possibility of helping enhance the coordination and taking advantage of the work that's been done."

## **Experts: Plan early for affordable housing on light rail corridor**

THE DURHAMNEWS.COM – THE NEWS & OBSERVER BY MATT GOAD PUBLISHED MARCH 19, 2013 @ 7:00 PM

As plans move forward for a light-rail line between Durham and Chapel Hill, some are asking what will happen to the land around the stations, where prices are expected to rise.

Triangle Transit held a community conversation Friday at Durham City Hall to talk about the future of affordable housing along the rail corridor. Presenters said other light-rail projects around the country have shown it is important to start early to get any affordable housing.

“If you wait,” said Bill Rowe of the N.C. Justice Center, “the market will get ahead of you and you won’t be able to handle it.”

Triangle Transit and the Justice Center, a progressive research and advocacy organization, teamed up with a group of UNC graduate students who have researched the potential for gentrification along the rail line.

According to student Sarah Newman, displacing lower-income residents with higher-income ones along the line could increase the chances that the new residents will drive despite having the line nearby, thus lessening the chance of success for the rail line.

The students identified 10 indicators of impending gentrification, when land values and housing costs tend to rise:

- Age of neighborhood housing stock
- Existing local amenities, such as grocery stores, restaurants and parks - like what?
- Ease of access throughout the metropolitan area
- Low housing values
- High proportion of multi-unit housing
- Close proximity to existing high-income neighborhoods
- A high degree of vacant buildings
- A high proportion of renter-occupied households
- A high proportion of near-poor households, defined as having an income below \$25,000
- High housing costs as a percentage of income, typically more than 30 percent.

Triangle Transit research associate Geoff Green said Durham and Chapel Hill, which are responsible for land use around the transit line, have two types of tools to encourage the development of affordable housing along the line.

One is regulatory tools, such as a density bonus to a developer or reduced parking requirements in exchange for building affordable housing.

Chapel Hill has a 15 percent affordable housing policy that requires developers to set aside 15 percent of new for-sale homes in a project to people earning up to 80 percent of the median income.

The other type of tool is financial, such as federal Low-Income Housing Tax Credits or Community Development Block Grants, which might help make up the difference between affordable housing units and other units.

Green said Charlotte is a cautionary tale. Local leaders didn’t consider affordable housing around that city’s 9.6-mile light-rail line until it was too late, he said.

Land prices doubled around the stations there, and of 1,500 housing units under construction there and 500 in design, none are considered affordable housing.

There was \$5 million originally allocated for affordable housing around Charlotte stations that instead ended up being used for a park-and-ride lot at the Scaleybark station after the real estate market collapsed, Green said.

More hopeful examples to look to, Green said, are Denver and San Francisco. Denver was able to set up a \$30 million fund for affordable housing around its light rail system, and in the San Francisco Bay area, a \$50 million fund was established.

The development community is moving ahead, said Durham County Commissioner Ellen Reckhow, who attended Friday's conversation. "I hope we will lead on this issue with a sense of urgency."

The line will run from UNC Hospitals in Chapel Hill to North Carolina Central University with 15 stops in between. The estimated cost is \$1.4 billion.

Durham voters approved a half-cent sales-tax increase in 2011 to play for the line, and Orange County voters added their own half-cent sales-tax increase in 2012.

Triangle Transit has also planned for a light-rail line from Durham to Raleigh, but Wake County commissioners chose not to hold a referendum last year on a half-cent sales-tax increase.

## **Falling gas tax collections mean less money for NC roads and bridges**

THE NEWS & OBSERVER BY BRUCE SICELOFF PUBLISHED: MARCH 20, 2013

RALEIGH — More people are traveling North Carolina highways these days, but they're pumping less gas and diesel fuel into their trucks and cars. So our fast-growing state will have less money to spend for its transportation needs in coming years.

That may be the biggest message in the transportation budget released Wednesday by Gov. Pat McCrory.

The gasoline and diesel fuel tax is the primary money source for the state Department of Transportation, which is expected to spend \$3.87 billion in state funds for the fiscal year that starts July 1.

But fuel consumption is falling steadily as Americans move to cars that get more miles out of every gallon. .

"Fuel efficiency is clearly having a significant impact in terms of total gallons consumed across the state," said Mark L. Foster, DOT's chief financial officer. "... The price of gas and the economy also have had an impact."

In North Carolina, a fast-growing population and an expanding economy pushed fuel sales higher in the early years of the last decade. Taxed fuel sales peaked at 5.6 billion gallons in 2007 and have declined steadily since then, dropping below 5.3 billion gallons last year — even as the state added 700,000 residents.

The state brought in more fuel tax money for several years because the legislature allowed steep increases in the state tax on each gallon. But North Carolina's political tolerance for higher gas taxes appears to have hit a ceiling. There is no talk in Raleigh of increasing the rate, now 37.5 cents.

So McCrory's budget predicts that fuel tax collections will begin a steady decline, from a peak of \$1.84 billion this year to \$1.75 billion in 2015. The highway use tax on car sales — \$529.7 million this year and rising — is expected to show continued improvement, but not enough to keep up with the road, transit and ferry needs.

"We believe we have large, unmet transportation needs that go beyond our funding capacity and the current revenue model," said Julie White, who lobbies for urban transportation needs as director of the N.C. Metropolitan Mayors Coalition. "We'd like to see new revenue sources identified."

Prospects were a bit brighter in other parts of McCrory's budget.

The General Fund's biggest money source is the personal income tax, which is on track to continue the growth it has seen since it bottomed out in 2010. Individual income tax collections are expected to increase from \$10.65 billion this year to \$11.8 billion in 2015.

One way to set aside more money for roads and bridges, White said, is to stop diverting gas tax money from the state Highway Fund to the state's General Fund, where it is spent for non-transportation purposes.

Members of the Senate's transportation appropriations subcommittee were briefed Wednesday on transfers of \$258 million a year to the General Fund. The money is spent for a variety of purposes outside DOT, some of them with connections to transportation.

"Our position is that we need to be honest with taxpayers about how we're currently spending money we get from them in transportation taxes, before we ask for more," White said.

## City wants comment on potential bus fare increase

THE HERALD-SUN BY RAY GRONBERG MAR. 21, 2013 @ 07:14 PM

DURHAM —City Council on Thursday agreed that the Durham Area Transit Authority's operators should begin gathering public comment on the possibility of raising bus fares.

A fare increase is one of the options city officials have for closing a projected fiscal 2013-14 bus-system deficit of about \$1.6 million. Service cuts and increased city property tax subsidies are the others.

The system's operator, Triangle Transit, has floated the idea of a two-stage fare increase, with the base rate going from its current \$1 a ride to \$1.25 in fiscal 2013-14 and \$1.50 in fiscal 2014-15. Pass fees in that scenario would also change, and fare-free rides for seniors and children could be curtailed.

Several officials cautioned that they're not, at this point, sold on the idea.

Gathering comment "just give us the basis for making a decision" later this spring, Mayor Bill Bell said, adding that the council needs more data.

The city last raised bus fares in 2003. Officials estimate the two-stage increase would, if fully implemented, generate about \$1 million a year.

But the council also grappled Thursday with the likelihood that a fare increase would cut the system's ridership.

Transit usage is subject to what economists call "elasticity." Put simply, as prices for many types of goods rise, demand for them falls.

John Tallmadge, Triangle Transit's director of commuter resources, said the normal rule of thumb in the bus trade is that a 10 percent increase in fares will lop off 4 percent of a system's ridership.

DATA is on track to serve about 6.6 million riders in fiscal 2012-13. Triangle Transit estimates that number could drop to about 6.1 million in fiscal 2015-16 if base fares rise to \$1.50.

That's less than the 10-up, four-down rule of thumb would suggest, but officials also have to reckon with likely population increases.

But Tallmadge acknowledged that the elasticity estimates are somewhat shaky, as they depend on research that dates from the 1970s and some more recent studies.

Good data isn't easy to come by because many transit systems are reluctant to share it, he said.

Councilman Eugene Brown voiced skepticism about the estimates, and Bell asked administrators to check what happened to DATA's ridership after the council raised fares in 2003.

The idea of a phased-in, 50-cent fare increase is growing out of discussions Triangle Transit has been having with bus system managers in Raleigh and Cary.

They reason that a common fare and pass system would help the region's bus systems work more closely together and make things more convenient for riders.

While Triangle Transit isn't "advocating for a fare increase, we have for five or six years tried to work toward a unified fare structure," said Wib Gulley, the agency's general counsel. "We think that's friendly and useful for folks who ride throughout the region, and it's a region we're trying to knit together."

But Tallmadge acknowledged that one key bus system, Chapel Hill Transit, isn't at the table because it has no fares.

The talk of a fare increase comes in the wake of referenda in Durham and Orange counties that established voter support for expanding public transit, by margins in each of about 59 percent. The referenda approved half-percent local-option sales-tax surcharges for expansion that are going into effect on April 1.

The two counties at present are on their own in the Triangle when it comes to planning expanded service. Wake County hasn't held a similar referendum and doesn't look like it will any time soon.

Republicans who control Wake's county government are opposed to putting the surcharge on the ballot, and polls have consistently shown its chances of gaining voter support in Wake are about 50-50.

The projected deficit at DATA comes mostly because the system is losing federal grant money that helped underwrite the fare-free Bull City Connector, and because the state government has cut back on transit subsidies.

City Transportation Director Mark Ahrendsen on Thursday signaled reluctance to consider service cuts, given that DATA just implemented a new route structure intended, as he put it, to "right-size" the system and improve its on-time performance.

He also cautioned the council that another possibility – using money from an upcoming increase in vehicle-registration fees – would siphon into current operations revenue that was to combine with the sales-tax money to support service expansions.

The sales-tax proceeds are themselves off-limits for use on current operations. By state law, they're only available for expansion.

## **Council to consider fees for park-n-ride lots**

The Chapel Hill Herald: Local By Gregory Childress March 21, 2013 @ 8:32 PM

CHAPEL HILL —Motorists who use three of the town's park-n-ride lots would have to pay for the privilege beginning in August under a plan proposed by Chapel Hill Transit.

On Monday, the Town Council will consider an agenda item that would require motorists to pay a fee to park at lots on Eubanks and Jones Ferry roads and at the one in Southern Village.

The town is also having conversations with the Town of Carrboro and the owner of the park-n-ride lot behind Carrboro Plaza about whether a fee would be charged there if the council approves the plan.

If the fee measure is approved, the town would begin to charge parking fees for the lots in August to coincide with UNC also beginning to charge motorists who use its park-n-ride lots.

The town, university and the Town of Carrboro are partners in Chapel Hill Transit and share the cost to operate Chapel Hill's fare-free transit system.

The discussion to move to a fee system for park-n-ride lots began in 2010 and is a response to the rising cost to operate the transit system and a reduction in federal and state funding.

The fee is expected to raise about \$150,000 for the town and more than \$500,000 for UNC next fiscal year.

Brian Litchfield, the town's interim transit director, said the staff is also asking that the town move to a fee system to help manage the more than 1,200 parking spaces available at the lots.

"If UNC was to implement a fee and the town did not implement a similar fee structure, those lots may be over-utilized because of us not having a fee," he said.

Transit officials say UNC employees represent about 75 percent of the users of the town lots, and that number would likely grow even higher if the university charged for parking and the town did not.

Under the plan, motorists who use the town's lots would pay \$2 daily, \$21 monthly or \$250 per year, and passes sold by UNC to its employees would be honored at town lots.

Only UNC will be able to sell parking permits to its employees, so that the payment can be pre-taxed and also so employees can take advantage of payroll deductions.

Litchfield said the fees UNC will charge are similar, but the fee charged to employees and students also will be based on income levels.

UNC is the largest contributor to the Chapel Hill Transit. The university's contribution to the transit system is expected to be about \$7.4 million in fiscal year 2013-14, which is about 60 percent of the local contribution to the system's more than \$18.6 million operating budget.

The town's share is expected to be about \$3.7 million, a little more than 30 percent and Carrboro's portion is projected to be \$1.3 million, about 10.5 percent of the system's operating budget.



**DURHAM - CHAPEL HILL - CARRBORO  
METROPOLITAN PLANNING ORGANIZATION**

**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 21, 2013

The Honorable Governor Pat McCrory  
20301 Mail Service Center  
Raleigh, NC 27699-0301

Speaker of the House Thom Tillis  
16 W. Jones St., Room 2304  
Raleigh, NC 27601-1096

Senate President Pro Tempore Phil Berger  
16 W. Jones St, Room 2008  
Raleigh, NC 27601-2808

Dear Governor McCrory, Speaker Tillis, and Pro Tem Berger:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's long range metropolitan transportation plan includes a balanced mix of highway, rail, bus, bicycle, and pedestrian investments to serve our region's growing transportation needs. We would like to take this opportunity to describe the rail projects that we are developing in coordination with Triangle Transit and the NC Capital Area MPO.

Our MPO has two planned rail projects: a light rail line between Durham and Chapel Hill and a regional rail line between Durham and Raleigh. These projects are currently in the planning stage, and we aren't seeking state funding at this time. With the successful passage of local referenda to support a new half-cent sales tax for public transportation in Durham and Orange counties, we are currently actively working on the Durham to Chapel Hill light rail project. We expect to continue with planning work and development of the required environmental review document over the next couple of years before requesting any state funding contribution. The planning and environmental work will provide an opportunity to better define the costs and design of this project. It will also allow us time to discuss our project with state leaders and address any concerns that you may have.

Our region is looking at rail transit as an addition to our existing transportation network for many reasons. The Durham-Chapel Hill metro area was the 35<sup>th</sup> fastest growing metro area in the country between April of 2010 and July of 2012, and the Raleigh-Cary metro area was the 9<sup>th</sup> fastest growing metro area. Our transportation network must be expanded and improved to keep pace with population and economic growth in the Triangle. Road expansion alone is increasingly inadequate to address the growth in our region. We recognize that there is simply not enough funding to address all of our transportation needs in the State. In this environment, we feel that it is most prudent to include transit in our long-range planning as an alternative to traveling on congested roadways.

In addition, the continued economic growth of our region and the State is dependent on being able to offer new businesses and residents the transportation amenities that they desire. As we recover from the economic downturn, we believe that we should make sure that our transportation system supports economic growth and is responsive to the business community's needs. Our region's Chambers of Commerce and the Research Triangle Foundation support our transit plans, including advocacy for the transit referenda and integration of transit into their long range planning and business recruitment strategies.

Our long-range planning for transportation, including transit, is responsive to our community's needs and will offer a long-term economic benefit to the State of North Carolina. While we continue to work on the background planning and design, we hope to begin a dialogue with state leaders on our projects. We look forward to continued conversations with you on transit's role in the State's transportation network.

Sincerely,



Ellen Reckhow, Chair

Transportation Advisory Committee

Cc: DCHC MPO TAC  
Secretary Anthony Tata, NCDOT  
Michael Smith, Incoming NCDOT Division 5 Board of Transportation Member  
Cheryl McQueary, Incoming NCDOT Division 7 Board of Transportation Member