

**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)**

**May 8, 2013  
9:00 am**

**Committee Room  
2<sup>nd</sup> Floor Durham City Hall**

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- 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. April 10, 2013 TAC Meeting Minutes  
Attachment 6**

A copy of the April 10, 2013 TAC meeting minutes is enclosed as Attachment 6.

**TAC Action:** Approve minutes of the April 10, 2013 TAC meeting.

- 7. FY 2012-2013 Unified Planning Work Program – Amendment #3  
Attachment 7  
Maricia Brown, LPA Staff**

The TAC approved the 2012-2013 UPWP on May 9, 2012. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. Amendment #3 is necessary to reflect a request from Chapel Hill Transit.

**TCC Recommendation:** That the TAC approve Amendment #3 to the FY 2012-2013 Unified Planning Work Program.

**TAC Action:** Approve Amendment #3 to the FY 2012-2013 Unified Planning Work Program.

**8. FY 2012-2018 Transportation Improvement Program – Amendment #9****Attachment 8****Ellen Beckmann, LPA Staff**

Amendment #9 to the FY 2012-2018 Transportation Improvement Program is necessary to reflect changes reflected in the proposed FY 2013-2014 Unified Planning Work Program and two additions that use Enhancement funds for Department of Cultural Resources projects. Attachment 7 is the resolution with attached tables. U-5119A is a funded project for Chapel Hill Transit. The administrative modification changes the funding source to Section 5339 (federal Bus Livability grant) and delays the project to FY 2014 as reflected in the FY 2013-2014 UPWP.

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

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

**9. NC Statewide Bicycle and Pedestrian Plan****Attachment 9****Dale McKeel, LPA Staff**

Jason Reyes, a planner with NCDOT's consultant Alta Planning, provided a presentation to the TAC on the Statewide Bicycle and Pedestrian Plan in April. The TCC has prepared recommended comments on the plan. 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/walkbikencplanssummary?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/>

**TCC Recommendation:** Recommend that the TAC endorse comments on the plan.

**TAC Action:** Approve the comments on the plan.

**ACTION ITEMS****10. 2040 Metropolitan Transportation Plan (MTP) Air Quality Conformity Determination and Analysis Report (9:05-9:10)**

Report posted on MPO website

**Andy Henry, LPA Staff****John Hodges-Copple, Triangle J COG**

The TAC approved the 2040 Metropolitan Transportation Plan (MTP) full report and held a public hearing on the Air Quality Conformity Determination and Analysis report (AQ) at their April TAC meeting.

The DCHC MPO must have a federally-approved 2040 MTP and related Air Quality Analysis by June 15, 2013.

The 2040 MTP final report and Air Quality report are posted on the MPO website:  
[http://www.dchcmo.org/index.php?option=com\\_content&task=view&id=97&Itemid=35](http://www.dchcmo.org/index.php?option=com_content&task=view&id=97&Itemid=35).

**TCC Recommendation:** That the TAC adopt the 2040 Metropolitan Transportation Plan (MTP) Air Quality Conformity Determination Report.

**TAC Action:** Adopt the 2040 Metropolitan Transportation Plan (MTP) Air Quality Conformity Determination Report.

#### **11. FY 2013-2014 Unified Planning Work Program (9:10-9:30)**

**Attachment 11, 11A, 11B**

**Maricia Brown, LPA Staff**

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

**TCC Recommendation:** That the TAC approves the following items:

1. The FHWA Resolution.
2. The PTD-FTA Resolution.
3. The FY 2013-2014 Unified Planning Work Program as amended for Local Agency planning funds requests.
4. The FY 2013-2014 Self-Certification Resolution confirming the transportation planning process.
5. The DCHC MPO Title VI Assurance.
6. The FY2014 UPWP LPA Oversight Structures and Highlights document

**TAC Action:**

1. Approve the FHWA Resolution.
2. Approve the PTD-FTA Resolution.
3. Approve the FY 2013-2014 Unified Planning Work Program as amended for Local Agency planning funds requests.
4. Approve the FY 2013-2014 Self-Certification Resolution confirming the transportation planning process.
5. Approve the DCHC MPO Title VI Assurance.
6. Approve the FY2014 UPWP LPA Oversight Structures and Highlights document.

**12. Strategic Mobility Formula and Prioritization 3.0 – Update (9:30-10:30)****Attachment 12, 12A****NCDOT Staff****Ellen Beckmann, LPA Staff**

NCDOT staff will provide a presentation on the proposed Strategic Mobility Formula and the work underway on Prioritization 3.0, the development of the data-driven methodology for prioritizing projects for inclusion in the State TIP and Work Program. NCDOT's website includes information about this legislative proposal to update the Equity Formula <http://www.ncdot.gov/strategicmobilityformula/>.

Attachment 12 is a presentation from NCDOT's work group meeting held on April 29, 2013. This work group has been tasked with helping to develop Prioritization 3.0 including the incorporation of the proposed Strategic Mobility Formula.

**TAC Action:** Receive an update on the Strategic Mobility Formula and Prioritization 3.0.

**13. Memorandum of Understanding (10:30-10:50)****Attachment 13****Ellen Beckmann, LPA Staff**

LPA staff, the TCC, and the TAC have expressed a desire to revise the MPO's Memorandum of Understanding (MOU) that establishes the MPO's "Continuing, Cooperative, and Comprehensive Transportation Planning" process. The current MOU was signed in 1994, and there are several issues that need to be revised. The TAC and TCC bylaws would also need to be updated in accordance with a new MOU.

LPA staff developed a draft MOU for review and discussion (Attachment 13). The TCC received this draft in April and refined it at a TCC subcommittee meeting. The TCC will be finalizing a recommended draft MOU. The TCC recommends that the TAC review this initial draft and provide comments on it for the TCC's use in developing a recommendation.

The TCC would like to have the TAC endorse a final draft MOU in concept before circulating it to the MPO's member jurisdictions. All of the MPO's member jurisdictions will be provided the opportunity to review and comment on the MOU before approval by each entity.

**TCC Recommendation:** That the TAC receive an update on the recommended changes to the DCHC MPO Memorandum of Understanding and provide comments to the TCC.

**TAC Action:** Receive an update on the recommended changes to the DCHC MPO Memorandum of Understanding and provide comments to the TCC.

**14. Triangle Regional Transit Program – Update (10:50-11:10)****No Attachment****Patrick McDonough, Triangle Transit**

Triangle Transit staff will provide an update on the Durham-Orange Light Rail Transit project's FTA New Starts application.

**TAC Action:** Receive update.

## **REPORTS:**

**15. Report from the TAC Chair**  
Ellen Reckhow, TAC Chair

**TAC Action:** Receive Report from TAC Chair

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

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

**17. Report from Staff**  
**Attachment 17**  
Felix Nwoko, LPA Staff

The STPDA Obligation Report is included in the LPA Staff Report.

**18. NCDOT Report**  
**Attachment 18**  
Wally Bowman, Division 5 – NCDOT  
Mike Mills, Division 7 – NCDOT  
Richard Hancock, Division 8 - NCDOT  
Julie Bollinger, Transportation Planning Branch – NCDOT  
Kelly Becker, Traffic Operations – NCDOT

**TAC Action:** Receive report of NCDOT

## **INFORMATIONAL ITEMS**

**19. Recent News Articles and Updates**  
**Attachment 19**

**20. FY 2013 Job Access Reverse Commute and New Freedom Call for Projects**  
**Attachment 20, 20A**

Information about the FY 2013 JARC and New Freedom Call for Projects and Application are provided.

**21. Letter from NCDOT regarding Draft State Transportation Improvement Program – 2013-04-05**  
**Attachment 21**

**22. 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: June 12, 2013**

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

5/22/2013 Durham Traffic Separation Study Stakeholders Meeting, Durham Arts Council, 1:30 pm-3:30 pm

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

**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>Completed:</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. See 5/8/2013 TAC Agenda.
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 and 4/10/2013	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. LPA staff presented at Chatham BOCC on 4/15/2013.



43 Ellen Reckhow, TAC Chair, called the meeting to order at 9:11 a.m. and the Roll Call was  
44 conducted.

45 **Ethics Reminder**

46 Ellen Reckhow read the Ethics Reminder for TAC members.

47 **Adjustments to the Agenda**

48 Mark Ahrendsen provided an introduction for items that were distributed at the beginning of  
49 the meeting which will be discussed during agenda item #9.

50 **Public Comments**

51 Nick Tennyson, NCDOT Chief Deputy Secretary for Support, described his role at NCDOT. The  
52 major task he is working on is the 25 year strategic plan. The major commitment will refer to the  
53 plans that have already been completed, and the plan will be completed within the next 12 months  
54 timeframe.

55 Ellen Reckhow appreciates Mr. Tennyson coming to the TAC meeting and being receptive to  
56 input and said that he is welcome to come back and seek our input. Steve Schewel stated he is glad  
57 Mr. Tennyson is in this role. Ed Harrison has concerns over the proposals on the gas tax. Mark  
58 Kleinschmidt stated that he knows that you recognize the difference between urban and rural needs.  
59 Mr. Kleinschmidt hopes that there will be some investigating of the growth assumptions in the State.  
60 Alice Gordon offered her congratulations on Mr. Tennyson's appointment. Ellen Reckhow asked him  
61 to keep in mind our planning for rail and Transportation Demand Management.

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

63 The Directives to Staff are attached for review. Ed Harrison thinks there should be a directive  
64 to Chatham County to attend all TAC meetings. We need to reach out to them. Ellen Reckhow  
65 stated she would like to send a letter to Chatham County, but also make a telephone call to the  
66 Chatham County representative, and e-mail the individual to remind them when something specific

67 is on the agenda. Ellen Reckhow stated TTA is using conference call software for meetings and  
 68 wondered if it is something we could look into. Mark Ahrendsen stated we will need to look at the  
 69 bylaws to see if it's possible. Mark Kleinschmidt stated we could change the meeting location.

70 **CONSENT AGENDA:**

71 **March 13, 2013 TAC Meeting Minutes (Attachment 6)**

72 A motion was made by Alice Gordon and seconded by Bill Bell to approve the March 13, 2013  
 73 TAC Meeting Minutes. The motion carried unanimously.

74 **Job Access Reverse Commute and New Freedom – 2013 Call for Projects (Attachment 7)**

75 A motion was made by Alice Gordon and seconded by Bill Bell to receive the proposed 2013  
 76 JARC and New Freedom Call for Projects Schedule. The motion carried unanimously.

77 **ACTION ITEMS:**

78 **FY 2013-2014 Unified Planning Work Program (Attachments 8 and 8A)**

79 Maricia Brown provided an introduction for the FY 2013-2014 Unified Planning Work  
 80 Program, along with the attachments. We have not received any public comments.

81 Ellen Reckhow opened the public hearing at 9:32 a.m. and closed the hearing as there were  
 82 no comments. This item will come before the TAC for approval at the May meeting and we will  
 83 summarize any changes.

84 **2040 Metropolitan Transportation Plan (MTP) Report and Air Quality Conformity Determination**  
 85 **and Analysis Report (Attachments 9, 9A, 9B, 9C, 9D, and the MTP Report posted on the MPO**  
 86 **website**

87  
 88 Andy Henry provided an introduction and update for the 2040 Metropolitan Transportation  
 89 Plan (MTP) Report and Air Quality Conformity Determination and Analysis Report, along with the  
 90 attachments. Mr. Henry reviewed the changes to the report with TAC members. Mr. Henry stated  
 91 Orange County Planning had several comments regarding bike routes in the plan. Mr. Henry  
 92 reviewed the changes to reflect bike routes in the Orange County CTP.

93 Lydia Lavelle asked how long Old NC 86 between Carrboro and Hillsborough been designated  
94 as regional. Dale McKeel stated it was included as a regional route in 2009. Lydia Lavelle would like  
95 to see a route between Carrboro and Hillsborough at some point. Bernadette Pelissier stated the  
96 Orange County BOCC discussed this, but with the curviness of the road there are safety concerns. Ed  
97 Harrison stated there have been some regional routes designated for a long time. We need to make  
98 sure local staff members are aware of them. Mr. Harrison stated a UNC student wants the MPO to  
99 consider “cycle tracks.”

100 Andy Henry stated this is a joint plan so there might be a few minor changes and corrections.  
101 We will notify the TAC of these changes.

102 The Air Quality Conformity Report – 2040 MTP and 2012-2018 TIP are shown to stay under  
103 the emission budgets. The report was release on April 4, 2013 with comments open through May 3,  
104 2013.

105 Ellen Reckhow was struck by the reduction in emissions due to technology.

106 Ellen Reckhow opened the public hearing at 9:48 a.m. and closed it at 9:48 a.m. after  
107 receiving no comments.

108 A motion was made by Lydia Lavelle and seconded by Mark Kleinschmidt to adopt the final  
109 2040 Metropolitan Transportation Plan (MTP). The motion carried unanimously.

110 **NC Statewide Bicycle and Pedestrian Plan (See plan on NCDOT website)**

111 Dale McKeel stated that Lauren Blackburn was unable to attend today. However, Jason  
112 Reyes, Alta Planning, based in Durham will provide a PowerPoint Presentation.

113 Ellen Reckhow suggested asking our public information officers from the various local  
114 jurisdictions to link to this website and publicize.

115 Ed Harrison asked when the official comment deadline is, and Jason Reyes stated it is April  
116 30, 2013. But they will accept comments from the TAC in May. Ed Harrison stated the Town of  
117 Chapel Hill is initiating a Bike Plan and will receive a presentation.

118 Mark Ahrendsen stated the TCC will be recommending comments subject to the TAC's  
119 review and individuals can comment. Mark Kleinschmidt complimented the efforts to solicit  
120 comments. Lydia Lavelle stated Open Streets will be held in downtown Carrboro this weekend. This  
121 is an opportunity to publicize the plan.

122 Ellen Reckhow suggested extending the comment period as many bike activities are  
123 scheduled in May.

124 **Interlocal Implementation Agreement for the Durham County Bus and Rail Investment Plan**  
125 **(Attachments 11 and 11A)**

126  
127 Ellen Beckmann provided an introduction on the Interlocal implementation Agreement for  
128 the Durham County Bus and Rail investment Plan, along with the attachments.

129 Mark Ahrendsen stated the Durham Bus and Rail Investment Plan is estimated to have local  
130 revenue from two sources, one is the ½ cent sales tax and the motor vehicle fee of \$7. Under the  
131 agreement half of the \$7 motor vehicle fee can be used by DATA to fund the increased cost of  
132 existing service.

133 Alice Gordon has one change in Paragraph 9 to change the "13" to "12".

134 Mark Ahrendsen stated the agreement has been approved by Durham County and Triangle  
135 Transit.

136 A motion was made by Mark Kleinschmidt and seconded by Diane Catotti to adopt the  
137 Interlocal Implementation Agreement for the Durham County Bus and Rail investment Plan with the  
138 amendment above by Alice Gordon. The motion carried unanimously.

139 **Report from the TAC Chair**

140 Ellen Reckhow reminded TAC members about the Ethics Law Compliance deadline of April  
141 15, 2013. The training deadline is June 30, 2013. The TAC wrote a letter to the Governor and other  
142 General Assembly members noting the importance of transit related to economic development as  
143 discussed at the last TAC meeting.

144 **Report from the TCC Chair**

145 Mark Ahrendsen stated there are one or two bills under consideration related to the Ethics  
146 Requirements. Ellen Beckmann stated the bill that is being introduced would still require the  
147 Statement of Economic Interest, but would not require the training. An amendment is being  
148 considered which would exempt TCC members. Ellen Beckmann is our Ethics Liaison.

149 Mark Ahrendsen stated there are budget discussions going on at the state level. The  
150 Governor has submitted a budget. There are concerns that there may be some cuts to funding for  
151 public transportation. There are also concerns with toll projects.

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

153 The Report from Staff is attached for review.

154 **NCDOT Report**

155 Ed Lewis, NCDOT Division 7, provided an update on projects. Alice Gordon has concerns with  
156 the South Columbia Street, Smith Level Road, and Culbreth Road projects that will require road  
157 closures. Mr. Lewis stated NCDOT will try to keep Smith Level Road open in both directions. David  
158 Bonk stated that southbound South Columbia Street will be closed for three months during the  
159 summer. Culbreth Road will be closed for a few weeks.

160 Joey Hopkins, NCDOT Division 5, provided an update on projects.

161 **Adjournment**

162 There being no further business before the Transportation Advisory Committee, the meeting  
163 adjourned at 10:46 a.m.

**RESOLUTION**

**TO APPROVE AMENDMENT #3 TO THE FY 2012-2013 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

**May 8, 2013**

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

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

**WHEREAS**, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2012-2013 UPWP as outlined on the attached tables; and

**WHEREAS**, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2012-2013

**Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #3 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2012-2013 as described in the attached sheets.**

I, Ellen Reckhow, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 8<sup>th</sup> day of May, 2013

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

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina

COUNTY OF: Durham

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that Ellen Reckhow personally appeared before me on the 8<sup>th</sup> day of May, 2013, to affix his signature to the foregoing document.

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

101 City Hall Plaza  
Durham, NC 27701

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

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

TAC 5/8/2013 Attachment 7

MPO Wide - Detail Funding Tables - All Funding Sources

FINAL Figures AFTER Amendment #2

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
<b>II-A</b>	<b>Surveillance of Change</b>														
1	Traffic Volume Counts	13,130	52,520	746	2,984	0	0	0	0	0	0	13,876	-	55,504	69,380
2	Vehicle Miles of Travel	1,600	6,400	1,000	4,000	0	0	0	0	0	0	2,600	-	10,400	13,000
3	Street System Changes	1,000	4,000	1,000	4,000	0	0	0	0	0	0	2,000	-	8,000	10,000
4	Traffic Accidents	800	3,200	72	288	0	0	0	0	0	0	872	-	3,488	4,360
5	Transit System Data	800	3,200	0	0	6,599	6,599	52,790	13,367	13,367	106,938	20,766	19,966	162,929	203,661
6	Dwelling Unit, Pop. & Emp. Change	4,400	17,600	7,150	28,600	400	400	3,200	0	0	0	11,950	400	49,400	61,750
7	Air Travel	400	1,600	0	0	0	0	0	0	0	0	400	-	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	5,740	22,960	0	0	0	0	0	0	0	0	5,740	-	22,960	28,700
10	Mapping	3,650	14,600	9,674	38,696	3,000	3,000	24,000	0	0	0	16,324	3,000	77,296	96,620
11	Central Area Parking Inventory	0	0	488	1,952	0	0	0	0	0	0	488	-	1,952	2,440
12	Bike & Ped. Facilities Inventory	1,200	4,800	636	2,544	0	0	0	0	0	0	1,836	-	7,344	9,180
13	Bike & Ped. Counts	3,600	14,400	639	2,555	0	0	0	0	0	0	4,239	-	16,955	21,194
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
1	Collection of Base Year Data	320	1,280	0	0	0	0	0	0	0	0	320	-	1,280	1,600
2	Collection of Network Data	576	2,304	72	288	0	0	0	0	0	0	648	-	2,592	3,240
3	Travel Model Updates	63,340	253,360	0	0	150	150	1,197	11,250	11,250	90,000	74,740	11,400	344,557	430,696
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Forecast of Data to Horizon year	5,680	22,720	0	0	0	0	0	0	0	0	5,680	-	22,720	28,400
6	Community Goals & Objectives	400	1,600	544	2,176	0	0	0	0	0	0	944	-	3,776	4,720
7	Forecast of Future Travel Patterns	3,000	12,000	550	2,200	0	0	0	0	0	0	3,550	-	14,200	17,750
8	Capacity Deficiency Analysis	6,000	24,000	2,500	10,000	1,000	1,000	8,000	0	0	0	9,500	1,000	42,000	52,500
9	Highway Element of th L RTP	1,000	4,000	1,546	6,184	0	0	0	0	0	0	2,546	-	10,184	12,730
10	Transit Element of the L RTP	2,000	8,000	1,546	6,184	400	400	3,200	3,188	3,188	25,500	7,134	3,588	42,884	53,605
11	Bicycle & Ped. Element of the L RTP	12,400	49,600	908	3,632	200	200	1,600	0	0	0	13,508	200	54,832	68,540
12	Airport/Air Travel Element of L RTP	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
13	Collector Street Element of L RTP	1,000	4,000	1,308	5,232	100	100	800	0	0	0	2,408	100	10,032	12,540
14	Rail, Water or other mode of L RTP	25,000	100,000	0	0	0	0	0	0	0	0	25,000	-	100,000	125,000
15	Freight Movement/Mobility Planning	400	1,600	800	3,200	0	0	0	0	0	0	1,200	-	4,800	6,000
16	Financial Planning	750	3,000	2,200	8,800	500	500	4,000	4,544	4,544	36,350	7,994	5,044	52,150	65,188
17	Congestion Management Strategies	57,000	228,000	946	3,784	500	500	4,000	0	0	0	58,446	500	235,784	294,730
18	Air Qual. Planning/Conformity Anal.	1,600	6,400	3,778	15,112	0	0	0	0	0	0	5,378	-	21,512	26,890
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	Short Range Transit Planning	0	0	254	1,016	1,000	1,000	8,000	44,688	44,688	357,500	45,942	45,688	366,516	458,145
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	2,000	8,000	11,624	46,496	0	0	0	500	500	4,000	14,124	500	58,496	73,120
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	2,400	9,600	14,782	59,128	0	0	0	500	500	4,000	17,682	500	72,728	90,910
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
1	Title VI	1,800	7,200	4,948	19,792	0	0	0	500	500	4,000	7,248	500	30,992	38,740
2	Environmental Justice	800	3,200	2,528	10,112	0	0	0	0	0	0	3,328	-	13,312	16,640
3	Minority Business Enterprise	800	3,200	0	0	0	0	0	50	50	400	850	50	3,600	4,500
4	Planning for the Elderly & Disabled	800	3,200	72	288	0	0	0	1,000	1,000	8,000	1,872	1,000	11,488	14,360
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	1,500	1,500	12,000	1,500	1,500	12,000	15,000
6	Public Involvement	13,400	53,600	3,676	14,704	0	0	0	500	500	4,000	17,576	500	72,304	90,380
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	425,000
2	Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	3,608	14,432	0	0	0	0	0	0	13,408	-	53,632	67,040
3	Special Studies	120,000	480,000	486	1,944	0	0	0	6,000	6,000	48,000	126,486	6,000	529,944	662,431
4	Regional or Statewide Planning	17,400	69,600	3,000	12,000	3,000	3,000	24,000	5,300	5,300	42,400	28,700	8,300	148,000	185,000
<b>III-E</b>	<b>Management &amp; Operations</b>														
1	Management & Operations	50,277	201,107	10,602	42,409	11,559	11,559	92,468	80,371	80,371	642,966	152,808	91,929	978,951	1,223,688
	<b>Totals</b>	\$436,263	\$1,745,051	\$94,083	\$376,333	\$28,407	\$28,407	\$227,255	\$215,757	\$215,757	\$1,726,055	\$774,509	\$244,164	\$4,074,695	\$5,093,368

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

TAC 5/8/2013 Attachment 7

MPO-Wide Detail Funding Tables  
Amendment #3 Details

4/16/13 11:22 AM

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

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

TAC 5/8/2013 Attachment 7

MPO Wide - Detail Funding Tables - All Funding Sources

**FINAL Figures AFTER Amendment #3**  
**Approval Proposed April 24, 2013**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
<b>II-A</b>	<b>Surveillance of Change</b>														
	1 Traffic Volume Counts	13,130	52,520	746	2,984	0	0	0	0	0	0	13,876	-	55,504	69,380
	2 Vehicle Miles of Travel	1,600	6,400	1,000	4,000	0	0	0	0	0	2,600	-	10,400	13,000	
	3 Street System Changes	1,000	4,000	1,000	4,000	0	0	0	0	0	2,000	-	8,000	10,000	
	4 Traffic Accidents	800	3,200	72	288	0	0	0	0	0	872	-	3,488	4,360	
	5 Transit System Data	800	3,200	0	0	6,599	6,599	52,790	13,367	13,367	106,938	20,766	19,966	162,929	203,661
	6 Dwelling Unit, Pop. & Emp. Change	4,400	17,600	7,150	28,600	400	400	3,200	0	0	0	11,950	400	49,400	61,750
	7 Air Travel	400	1,600	0	0	0	0	0	0	0	0	400	-	1,600	2,000
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9 Travel Time Studies	5,740	22,960	0	0	0	0	0	0	0	0	5,740	-	22,960	28,700
	10 Mapping	3,650	14,600	9,674	38,696	3,000	3,000	24,000	0	0	0	16,324	3,000	77,296	96,620
	11 Central Area Parking Inventory	0	0	488	1,952	0	0	0	0	0	0	488	-	1,952	2,440
	12 Bike & Ped. Facilities Inventory	1,200	4,800	636	2,544	0	0	0	0	0	0	1,836	-	7,344	9,180
	13 Bike & Ped. Counts	3,600	14,400	639	2,555	0	0	0	0	0	0	4,239	-	16,955	21,194
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
	1 Collection of Base Year Data	320	1,280	0	0	0	0	0	0	0	0	320	-	1,280	1,600
	2 Collection of Network Data	576	2,304	72	288	0	0	0	0	0	0	648	-	2,592	3,240
	3 Travel Model Updates	63,340	253,360	0	0	150	150	1,197	11,250	11,250	90,000	74,740	11,400	344,557	430,696
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	5 Forecast of Data to Horizon year	5,680	22,720	0	0	0	0	0	0	0	0	5,680	-	22,720	28,400
	6 Community Goals & Objectives	400	1,600	544	2,176	0	0	0	0	0	0	944	-	3,776	4,720
	7 Forecast of Future Travel Patterns	3,000	12,000	550	2,200	0	0	0	0	0	0	3,550	-	14,200	17,750
	8 Capacity Deficiency Analysis	6,000	24,000	2,500	10,000	1,000	1,000	8,000	0	0	0	9,500	1,000	42,000	52,500
	9 Highway Element of th L RTP	1,000	4,000	1,546	6,184	0	0	0	0	0	0	2,546	-	10,184	12,730
	10 Transit Element of the L RTP	2,000	8,000	1,546	6,184	400	400	3,200	3,188	3,188	25,500	7,134	3,588	42,884	53,605
	11 Bicycle & Ped. Element of the L RTP	12,400	49,600	908	3,632	200	200	1,600	0	0	0	13,508	200	54,832	68,540
	12 Airport/Air Travel Element of L RTP	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
	13 Collector Street Element of L RTP	1,000	4,000	1,308	5,232	100	100	800	0	0	0	2,408	100	10,032	12,540
	14 Rail, Water or other mode of L RTP	25,000	100,000	0	0	0	0	0	0	0	0	25,000	-	100,000	125,000
	15 Freight Movement/Mobility Planning	400	1,600	800	3,200	0	0	0	0	0	0	1,200	-	4,800	6,000
	16 Financial Planning	750	3,000	2,200	8,800	500	500	4,000	4,544	4,544	36,350	7,994	5,044	52,150	65,188
	17 Congestion Management Strategies	57,000	228,000	946	3,784	500	500	4,000	0	0	0	58,446	500	235,784	294,730
	18 Air Qual. Planning/Conformity Anal.	1,600	6,400	3,778	15,112	0	0	0	0	0	0	5,378	-	21,512	26,890
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	Short Range Transit Planning	0	0	254	1,016	1,000	1,000	8,000	44,688	44,688	357,500	45,942	45,688	366,516	458,145
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	2,000	8,000	11,624	46,496	0	0	0	500	500	4,000	14,124	500	58,496	73,120
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	2,400	9,600	14,782	59,128	0	0	0	500	500	4,000	17,682	500	72,728	90,910
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
	1 Title VI	1,800	7,200	4,948	19,792	0	0	0	500	500	4,000	7,248	500	30,992	38,740
	2 Environmental Justice	800	3,200	2,528	10,112	0	0	0	0	0	0	3,328	-	13,312	16,640
	3 Minority Business Enterprise	800	3,200	0	0	0	0	0	50	50	400	850	50	3,600	4,500
	4 Planning for the Elderly & Disabled	800	3,200	72	288	0	0	0	1,000	1,000	8,000	1,872	1,000	11,488	14,360
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	1,500	1,500	12,000	1,500	1,500	12,000	15,000
	6 Public Involvement	13,400	53,600	3,676	14,704	0	0	0	500	500	4,000	17,576	500	72,304	90,380
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	42,500	42,500	340,000	42,500	42,500	340,000	425,000
	2 Enviro. Analysis & Pre-TIP Plng.	9,800	39,200	3,608	14,432	0	0	0	0	0	0	13,408	-	53,632	67,040
	3 Special Studies	120,000	480,000	486	1,944	0	0	0	0	0	0	120,486	-	481,944	602,431
	4 Regional or Statewide Planning	17,400	69,600	3,000	12,000	3,000	3,000	24,000	5,300	5,300	42,400	28,700	8,300	148,000	185,000
<b>III-E</b>	<b>Management &amp; Operations</b>														
	1 Management & Operations	50,277	201,107	10,602	42,409	11,559	11,559	92,468	80,371	80,371	642,966	152,808	91,929	978,951	1,223,688
	<b>Totals</b>	<b>\$436,263</b>	<b>\$1,745,051</b>	<b>\$94,083</b>	<b>\$376,333</b>	<b>\$28,407</b>	<b>\$28,407</b>	<b>\$227,255</b>	<b>\$209,757</b>	<b>\$209,757</b>	<b>\$1,678,055</b>	<b>\$768,509</b>	<b>\$238,164</b>	<b>\$4,026,695</b>	<b>\$5,033,368</b>

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

**AMENDMENT #9  
May 8, 2013**

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

**WHEREAS**, the Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

**WHEREAS**, the document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

**WHEREAS**, the inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

**WHEREAS**, the procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

**WHEREAS**, projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

**WHEREAS**, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 Metropolitan Transportation Improvement Program as described in the attached sheet; and

**WHEREAS**, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on September 14, 2011; and

**WHEREAS**, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachment to Resolution for Amendment #9 to DCHC 2012-2018 MTIP” provided here on this, the 8th day of May, 2013.

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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

**Attachment to Resolution for Amendment #9 to DCHC 2012-2018 MTIP**

Amendments

* E-5501	FREEDOM ROADS. INSTALL INTERACTIVE WAYSIDE	CONSTRUCTION	FY 2013 -	\$96,000	(STPE)
BRUNSWICK	SIGNAGE FOR DESIGNATED SITES.		FY 2013 -	<u>\$32,000</u>	(O)
CHOWAN	<u>PROGRAMMED AT REQUEST OF DEPARTMENT OF</u>			\$128,000	
WASHINGTON	<u>CULTURAL RESOURCES TO UTILIZE PORTION OF</u>				
DARE	<u>FUNDS REMAINING FROM COMPLETED DCR PROJECT.</u>				
NORTHAMPTON					
BEAUFORT					
CRAVEN					
PASQUOTANK					
NEW HANOVER					
BUNCOMBE					
HALIFAX					
EDGEcombe					
WAYNE					
DURHAM					
ALAMANCE					
GUILFORD					
LENOIR					
* E-5502	BENNETT PLACE HISTORIC SITE IN DURHAM.	CONSTRUCTION	FY 2013 -	\$72,600	(STPE)
DURHAM	RENOVATION OF VISITOR CENTER TO INCLUDE NEW		FY 2013 -	<u>\$18,150</u>	(O)
	EXHIBITS AND CLIMATE CONTROL SYSTEM, AND			\$90,750	
	RENOVATION OF GIFT SHOP.				
	<u>PROGRAMMED AT REQUEST OF DEPARTMENT OF</u>				
	<u>CULTURAL RESOURCES TO UTILIZE PORTION OF</u>				
	<u>FUNDS REMAINING FROM COMPLETED DCR PROJECT.</u>				

Administrative Modification

<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>	<u>FY14</u>
U-5119A	CHAPEL HILL	MLK Alternatives Analysis (Bus Livability)	FBUS L	560 140

**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

May 8, 2013

Lauren Blackburn, Director  
NCDOT Bicycle and Pedestrian Division  
1552 Mail Service Center  
Raleigh, NC 27699-1552

Dear Ms. Blackburn:

Thank you for the opportunity to comment on the North Carolina Statewide Pedestrian and Bicycle Plan (WalkBike NC). The DCHC MPO commends NCDOT's efforts on the state's first master plan to define a vision, goals and strategies for improving walking and bicycling for residents and visitors.

Bicycle and pedestrian transportation are integral forms of travel in the DCHC region. The land use characteristics of local universities, business districts, and major activity centers encourage short trips that can be easily served by biking and walking. Bicycle and pedestrian facilities provide greater access to the public transit systems and are sought out by the knowledge workers that are an integral part of the region's economy.

The DCHC MPO has a long history of planning for bicycle and pedestrian transportation. In 1993, the DCHC MPO adopted a regional bicycle plan, and more recently MPO jurisdictions have adopted bicycle plans and pedestrian plans, many of which were funded through NCDOT's planning grant initiative. Durham, Chapel Hill, and Carrboro have been recognized as Bicycle Friendly Communities.

Attached are comments on the draft plan. We look forward to seeing the final plan later this year.

Sincerely,

Ellen Reckhow, Chair  
Transportation Advisory Committee

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

## DCHC MPO Comments on WalkBike NC Draft Plan Documents

### Comments on Statewide Bike/Ped Plan Draft Summary:

- On Pages 3 and 4, the following comments are provided regarding the goals:
  - ✓ Mobility – double mode share by 2020. How does this compare to other states? According to page 9, this would be 0.2% to 0.4% for biking (below 0.6% national average) and 1.8% to 3.6% (above national average of 2.9%). Perhaps we could be more aggressive on increasing the biking mode share? Our goal should be to be “better than average” at least.
  - ✓ Safety - reduce per capita crash rate by 10% by 2020. This seems low. How does the NC rate compare to other states? Our goal should be to be “better than average” at least.
  - ✓ Economy – increase investment by 25%. By when? There needs to be a target date? 25% of a low number is still a low number.
  - ✓ Environment – increase mileage of greenways by 10% by 2020. Again, this seems low to me. How many miles does this actually translate to?
- On page 4 under Environment, there is a goal of increasing the mileage of “greenways.” Since this is a bicycle and pedestrian plan, it may be better to use the term “greenway trails” rather than just “greenways.” The term “greenway” is defined as “a corridor of undeveloped land preserved for recreational use or environmental protection.” If a greenway is only preserved for environmental protection but is not available for bicycle or pedestrian use, it will not advance the goals of the statewide plan.
- Page 9 states: “MPOs, RPOs, and municipalities, who have completed customer-driven pedestrian and bicycle plans, submitted pedestrian and bicycle investment needs of \$78 million per year (2018-2022 investment needs), a figure that does not reflect the entire state need because not all local governments have completed such plans.” It should be noted that MPOs were only allowed to submit a certain number of projects so this figure is constrained and does not reflect the needs even in the adopted plans.
- On page 11, the purpose for including Pedestrian and Bicycle Crash Density Maps for NC is not clear. The maps seem to convey that only urban areas have crashes and that it is safer to be a bicyclist than a pedestrian. Is there any other information or different information that the maps are meant to convey? Does the density map show the crash rate per certain size of population? Maybe this could be explained better.
- On page 15, row three of the Economic Impact Category lists Direct Use Value of bicycle and pedestrian infrastructure. Direct use value may be confusing to readers without a definition. Maybe it could be stated that new bike/ped infrastructure will help spur more people to use bike/ped facilities and this will create \$228M in new direct use value.
- The map on page 17 of draft summary may be confusing to some readers because it combines hiking trails and biking routes. Perhaps it would be clearer to the reader if there was a heading of “Hiking Trails” above *Existing Mountains to Sea Trail, Existing On-Road Mountains to Sea Route, and Appalachian Trail* and no heading above “State Bike Route” and a heading of “Bike/Hike Trail” above *East Coast Greenway*.

- On the needs and metrics page (page 18), there is mention of fatalities and injuries to bicyclists and pedestrians in addition to a need to educate motorists, bicyclists and pedestrians about sharing the road. There is no mention of a strong or increased need for traffic safety law enforcement by state and local agencies. Although increasing and improving enforcement of traffic laws is mentioned on page 33 of the Public Safety chart, it may warrant more attention to be on the Metrics chart on page 18 as well.
- On page 19, it may be better to display the graph in millions of dollars instead of billions of dollars to accentuate the need for more funding.
- A very minor issue on page 22 of the Summary Draft relates to the Model of New Transportation Choices for NC. In it, there is a part that has a caption stating: "Designated areas for pedestrian circulation in parking lot" in which there are new raised curbs or sidewalks for pedestrians in retail parking lots. Some of the curb cuts for vehicles have been eliminated so that there do not appear to be any ways for motorists to exit especially if they are in the middle section. It may be possible that the red colored sections are raised humps to slow down traffic around pedestrians but this is not clearly evident in the graphic.
- On page 26, please consider incorporating the East Coast Greenway into the state bicycle route system. Please also consider a different name for the current Mountains to Sea bicycle, to avoid confusion with the Mountains to Sea Trail.
- On page 33, the crash performance measures focus on per capita crash rates. An additional measure could be the identification of bicycle and pedestrian crash "hotspots" across the state where both enforcement and engineering measures are identified to reduce crashes.
- On page 35, one of the Performance Measures is "Percent of projects that are ADA-compliant." Aren't all new projects required to be ADA compliant? Perhaps instead the measure could be "Percent of existing facilities brought into compliance with ADA requirements."
- Page 37, one of the performance measures is "percentage of project costs supported by local funding, public-private partnerships, and/or other cost recovery mechanisms." This seems to imply that success would involve decreasing the percentage of state money and increasing the percentage of local money. Both come from taxpayers, and the state has more funding and more funding options than localities do. Perhaps lack of any local money and support for bike/ped is a real problem in some areas, but not all. Are there any statistics in the plan that compare the percentage of state transportation money allocated to bike/ped projects versus the percentage of local transportation money to bike/ped? Are local governments spending a higher percentage of transportation dollars on bike-ped than the state (which is only 0.2 %)? Perhaps localities that already spend a high percentage of their funds should receive priority for matching state money.
- On page 39, under example strategies, provide a brief definition of a "Greenprint."
- The statewide plan does not seem to discuss, or go into much detail, the way cities plan new and infill developments and how they can better encourage bike/pedestrian usage through their

efforts. Cities should advocate for infill development and if a new development is being built, it should encourage best practices, such as allowing for mixed uses, have various densities, mixed-income levels and a grid system, among a multitude of others. New and infill development following best practices will encourage more biking and walking and will put less stress on the cities' financial resources.

- There is little mention of how bicycle and pedestrian stakeholders and advocates can work together with transit. I know that the Full Plan discusses transit some but it is almost entirely left out of the Draft Summary. Transit allows pedestrians and bicyclists to reach farther destinations than by walking or bicycling alone. Some would not take bike or walking trips without having access to transit.

#### Comments on 2-Page Pillar Summaries

- In the 2 page Safety Sheet, it mentions numbers of crashes and fatalities for bicyclists and pedestrians. This sounds worrisome but it is not put in perspective. Perhaps it could be mentioned here that North Carolina is the 7<sup>th</sup> most dangerous state for bicycling (43 states are safer) and the 10<sup>th</sup> most dangerous state for walking (40 states are safer).

#### Comments on the full Draft Plan:

- A very minor editing detail on page 2-3: The "Highways" box is not connected by a line to the other boxes in the modal division.
- On page 2-16 (chart on right side), Durham County adopted a bicycle plan in 2006.
- On page 2-21, in the chart of bicycle friendly communities, the cities Asheville, Carrboro, Cary, and Chapel Hill are repeated.
- On page 2-29, the International Walking and Bicycling Trips Comparison graph is grainy and difficult to read, even when zoomed in.
- On page 2-30, American Community Survey 3-year data from 2007-2009 is used. Why not use the most recent data (2009 to 2011)?
- Page 2-32, the first paragraph ends with an implied message that there should be a table after it but there does not appear to be one.
- On page 3-9, the pedestrian bridge is in Raleigh, not Durham
- On pages 5-7 and 5-8, the plan refers to the current sliding scale for local government cost share. However, the sliding scale only applies to sidewalks provided as part of NCDOT roadway projects. On other projects, the local match is generally 20 percent, regardless of population.
- On pages 5-7 and 5-8, DCHC MPO strongly supports the "Policy Action Items."
- On page 5-11, right-of-way acquired is a factor in bike/ped prioritization (10%), but not roadway projects. This implies that it is not NCDOT's responsibility to acquire right-of-way for bike/ped (they don't take this approach for roadway projects). However, it also recognizes that more

projects can be funded when right-of-way costs aren't an issue. The inclusion of this factor means that a good project that needs right-of-way is punished, but, on the other hand, there is some merit to including this factor in the absence of some other sort of cost/benefit factor. It should also be noted that often the amount of right-of-way needed is not known until there is at least a functional design for a project. But local governments may not want to expend funds on a functional design in the absence of construction funding for a project, creating a Catch-22.

- On page 5-11, points are given for “regional trail systems” and three systems are mentioned – Mountains to Sea Trail, East Coast Greenway, and Carolina Thread Trail). Are these the only regional trail systems that count toward prioritization, or do others count as well?
- On pages 5-13 to 5-15, DCHC MPO supports the recommended updates to the design process and roadway design manual are all good.
- On page 5-15, there is a reference to “yield to pedestrian bollards.” Is this the same as the “in-street pedestrian sign” discussed in the MUTCD? If so, the MUTCD terminology should be used to avoid confusion.
- On page 5-16, DCHC MPO supports the change to the State Equity Formula to exclude all incidental projects and independent projects valued at under \$250,000. However, the \$250,000 threshold seems low when compared to bike/ped project costs in the DCHC region.
- On page 5-22, it seems likely that the recommended prioritization process will result in many ties and doesn't have the same quantitative gradation that the highway process has.
- In Chapter 6, reference should also be made to FHWA's Proven Safety Countermeasures (<http://safety.fhwa.dot.gov/provencountermeasures/>)
- On page 6-16 in relation to bicycle detection at signalized intersections. The plan should recommend that NCDOT reimburse the cost of bicycle detector maintenance, just as it does with motor vehicle detectors, and eliminate the requirement that municipalities cover the costs of bike detection on TIP projects.
- On page 6-19, it should be noted that curb extensions, bulb outs, etc. should not intrude into a bike lane or wide outside lane with the effect that bicyclists are forced to share a lane with faster moving motor vehicles. The City of Durham had to remove bulbouts on a street due to concerns expressed by cyclists.
- On page 6-29, in reference to the discussion on on-street bicycle facilities, is it possible for the plan to address how to study contra-flow bicycling on low-volume, local, narrow, one-way streets? This is a bit different from a contra-flow bike lane. Example: Belgium. This would likely require a state law change.
- On page 7-15, while the bike rack is creative and interesting, it is not a style of rack that is recommended by the guidelines developed by the Association of Bicycle and Pedestrian Professionals. This style of rack does not support the bike frame and a front wheel placed in this

rack is liable to be bent if the bike falls over. It is recommended that another style of rack, such as an inverted U, be shown.

- On page 9-20, DCHC MPO is supportive of the proposed new “sidewalk retrofit program.” However, it is not clear why the program should be targeted to roads that have been resurfaced/reconstructed within the last 5 years. This requirement seems overly restrictive. Not every road will be reconstructed anytime soon, and resurfacing usually occurs every 12 years or so. In many instances, a sidewalk can be constructed adjacent to an existing road (either behind a swale or curb) without making modifications to the roadway. It is also not clear whether the plan is proposing that NCDOT use its own internal staff resources to design and advance retrofit projects.
- On page 9-21, DCHC MPO supports the recommendation that NCDOT should consider adding and distributing pedestrian and bicycle positions geographically across North Carolina.
- On page 9-21, sub-strategy four: “Define ‘shovel-ready’ and create process.” DCHC MPO is generally supportive of strategies to expedite bike-ped project design and delivery. However, this recommendation seems to primarily put the burden on municipalities to get projects to be shovel ready. Some smaller municipalities and counties across the state do not have the staff or expertise to manage design and construction projects, so in some instances NCDOT should use its own internal staff resources to design and construct needed projects.

Comments on the Draft Plan Appendix:

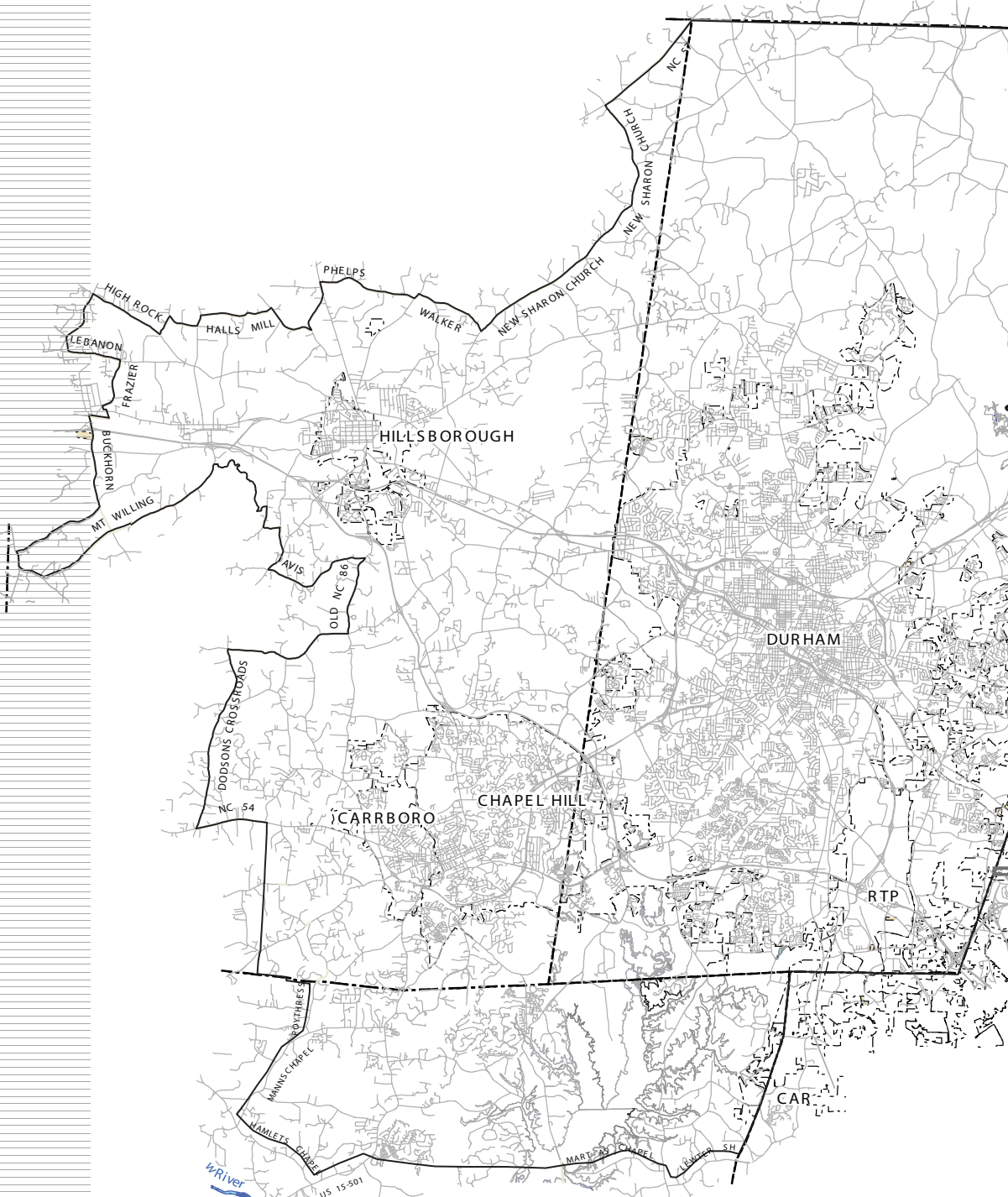
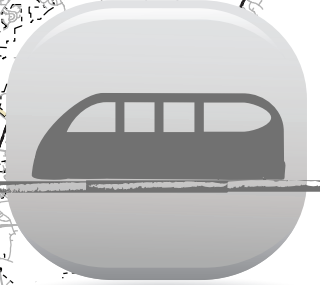
- On page 10.1-4 in the Appendix Draft, you note that bicycle boxes have a crash reduction rate (CRR) of 36% for pedestrians. Is the CRR meant to be for pedestrians or bicyclists?

# DCHC- MPO

TAC 5/8/2013 Attachment 11

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

### FY 2013-2014



**APPROVAL DATE**  
May 8, 2013

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

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

**RESOLUTION**

Approving the FY 2013-2014 Unified Planning Work Program

May 8, 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

May 8, 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)	\$	1,636,040
Local (20% match)	\$	409,010
Total	\$	<u>2,045,050</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	\$112,615	\$0	\$220,771
State	\$13,520	\$14,077	\$0	\$27,597
Local	\$13,520	\$14,077	\$0	\$27,597
<b>Total Sect. 5303</b>	<b>\$135,196</b>	<b>\$140,769</b>	<b>\$0</b>	<b>\$275,965</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	\$506,400	\$618,207	\$684,000	\$1,808,607
State	\$63,300	\$77,276	\$85,500	\$226,076
Local	\$63,300	\$77,276	\$85,500	\$226,076
<b>Total Sect. 5307</b>	<b>\$633,000</b>	<b>\$772,759</b>	<b>\$855,000</b>	<b>\$2,260,759</b>

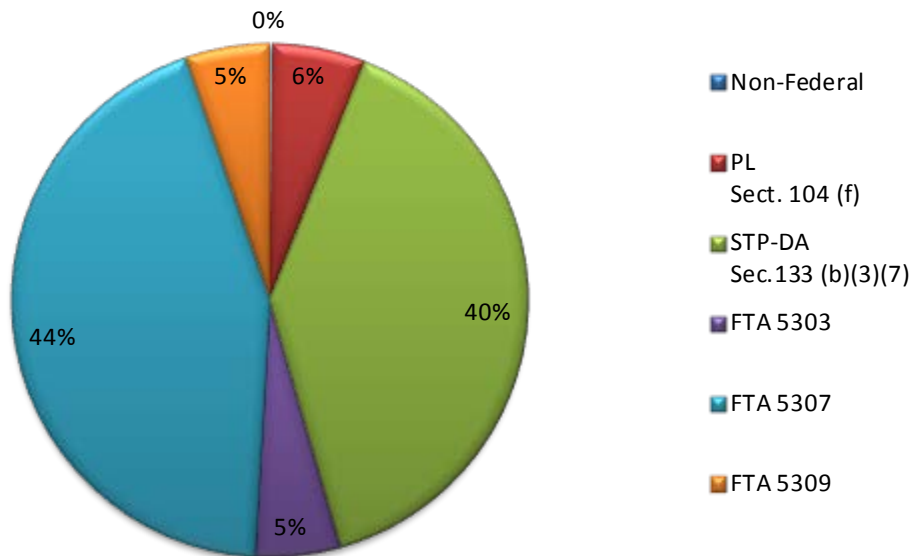
**Section 5309** funds can be used for planning as well as other purposes, and are distributed by the formula by FTA. Chapel Hill Transit will use of Section 5309 funds from the FTA for assistance on an alternatives analysis project in FY2014. These funds require a 25% local match, which is provided 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	\$218,750	\$0	\$0	\$218,750
State	\$109,375	\$0	\$0	\$109,375
Local	\$109,375	\$0	\$0	\$109,375
<b>Total Sect. 5309</b>	<b>\$437,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$437,500</b>

### SUMMARY OF ALL FUNDING SOURCES

Funding Type	Federal	State	Local	Total
Non-Federal	\$8,000	\$0	\$32,000	\$40,000
PL Sect. 104 (f)	\$239,089	\$0	\$59,772	\$298,861
STP-DA Sec.133 (b)(3)(7)	\$1,636,040	\$0	\$409,010	\$2,045,050
FTA 5303	\$220,771	\$27,597	\$27,597	\$275,965
FTA 5307	\$1,808,607	\$226,076	\$226,076	\$2,260,759
FTA 5309	\$218,750	\$109,375	\$109,375	\$437,500
<b>Totals</b>	<b>\$4,123,257</b>	<b>\$363,048</b>	<b>\$831,830</b>	<b>\$5,358,135</b>

### FY 2013-14 Planning Funding Chart



# 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 5/8/2013 Attachment 11

**MPO Wide - Funding Distribution by Agency**

Receiving Agency	Non-federal Funds (Local)		STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Funding Summary				
	20%	80%	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	LOCAL	NCDOT	FHWA	FTA	TOTALS
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 (includes DATA)	\$0	\$0	\$17,000	\$68,000	\$0	\$0	\$14,077	\$14,077	\$112,615	\$77,276	\$77,276	\$618,207	\$0	\$0	\$0	\$108,353	\$91,353	\$68,000	\$730,822	\$998,528
Durham County	\$0	\$0	\$12,000	\$48,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$48,000	\$0	\$60,000
Orange County	\$0	\$0	\$11,149	\$44,594	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,149	\$0	\$44,594	\$0	\$55,743
Town of Chapel Hill (include CHT)	\$0	\$0	\$15,000	\$60,000	\$17,351	\$69,404	\$13,520	\$13,520	\$108,156	\$63,300	\$63,300	\$506,400	\$109,375	\$109,375	\$218,750	\$218,546	\$186,195	\$129,404	\$833,306	\$1,367,451
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	\$8,000	\$32,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,500	\$85,500	\$684,000	\$0	\$0	\$0	\$85,500	\$93,500	\$32,000	\$684,000	\$895,000
TJCOG	\$0	\$0	\$12,925	\$51,701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,925	\$0	\$51,701	\$0	\$64,626
<b>Totals</b>	<b>\$8,000</b>	<b>\$32,000</b>	<b>\$409,010</b>	<b>\$1,636,040</b>	<b>\$59,772</b>	<b>\$239,089</b>	<b>\$27,597</b>	<b>\$27,597</b>	<b>\$220,771</b>	<b>\$226,076</b>	<b>\$226,076</b>	<b>\$1,808,607</b>	<b>\$109,375</b>	<b>\$109,375</b>	<b>\$218,750</b>	<b>\$831,830</b>	<b>\$371,048</b>	<b>\$1,907,129</b>	<b>\$2,248,128</b>	<b>\$5,358,135</b>

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.

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

TAC 5/8/2013 Attachment 11

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

	Task Description	Non-Federal Funds		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local	80%	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%		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	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	2,452	2,452	19,614	12,880	12,880	103,041	0	0	0	20,678	15,332	144,040	180,051
	6 Dwelling Unit, Pop. & Emp. Change	0	0	15,470	61,879	9,567	38,266	400	400	3,200	0	0	0	0	0	0	25,436	400	103,346	129,182
	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	41,446	165,786	2,490	9,960	3,300	3,300	26,400	2,750	2,750	22,000	0	0	0	49,986	6,050	224,146	280,182
	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	923	3,694	600	2,400	0	0	0	0	0	0	0	0	0	1,523	-	6,094	7,617
	13 Bike & Ped. Counts	0	0	4,960	19,841	969	3,875	0	0	0	0	0	0	0	0	0	5,929	-	23,717	29,646
<b>II-B</b>	<b>Long Range Transp. Plan</b>																			
	1 Collection of Base Year Data	0	0	17,341	69,365	2,000	8,000	0	0	0	0	0	0	0	0	0	19,341	-	77,365	96,706
	2 Collection of Network Data	0	0	4,594	18,374	0	0	500	500	4,000	0	0	0	0	0	0	5,094	500	22,374	27,968
	3 Travel Model Updates	0	0	48,872	195,488	0	0	350	350	2,797	0	0	0	0	0	0	49,222	350	198,285	247,856
	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	12,617	50,466	672	2,688	1,000	1,000	8,000	0	0	0	0	0	0	14,289	1,000	61,154	76,443
	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	4,015	16,058	0	0	0	0	0	0	0	0	0	0	0	4,015	-	16,058	20,073
	9 Highway Element of th LRTP	0	0	2,734	10,934	0	0	0	0	0	0	0	0	0	0	0	2,734	-	10,934	13,668
	10 Transit Element of the LRTP	0	0	2,680	10,721	146	584	326	326	2,610	692	692	5,535	0	0	0	3,844	1,018	19,450	24,313
	11 Bicycle & Ped. Element of the LRTP	0	0	5,621	22,483	0	0	0	0	0	0	0	0	0	0	0	5,621	-	22,483	28,104
	12 Airport/Air Travel Element of LRTP	0	0	100	400	0	0	0	0	0	0	0	0	0	0	0	100	-	400	500
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	14 Rail, Water or other mode of LRTP	0	0	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	500	2,000	0	0	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500
	16 Financial Planning	0	0	0	0	400	1,600	526	526	4,210	43,632	43,632	349,054	0	0	0	44,558	44,158	354,864	443,580
	17 Congestion Management Strategies	0	0	25,276	101,103	964	3,856	300	300	2,400	0	0	0	0	0	0	26,540	300	107,359	134,198
	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	3,610	3,610	28,878	11,104	11,104	88,830	0	0	0	15,040	14,714	119,013	148,766
<b>III-A</b>	<b>Planning Work Program</b>																			
	Planning Work Program	5,000	20,000	511	2,046	12,674	50,694	0	0	0	500	500	4,000	0	0	0	13,685	5,500	76,740	95,925
<b>III-B</b>	<b>Transp. Improvement Plan</b>																			
	TIP	3,000	12,000	911	3,646	7,930	31,722	852	852	6,819	1,884	1,884	15,071	0	0	0	11,578	5,736	69,258	86,572
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>																			
	1 Title VI	0	0	4,321	17,284	0	0	326	326	2,610	2,600	2,600	20,797	0	0	0	7,247	2,926	40,690	50,863
	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	326	326	2,610	17,658	17,658	141,262	0	0	0	39,448	17,984	229,727	287,159
	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	85,500	85,500	684,000	96,875	96,875	193,750	255,989	182,375	1,172,205	1,610,569
	4 Regional or Statewide Planning	0	0	14,959	59,836	3,000	12,000	2,600	2,600	20,800	3,750	3,750	30,000	0	0	0	24,309	6,350	122,636	153,296
<b>III-E</b>	<b>Management &amp; Operations</b>																			
	1 Management & Operations	0	0	36,248	144,993	15,469	61,876	10,728	10,728	85,825	37,627	37,627	301,016	12,500	12,500	25,000	112,572	60,855	618,710	792,137
	<b>Totals</b>	<b>\$8,000</b>	<b>\$32,000</b>	<b>\$409,010</b>	<b>\$1,636,040</b>	<b>\$59,772</b>	<b>\$239,088</b>	<b>\$27,597</b>	<b>\$27,597</b>	<b>\$220,772</b>	<b>\$226,076</b>	<b>\$226,076</b>	<b>\$1,808,607</b>	<b>\$109,375</b>	<b>\$109,375</b>	<b>\$218,750</b>	<b>\$831,829</b>	<b>\$371,047</b>	<b>\$4,155,257</b>	<b>\$5,358,134</b>

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

TAC 5/8/2013 Attachment 11

Task Description	Chapel Hill (includes CHT)			Carrboro			TJCOG			LPA			City of Durham (includes DATA)			Durham County			Orange County			MPO		
	Local	FHWA	Total	Local	FHWA	Total	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%	20%	80%	100%	20%	80%	100%
<b>II-A 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	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$5,346	\$21,385	\$26,732
6 Dwelling Unit, Pop. & Emp. Change	\$4,000	\$16,000	\$20,000	\$108	\$432	\$540	\$0	\$0	\$0	\$7,459	\$29,834	\$37,293	\$5,240	\$20,960	\$26,200	\$6,000	\$24,000	\$30,000	\$2,230	\$8,919	\$11,149	\$25,036	\$100,146	\$125,182
7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$20,907	\$83,629	\$104,537
10 Mapping	\$4,000	\$16,000	\$20,000	\$490	\$1,960	\$2,450	\$0	\$0	\$0	\$35,132	\$140,526	\$175,658	\$1,600	\$6,400	\$8,000	\$1,600	\$6,400	\$8,000	\$1,115	\$4,459	\$5,574	\$43,936	\$175,746	\$219,682
11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148	\$590	\$738	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148	\$590	\$738
12 Bike & Ped. Facilities Inventory	\$1,100	\$4,400	\$5,500	\$0	\$0	\$0	\$0	\$0	\$0	\$423	\$1,694	\$2,117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,523	\$6,094	\$7,617
13 Bike & Ped. Counts	\$1,251	\$5,003	\$6,254	\$218	\$872	\$1,090	\$0	\$0	\$0	\$4,460	\$17,841	\$22,302	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,929	\$23,717	\$29,646
<b>II-B Long Range Transp. Plan</b>																								
1 Collection of Base Year Data	\$4,000	\$16,000	\$20,000	\$0	\$0	\$0	\$816	\$3,265	\$4,081	\$6,410	\$25,641	\$32,051	\$3,000	\$12,000	\$15,000	\$4,000	\$16,000	\$20,000	\$1,115	\$4,459	\$5,574	\$19,341	\$77,365	\$96,706
2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,594	\$14,374	\$17,968	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,594	\$18,374	\$22,968
3 Travel Model Updates	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$47,872	\$191,488	\$239,360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,872	\$195,488	\$244,360
4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$4,600	\$18,400	\$23,000	\$72	\$288	\$360	\$3,073	\$12,294	\$15,367	\$3,094	\$12,375	\$15,469	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$1,449	\$5,798	\$7,247	\$13,289	\$53,154	\$66,443
6 Community Goals & Objectives	\$0	\$0	\$0	\$268	\$1,072	\$1,340	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$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	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,015	\$16,058	\$20,073
9 Highway Element of th L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,934	\$7,734	\$9,668	\$800	\$3,200	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,734	\$10,934	\$13,668
10 Transit Element of the L RTP	\$0	\$0	\$0	\$146	\$584	\$730	\$0	\$0	\$0	\$2,320	\$9,281	\$11,602	\$360	\$1,440	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,826	\$11,305	\$14,132
11 Bicycle & Ped. Element of the L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,221	\$20,883	\$26,104	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,621	\$22,483	\$28,104
12 Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$400	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$400	\$500
13 Collector Street Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14 Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$773	\$3,094	\$3,867	\$0	\$0	\$0	\$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	\$100	\$400	\$500	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$2,000	\$2,500
16 Financial Planning	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,240	\$104,959	\$131,198
18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$618	\$2,470	\$3,088	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$618	\$2,470	\$3,088
<b>II-C 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	\$0	\$0	\$0	\$0	\$0	\$0	\$326	\$1,304	\$1,630
<b>III-A 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	\$400	\$1,600	\$2,000	\$0	\$0	\$0	\$111	\$446	\$557	\$13,185	\$52,740	\$65,925
<b>III-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	\$800	\$3,200	\$4,000	\$0	\$0	\$0	\$111	\$446	\$557	\$8,842	\$35,367	\$44,209
<b>III-C 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	\$0	\$0	\$0	\$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	\$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	\$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	\$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	\$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	\$0	\$0	\$0	\$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	\$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	\$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	\$0	\$0	\$0	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$73,614	\$294,455	\$368,069
4 Regional or Statewide Planning	\$3,000	\$12,000	\$15,000	\$0	\$0	\$0	\$9,036	\$36,142	\$45,178	\$3,694	\$14,775	\$18,469	\$0	\$0	\$0	\$0	\$0	\$0	\$2,230	\$8,919	\$11,149	\$17,959	\$71,836	\$89,796
<b>III-E Management &amp; Operations</b>																								
1 Management & Operations	\$7,000	\$28,000	\$35,000	\$2,324	\$9,296	\$11,620	\$0	\$0	\$0	\$38,206	\$152,824	\$191,030	\$1,000	\$4,000	\$5,000	\$400	\$1,600	\$2,000	\$2,787	\$11,149	\$13,936	\$51,717	\$206,869	\$258,586
<b>Totals</b>	<b>\$32,351</b>	<b>\$129,403</b>	<b>\$161,754</b>	<b>\$6,632</b>	<b>\$26,528</b>	<b>\$33,160</b>	<b>\$12,925</b>	<b>\$51,701</b>	<b>\$64,626</b>	<b>\$376,725</b>	<b>\$1,506,901</b>	<b>\$1,883,627</b>	<b>\$17,000</b>	<b>\$68,000</b>	<b>\$85,000</b>	<b>\$12,000</b>	<b>\$48,000</b>	<b>\$60,000</b>	<b>\$11,149</b>	<b>\$44,594</b>	<b>\$55,743</b>	<b>\$468,782</b>	<b>\$1,875,128</b>	<b>\$2,343,910</b>

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

TAC 5/8/2013 Attachment 11

**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 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	15,470	61,879	77,349	9,567	38,266	47,833	25,036	100,146	125,182
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	41,446	165,786	207,232	2,490	9,960	12,450	43,936	175,746	219,682
11	Central Area Parking Inventory	148	590	738	0	0	0	148	590	738
12	Bike & Ped. Facilities Inventory	923	3,694	4,617	600	2,400	3,000	1,523	6,094	7,617
13	Bike & Ped. Counts	4,960	19,841	24,802	969	3,875	4,844	5,929	23,717	29,646
<b>II-B Long Range Transp. Plan</b>										
1	Collection of Base Year Data	17,341	69,365	86,706	2,000	8,000	10,000	19,341	77,365	96,706
2	Collection of Network Data	4,594	18,374	22,968	0	0	0	4,594	18,374	22,968
3	Travel Model Updates	48,872	195,488	244,360	0	0	0	48,872	195,488	244,360
4	Travel Surveys	0	0	0	0	0	0	0	0	0
5	Forecast of Data to Horizon year	12,617	50,466	63,083	672	2,688	3,360	13,289	53,154	66,443
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	4,015	16,058	20,073	0	0	0	4,015	16,058	20,073
9	Highway Element of th LRTP	2,734	10,934	13,668	0	0	0	2,734	10,934	13,668
10	Transit Element of the LRTP	2,680	10,721	13,402	146	584	730	2,826	11,305	14,132
11	Bicycle & Ped. Element of the LRTP	5,621	22,483	28,104	0	0	0	5,621	22,483	28,104
12	Airport/Air Travel Element of LRTP	100	400	500	0	0	0	100	400	500
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	500	2,000	2,500	0	0	0	500	2,000	2,500
16	Financial Planning	0	0	0	400	1,600	2,000	400	1,600	2,000
17	Congestion Management Strategies	25,276	101,103	126,378	964	3,856	4,820	26,240	104,959	131,198
18	Air Qual. Planning/Conformity Anal.	0	0	0	618	2,470	3,088	618	2,470	3,088
<b>II-C 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 Planning Work Program</b>										
	Planning Work Program	511	2,046	2,557	12,674	50,694	63,368	13,185	52,740	65,925
<b>III-B Transp. Improvement Plan</b>										
	TIP	911	3,646	4,557	7,930	31,722	39,652	8,842	35,367	44,209
<b>III-C 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 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	14,959	59,836	74,796	3,000	12,000	15,000	17,959	71,836	89,796
<b>III-E Management &amp; Operations</b>										
1	Management & Operations	36,248	144,993	181,241	15,469	61,876	77,345	51,717	206,869	258,586
<b>Totals</b>		<b>409,010</b>	<b>1,636,040</b>	<b>2,045,050</b>	<b>59,772</b>	<b>239,088</b>	<b>298,860</b>	<b>468,782</b>	<b>1,875,128</b>	<b>2,343,910</b>

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**II-A: Surveillance of Change**

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

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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

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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.

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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

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The MPO will continue to conduct inventory of bicycle and pedestrian facilities as part of the CMP, the development of performance measure. The proposed inventory will to provide accurate inputs for the travel model update as well as help identify future sidewalk project needs, guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan and TIP/SPOT prioritization.

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

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

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

**II-B: Long Range Transportation Plan Activities**

Federal Law (as updated by SAFETEA\_LU) and USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the comprehensive Transportation Plan as well as commence data collection preparation for the 2015 model base year. The MPO will work on the development of strategy and procedure for timely and efficient development of the 2045 MTP.

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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.

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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

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

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

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

Task II-B-6: Community Goals and Objectives

No activity proposed during this UPWP period.

Task II-B-7: Forecast of Future Travel Patterns

MPO will generate travel demand forecasts for future years including the LRTP horizon and air quality intermediate years. The forecast of travel patterns will include a review of these factors and comparison to community goals and objectives to determine if changes in assumptions are warranted.

Task II-B-8: Capacity Deficiency Analysis

The MPO will continue to update capacity deficiency analysis for the CTP, CMP and other project development activities. Essentially this task encompasses application of the Triangle Regional Model and other modeling tools to analyze deficiencies in the existing transportation system relative to anticipated future travel demand

Task II-B-9: Highway Element of the LRTP

The MPO will continue with the evaluation of highway elements of the Comprehensive Transportation Plan and the MTP. Performance measures will be established for evaluating highway alternatives.

Task II-B-10: Transit Element of the LRTP

The MPO will continue with the evaluation of transit elements of the Comprehensive Transportation Plan, the MTP, County transit plans, and the regional New Starts. Transit evaluate will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives.

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The MPO will continue coordinate with TTA and other regional partners regarding the development of the regional commuter rail and light rail. Specifically, the MPO will conduct planning and studies for highway capacity transit and circulator transit and other planning work necessary for the preparation of the FTA Small-Smart project. It is anticipated that this work will be accomplished with the help of consulting services.

Task II-B-11: Bicycle & Pedestrian Element of the LRTP

The MPO will continue with the evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the MTP. The MPO will continue work on the Durham Comprehensive pedestrian Plan and the Old Durham-Chapel Hill Road bicycle and pedestrian feasibility study. Work will commence on the development of the Durham Comprehensive Bicycle Plan. The MPO will solicit consulting help in the development of the MPO bicycle and pedestrian educational brochures and pamphlets as well as Durham County bike map.

Task II-B-12: Airport/Air Travel Element of LRTP

No activity proposed during this UPWP period.

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

No activity proposed during this UPWP period.

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

No activity proposed during this UPWP period..

Task II-B-16: Financial Planning

No activity proposed during this UPWP period.

Task II-B-17: Congestion Management Systems Strategies

The MPO will work to implement and monitor the Congestion Management Process (CMP) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue on the update and monitoring of CMP strategies and State of the Systems Report.

Task II-B-18: Air Quality Planning/Conformity Analysis

The DCHC MPO (the Transportation Advisory Committee) is responsible in making a determination as to whether or not transportation plans, programs, and projects (LRTP and TIP) conform to air quality standards and the intent of the SIP. The LPA will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition the LPA will continue participation in the development and application of State Implementation Plans for air quality, participation in the

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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

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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.

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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.

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**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 3C planning activities; liaison activities between the MPO and NCDOT and ongoing coordination with CAMPO; and communication with other regional groups. Other activities include the day-to-day oversight of and reporting on the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. Proposed tasks include but not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Respond to federal and State legislation and regulations.
3. Provide service request to citizens.
4. Provide service requests and technical support to MPO member agencies.
5. Provide oversight to MPO planning and Transit funding policies.
6. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
7. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
8. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
9. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

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

	1	2	3	4	5
FY	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Period	2013-14	2014-15	2015-16	2016-17	2017-18
	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018
<b>1</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>
<b>1.1</b>	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
<b>1.2</b>	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
<b>1.3</b>	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
<b>1.4</b>	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
<b>1.5</b>	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
<b>1.6</b>	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
<b>1.7</b>	Air travel	Air travel	Air travel	Air travel	Air travel
<b>1.8</b>		VOC	VOC	VOC	VOC
<b>1.9</b>	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
<b>1.10</b>	Mapping	Mapping	Mapping	Mapping	Mapping
<b>1.11</b>	Parking inventory	Parking inventory		Parking inventory	Parking inventory
<b>1.12</b>	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
<b>1.13</b>	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
<b>2</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>
<b>2.1</b>	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
<b>2.2</b>	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
<b>2.3</b>	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
<b>2.4</b>	Develop FY 2015 UPWP	Develop FY 2016 UPWP	Develop FY 2017 UPWP	Develop FY 2018 UPWP	Develop FY 2019 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)/MTP</b>	<b>Long-Range Transportation Plan (LRTP)/MTP</b>	<b>Long-Range Transportation Plan (LRTP)/MTP</b>	<b>Long-Range Transportation Plan (LRTP)/MTP</b>	<b>Long-Range Transportation Plan (LRTP)/MTP</b>
<b>3.1</b>	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 2045MTP for AQ analysis and conformity	Goals, Objectives and targets for 2050 MTP
<b>3.2</b>	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	SE data collection and Forecasts for 2050 MTP
<b>3.3</b>	AQ analysis and conformity determination process	Inter-Agency Consultation process	Deficiency analysis and need assessment	AQ analysis and conformity determination process	Deficiency analysis and need assessment
<b>3.4</b>	Inter-Agency Consultation process	CTP update	Generation of alternatives and evaluationof alternatives	Inter-Agency Consultation process	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	Financial analysis	
<b>3.7</b>	2040 LRTP conformity deadline June 15 2013		Selection of Preferred options	Selection of Preferred options	
<b>4</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>
<b>4.1</b>	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities

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

	1	2	3	4	5
FY	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Period	2013-14	2014-15	2015-16	2016-17	2017-18
	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018
4.2	Collection of 2013 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2013 base year data- traffic counts, transit, etc	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis
4.3	2010 Census TAZ Delineation	Collection & development of 2013 networks	Processing of survey.		
4.4	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts	Estimation of TRM V7		
4.5	Parking survey	Household survey & Transit OnBoard			
4.6		TRM V&			
4.7		2013 base year model calibration and validation			
5	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	
5.2	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan		Update of the Comprehensive Pedestrian Plan	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan	on-going implementation of the bike and pedestria plans
5.3			On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness
6	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Transit Development Plan (TDP) DATA	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA	Transit survey
7	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion
7.4	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.5	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.6	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update	Data collection & analysis for MPO CMS Update
7.7	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan
7.8	Identification and evaluation of strategies.	update Identification and evaluation of strategies.	Identification and evaluation of strategies.	update Identification and evaluation of strategies.	Identification and evaluation of strategies.
7.9	Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies
7.10	Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS
8	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>
			Develop final draft 2013-2019 MTIP. TIP conformity determination		Develop final draft 2015-2021 MTIP. TIP conformity determination

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

	1	2	3	4	5
FY	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Period	2013-14	2014-15	2015-16	2016-17	2017-18
	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018
	Reconcile 2011-17 MTIP and STIP		TAC Approves 2013-2019 MTIP		TAC Approves 2015-2021 MTIP
	TAC Approves 2011-2017 MTIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2013-2019 STIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2015-2021 STIP
	BOT Approves 2011-2017 STIP	Develop & submit TIP Project Priority List for 2013-2019 TIP		Develop & submit TIP Project Priority List for 2015-2021 TIP	
		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP	
		One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT	
		Development 2013-2019 MTIP . Public input and comment process.		Development 2015-2021 MTIP . Public input and comment process.	
	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	
<b>9</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>
	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
<b>10</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	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, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies
	Northern Durham Parkway/US 70 NEPA study. I-40 feasibility study, US 15501 feasibility study	Northern Durham Parkway/US 70 NEPA study. I-40 feasibility study, US 15501 feasibility study	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination

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

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

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

# ***Appendices A***

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

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

TAC 5/8/2013 Attachment 11

**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	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500	
	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	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500	
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	17 Congestion Management Strategies	\$24,676	\$98,703	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,676	\$0	\$98,703	\$123,378	
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$618	\$2,470	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$618	\$0	\$2,470	\$3,088
<b>II C</b>	<b>Short Range Transit Planning</b>																		
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>																		
	Planning Work Program	\$0	\$0	\$11,948	\$47,790	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,948	\$0	\$47,790	\$59,738
<b>III-B</b>	<b>Transp. Improvement Plan</b>																		
	TIP	\$0	\$0	\$6,620	\$26,482	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,620	\$0	\$26,482	\$33,102
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr .Reg. Reqs.</b>																		
	1 Title VI	\$4,321	\$17,284	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,321	\$0	\$17,284	\$21,605	
	2 Environmental Justice	\$4,211	\$16,843	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,211	\$0	\$16,843	\$21,053	

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

TAC 5/8/2013 Attachment 11

**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	\$29,061	\$116,244	\$9,145	\$36,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,206	\$0	\$152,824	\$191,030
<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**

TAC 5/8/2013 Attachment 11

**CITY OF DURHAM (Includes 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	\$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	\$2,252	\$2,252	\$18,014	\$9,755	\$9,755	\$78,041	\$0	\$0	\$0	\$12,007	\$12,007	\$96,055	\$120,069	
	6 Dwelling Unit, Pop. & Emp. Change	\$5,240	\$20,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,240	\$0	\$20,960	\$26,200		
	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	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000		
	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	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$12,000	\$15,000		
	2 Collection of Network Data	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000		
	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	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000		
	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	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000		
	9 Highway Element of th L RTP	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000		
	10 Transit Element of the L RTP	\$360	\$1,440	\$0	\$0	\$326	\$326	\$2,610	\$692	\$692	\$5,535	\$0	\$0	\$1,378	\$1,018	\$9,585	\$11,981		
	11 Bicycle & Ped. Element of the L RTP	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000		
	12 Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	13 Collector Street Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	14 Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	15 Freight Movement/Mobility Planning	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000		
	16 Financial Planning	\$0	\$0	\$0	\$0	\$326	\$326	\$2,610	\$9,632	\$9,632	\$77,054	\$0	\$0	\$9,958	\$9,958	\$79,664	\$99,580		
	17 Congestion Management Strategies	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000		
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>II C</b>	<b>Short Range Transit Planning</b>																		
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$2,610	\$2,610	\$20,878	\$9,854	\$9,854	\$78,830	\$0	\$0	\$0	\$12,464	\$12,464	\$99,709	\$124,636	
<b>III-A</b>	<b>Planning Work Program</b>																		
	Planning Work Program	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000		
<b>III-B</b>	<b>Transp. Improvement Plan</b>																		
	TIP	\$800	\$3,200	\$0	\$0	\$652	\$652	\$5,219	\$1,384	\$1,384	\$11,071	\$0	\$0	\$0	\$2,836	\$2,036	\$19,490	\$24,363	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Rqs.</b>																		
	1 Title VI	\$0	\$0	\$0	\$0	\$326	\$326	\$2,610	\$2,100	\$2,100	\$16,797	\$0	\$0	\$0	\$2,426	\$2,426	\$19,406	\$24,258	
	2 Environmental Justice	\$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**

TAC 5/8/2013 Attachment 11

**CITY OF DURHAM (Includes 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	
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$326	\$326	\$2,610	\$17,158	\$17,158	\$137,262	\$0	\$0	\$0	\$17,484	\$17,484	\$139,872	\$174,840	\$0
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D Incidental 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E Management &amp; Operations</b>																			
1	Management & Operations	\$1,000	\$4,000	\$0	\$0	\$7,258	\$7,258	\$58,065	\$26,702	\$26,702	\$213,616	\$0	\$0	\$0	\$34,960	\$33,960	\$275,681	\$344,601	\$0
<b>Totals</b>		<b>\$17,000</b>	<b>\$68,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,077</b>	<b>\$14,077</b>	<b>\$112,615</b>	<b>\$77,276</b>	<b>\$77,276</b>	<b>\$618,207</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$108,353</b>	<b>\$91,353</b>	<b>\$798,822</b>	<b>\$998,528</b>	<b>\$0</b>

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

TAC 5/8/2013 Attachment 11

**Durham County**

	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	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$6,000	\$24,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$0	\$24,000	\$30,000
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	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600	\$0	\$6,400	\$8,000
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	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
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	\$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

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

TAC 5/8/2013 Attachment 11

**Durham County**

	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%				
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	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
<b>Totals</b>		<b>\$12,000</b>	<b>\$48,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>	<b>\$0</b>	<b>\$48,000</b>	<b>\$60,000</b>

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

TAC 5/8/2013 Attachment 11

**Orange County**

	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	\$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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Dwelling Unit, Pop. & Emp. Change	\$2,230	\$8,919	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,230	\$0	\$8,919	\$11,149	
	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	\$1,115	\$4,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115	\$0	\$4,459	\$5,574		
	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 Long Range Transp. Plan</b>																			
	1	Collection of Base Year Data	\$1,115	\$4,459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,115	\$0	\$4,459	\$5,574		
	2	Collection of Network Data	\$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	
	4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5	Forecast of Data to Horizon year	\$1,449	\$5,798	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,449	\$0	\$5,798	\$7,247			
	6	Community Goals & Objectives	\$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	
	8	Capacity Deficiency Analysis	\$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	
	10	Transit Element of the LRTP	\$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	
	12	Airport/Air Travel Element of LRTP	\$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	
	14	Rail, Water or other mode of LRTP	\$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	
	16	Financial Planning	\$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	
	18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>II C 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 Planning Work Program</b>																			
	1	Planning Work Program	\$111	\$446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111	\$0	\$446	\$557		
<b>III-B Transp. Improvement Plan</b>																			
	1	TIP	\$111	\$446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$111	\$0	\$446	\$557		
<b>III-C 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	
	2	Environmental Justice	\$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	

	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
		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 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	\$2,230	\$8,919	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,230	\$0	\$8,919	\$11,149
<b>III-E Management &amp; Operations</b>																		
1	Management & Operations	\$2,787	\$11,149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,787	\$0	\$11,149	\$13,936
Totals		\$11,149	\$44,594	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,149	\$0	\$44,594	\$55,743

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

TAC 5/8/2013 Attachment 11

**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</b>	<b>Surveillance of Change</b>																	
1	Traffic Volume Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$200	\$200	\$1,600	\$3,125	\$3,125	\$25,000	\$0	\$0	\$0	\$3,325	\$3,325	\$26,600	\$33,250
6	Dwelling Unit, Pop. & Emp. Change	\$2,000	\$8,000	\$2,000	\$8,000	\$400	\$400	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400	\$400	\$19,200	\$24,000
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	\$2,000	\$8,000	\$2,000	\$8,000	\$3,300	\$3,300	\$26,400	\$2,750	\$2,750	\$22,000	\$0	\$0	\$0	\$10,050	\$6,050	\$64,400	\$80,500
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	\$500	\$2,000	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100	\$0	\$4,400	\$5,500
13	Bike & Ped. Counts	\$500	\$2,000	\$751	\$3,003	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,251	\$0	\$5,003	\$6,254
<b>II-B</b>	<b>Long Range Transp. Plan</b>																	
1	Collection of Base Year Data	\$2,000	\$8,000	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$0	\$16,000	\$20,000
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	\$1,000	\$4,000	\$0	\$0	\$350	\$350	\$2,797	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350	\$350	\$6,797	\$8,496
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	\$4,000	\$16,000	\$600	\$2,400	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,600	\$1,000	\$26,400	\$33,000
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	\$34,000	\$34,000	\$272,000	\$0	\$0	\$0	\$34,600	\$34,200	\$275,200	\$344,000
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</b>	<b>Short Range Transit Planning</b>																	
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,250	\$1,250	\$10,000	\$0	\$0	\$0	\$2,250	\$2,250	\$18,000	\$22,500
<b>III-A</b>	<b>Planning Work Program</b>																	
	Planning Work Program	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$500	\$500	\$4,000	\$0	\$0	\$0	\$900	\$500	\$5,600	\$7,000
<b>III-B</b>	<b>Transp. Improvement Plan</b>																	
	TIP	\$0	\$0	\$400	\$1,600	\$200	\$200	\$1,600	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,100	\$700	\$7,200	\$9,000
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Rqs.</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

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

TAC 5/8/2013 Attachment 11

**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
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
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	\$96,875	\$96,875	\$193,750	\$96,875	\$96,875	\$193,750	\$387,500
4	Regional or Statewide Planning	\$0	\$0	\$3,000	\$12,000	\$2,600	\$2,600	\$20,800	\$3,750	\$3,750	\$30,000	\$0	\$0	\$0	\$9,350	\$6,350	\$62,800	\$78,500
<b>III-E</b>	<b>Management &amp; Operations</b>																	
1	Management & Operations	\$3,000	\$12,000	\$4,000	\$16,000	\$3,470	\$3,470	\$27,760	\$10,925	\$10,925	\$87,400	\$12,500	\$12,500	\$25,000	\$33,895	\$26,895	\$168,160	\$228,950
	<b>Totals</b>	<b>\$15,000</b>	<b>\$60,000</b>	<b>\$17,351</b>	<b>\$69,404</b>	<b>\$13,520</b>	<b>\$13,520</b>	<b>\$108,156</b>	<b>\$63,300</b>	<b>\$63,300</b>	<b>\$506,400</b>	<b>\$109,375</b>	<b>\$109,375</b>	<b>\$218,750</b>	<b>\$218,546</b>	<b>\$186,195</b>	<b>\$962,710</b>	<b>\$1,367,450</b>

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

TAC 5/8/2013 Attachment 11

**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

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

TAC 5/8/2013 Attachment 11

**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%				
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
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

	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	\$816	\$3,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$816	\$0	\$3,265	\$4,081
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	\$3,073	\$12,294	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,073	\$0	\$12,294	\$15,367
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

	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	
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$9,036	\$36,142	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,036	\$0	\$36,142	\$45,178
<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	\$0
<b>Totals</b>		\$12,925	\$51,701	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,925	\$0	\$51,701	\$64,626

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

**Triangle Transit Authority (TTA)**

	Task Description	Non-Federal Funds (Local)		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary				
				PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total	
				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	\$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>III C</b>	<b>Short Range Transit Planning</b>																		
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>																		
	Planning Work Program	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000
<b>III-B</b>	<b>Transp. Improvement Plan</b>																		
	TIP	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$0	\$15,000	
<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

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

TAC 5/8/2013 Attachment 11

**Triangle Transit Authority (TTA)**

	Task Description	Non-Federal Funds (Local)		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary				
				PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total	
				Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%					
	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	\$85,500	\$85,500	\$684,000	\$0	\$0	\$0	\$85,500	\$85,500	\$684,000	\$855,000	
	4	Regional or Statewide Planning	\$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>\$8,000</b>	<b>\$32,000</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>\$125,500</b>	<b>\$85,500</b>	<b>\$684,000</b>	<b>\$895,000</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)	DCHC-MPO (DATA)	DCHC-MPO (DATA)
2-	FTA Code	442400	442400	442300	442400	442500
3-	Task Code	II-A-5	II-B-10	II-B-16	II-C1	III-B-1
4-	Title of Planning Task	<b>Transit System Data</b>	<b>Transit Element of the LRTP</b>	<b>Financial Planning</b>	<b>Short Range Transit Planning</b>	<b>Transportation Improvement Program (TIP)</b>
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 ongoing 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 provide on-going support to the MPO's effort toward annual updates of the DCHC -MPO s Long Range Transportation Plan. The support would be in the form of transit data compilation, including service area maps, schedules and patron information as a component of the socio economic data needed for the regular update of the LRTP.	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 system-wide planning oversight of both the fixed route and paratransit services including the monitoring of AVL project, Zonar (pre-trip inspection device) Automatic Passenger counters (APC) On-board camera and video systems and GFI farebox input and output. Also, this task would include the conduct of FTA mandated NTD survey for fixed route system.	To continue the program of developing transit plans for improving transit services as well as local area transportation as a whole. This would be achieved by identifying area of the City needing transit service and also improving upon the current level of service provided through on-going surveys.
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,	Transit Maps, GIS Overlays, Powerpoint Displays, Socioeconomic data compilation and analysis associated with daily monthly and annual transit patronage and service delivery	Grants, budget documents, Purchase orders, Bid documents Ledgers, Fund balances and maintenance of asset and related inventory.	Weekly , Monthly, and annual system-wide ridership monitoring reports, APC and AVL reports, NTD survey outcome	Maps of service changes, Public input process and outcomes, Public hearings, City Council reports, service implementation plans and related processes.
7-	Expected Completion Date of Product(s)	6/30/2014	6/30/2014	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	2013 Planning Work Program	Same as above. This is also an ongoing task element conducted by the fiscal program accountant.	On-going	On-going on an annual basis.
9-	Prior FTA Funds	\$73,129	None	\$36,351	\$0	\$0
10-	Relationship To Other Activities	Related to task III-E	This program is intended to support various MPO planning efforts related on the LRTP updates	Related to task III-E	Data retrieved would be used to disseminate service delivery and patronage information to transit management, City Council, FTA, NCDOT	These activities outlined also the MPO;s overall FY14 Unified Work Program.
11-	Agency Responsible for Task Completion	Durham Area Transit		Durham Area Transit	Durham Area Transit and Triangle Transit	Durham Area Transit and 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%	\$2,252	\$326	\$326	\$2,610	\$652
17-	Section 5303 NCDOT 10%	\$2,252	\$326	\$326	\$2,610	\$652
18-	Section 5303 FTA 80%	\$18,014	\$2,610	\$2,610	\$20,878	\$5,219
19-	Section 5307 Transit - Local 10%	\$9,755	\$692	\$9,632.00	\$9,853.80	\$1,383.90
20-	Section 5307 Transit - NCDOT 10%	\$9,755	\$692	\$9,632.00	\$9,853.80	\$1,383.90
21-	Section 5307 Transit - FTA 80%	\$78,041	\$5,535	\$77,054.00	\$78,830.40	\$11,071.20

**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	442199	442100	
3-	Task Code	III-C-1	III-C-6	III-E	
4-	Title of Planning Task	<b>Title VI</b>	<b>Public Involvement</b>	<b>Management and Operations</b>	<b>TOTALS</b>
5-	Task Objective	To provide ongoing education, service monitoring and system analysis and data compilation related to service changes in line with anticipation of Title VI Civil Rights mandates. This review would be done related to the DBBS program for the fixed route service in consultation with the FTA in order to ensure that all service changes over and above 10% are done with Title VI mandates in mind to ensure equity and fairness in the delivery of current fixed route transit service.	To seek out untapped patrons of the transit service through the use of aggressive public involvement and sustained marketing of the system. Also to engage the Public in all matters related to proposed service changes, to respond to the concerns of the public and to seek their input as it relates to all Title VI matters.	To provide overall transit system management and operations 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	Title VI document related to all service changes that require that we provide such analysis for review and approval by the FTA	Public meeting agenda, outcome and reports, Public hearing notices and summary reports, meeting attendance and related Council reports	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	Same as above	On-going	Same as above	
9-	Prior FTA Funds	None	\$0	\$517,474	
10-	Relationship To Other Activities	Related to task III-E	This effort relates to and supports the MPOs overall FY14 unified Work Program of enhancing transportation delivery in Durham	Related to task III-E	
11-	Agency Responsible for Task Completion	Durham Area Transit and Traingle 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%	\$326	\$326	\$7,258	\$14,076
17-	Section 5303 NCDOT 10%	\$326	\$326	\$7,258	\$14,076
18-	Section 5303 FTA 80%	\$2,610	\$2,610	\$58,065	\$112,617
19-	Section 5307 Transit - Local 10%	\$2,099.00	\$17,157.80	\$26,702	\$77,276
20-	Section 5307 Transit - NCDOT 10%	\$2,100.00	\$17,157.80	\$26,702	\$77,277
21-	Section 5307 Transit - FTA 80%	\$16,797.00	\$137,262.40	\$213,616	\$618,207

## 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)
2-	FTA Code	442400	442400	442400	442301	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
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
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
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 development 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
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			
17-	Section 5303 NCDOT 10%		\$200	\$400	\$3,300			
18-	Section 5303 FTA 80%		\$1,600	\$3,200	\$26,400			
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%							

**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	442302	442302	442302	442302	442302	442302	442100	442500
3-	Task Code	II-B-2	II-B-3	II-B-5	II-B-16	II-B-17	II-C-1	III-A-1	III-B-1
4-	Title of Planning Task	Collection of Network Data	Travel Model Updates	Forecast of Data to Horizon Year	Financial Planning	Congestion Management	Short Range Transit Planning	Planning Work Program	Transportation Improvement Program
5-	Task Objective		Monitor the use of the TRM in the development of Triangle LPA.		Prepare Financial Plan for 2040 L RTP. Development of a strategic plan, and financial plan identifying sustainable funding sources for services established in the strategic plan.	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.
6-	Tangible Product Expected		Modification``		2040 Financial Plan	Development of TDM program for incorporation into 2040 L RTP	Refinements to the previously completed comprehensive route analysis.	FY2014 PWP	Updated TIP
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	On-going
8-	Previous Work		Participation in refinements to TRM.		2035 Financial Plan and CHT's Financial Sustainability Plan	TDM element of 2035 L RTP.	Development of comprehensive route analysis.	Development and management of FY12 & FY13 UPWP	Adjustments to existing TIP; Development of new TIP
9-	Prior FTA Funds		\$3,000		\$28,000	\$10,000	\$50,000	\$10,000	\$18,000
10-	Relationship To Other Activities		Support development of L RTP		Supports development of the 2040 L RTP	Supports development of the 2040 L RTP	Supports implementation of the MPO L RTP	Supports implementation of annual work program	Supports implementation of adopted L RTP
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	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%	\$500	\$350	\$1,000	\$200	\$300	\$1,000		\$200
17-	Section 5303 NCDOT 10%	\$500	\$349	\$1,000	\$200	\$300	\$1,000		\$200
18-	Section 5303 FTA 80%	\$4,000	\$2,797	\$8,000	\$1,600	\$2,400	\$8,000		\$1,600
19-	Section 5307 Transit - Local 10%				\$34,000		\$1,250	\$500	\$500
20-	Section 5307 Transit - NCDOT 10%				\$34,000		\$1,250	\$500	\$500
21-	Section 5307 Transit - FTA 80%				\$272,000		\$10,000	\$4,000	\$4,000
22-	Section 5309 Transit - Local 25%								
23-	Section 5309 Transit - NCDOT 25%								
24-	Section 5309 Transit - FTA 50%								

**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	442700	442700	442400	442400	442100	442700	442200	442100	
3-	Task Code	III-C-1	III-C-3	III-C-4	III-C-5	III-C-6	III-D-3	III-D-4	III-E	
4-	Title of Planning Task	Title VI	Minority Business Enterprise	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 prepare the FY2013 Title VI program/plan	To assess compliance with minority business enterprise regulations	To assess impact of transit service on elderly and handicapped populations	To implement and monitor federal safety and drug control planning	To establish public outreach efforts to engage public involvement.	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	Updated Title VI program	Annual assessment	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)	10/15/2013	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	6/30/2014	
8-	Previous Work	Monitoring of the Title VI program	Annual assessment	Ongoing monitoring	Ongoing monitoring	Annual transit forums	Chapel Hill Long Range Transit Plan		Management of transit planning activities	
9-	Prior FTA Funds	\$1,250	\$1,000	\$31,250	\$20,000	\$10,000		\$18,250	\$156,000	
10-	Relationship To Other Activities	State/Federal Civil rights requirements	State/Federal MBE requirements	This project supports the development of the 2035 Regional Plan		This project supports the developmnet of the 2035 Regional plan		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	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%	\$500	\$500	\$1,000	\$4,000	\$500		\$3,750	\$10,925	\$63,300
20-	Section 5307 Transit - NCDOT 10%	\$500	\$500	\$1,000	\$4,000	\$500		\$3,750	\$10,925	\$63,300
21-	Section 5307 Transit - FTA 80%	\$4,000	\$4,000	\$8,000	\$32,000	\$4,000		\$30,000	\$87,400	\$506,400
22-	Section 5309 Transit - Local 25%						\$175,000			\$175,000
23-	Section 5309 Transit - NCDOT 25%						\$175,000			\$175,000
24-	Section 5309 Transit - FTA 50%						\$350,000			\$350,000

## CHAPEL HILL Anticipated DBE Contracting Opportunities for FY14

Name of MPO: Town of Chapel Hill

Person Completing Form: Carmen Cole

Telephone Number: 919-969-4911

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

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

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

1-	MPO	DCHC-MPO (Triangle Transit)	
2-	FTA Code	442302	
3-	Task Code	III-D-3	
4-	Title of Planning Task	Special Studies	TOTALS
5-	Task Objective	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	RFP and/or Technical Report	
7-	Expected Completion Date of Product(s)	6/30/2014	
8-	Previous Work	URS Reports, MAB Analyses, Financial Planning Analysis	
9-	Prior FTA Funds	\$ 680,000	
10-	Relationship To Other Activities	This task will follow from the transit infrastructure planning conducted for the LRTP.	
11-	Agency Responsible for Task Completion	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%	\$85,500	\$85,500
20-	Section 5307 Transit - NCDOT 10%	\$85,500	\$85,500
21-	Section 5307 Transit - FTA 80%	\$684,000	\$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	\$680,000	\$855,000

**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

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information, and location maps to the Lead Planning Agency (LPA). The Traffic count data will feed into the MPO Congestion Management Process (CMP), Triangle Regional Model (TRM) maintenance and update, MPO GIS and Safety and Freight planning.

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

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

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

### 1.3 Street System Mileage Change

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

### 1.4 Traffic Accidents

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

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

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

### 1.5 Transit System Data

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

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

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

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

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

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

### 1.6 Dwelling Unit / Population and Employment Changes

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

### 1.7 Air Travel and RDU Special Generator Data

The MPO will undertake routine collection of travel and passenger data at the Raleigh-Durham International Airport (RDU): Data to be collected and analyzed include but not limited to number of daily flights, number of daily enplaned passengers, and number of deplaned passengers, ground transportation, and tons of cargo activities. This purpose of the data collection and monitoring is to determine the influence of Raleigh-Durham International Airport (RDU), as a special generator, on the regional transportation system as well as to identify needs for additional services.

### 1.9 Travel Time /Speed Studies

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

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

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

### 1.10 Mapping and GIS

This task will include but not limited to mapping of and geo-spatial updates to UPWP transportation planning activities such as the CMP, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, Title VI and environmental factors. The MPO will continue to update base maps for corridor studies and project planning. Work will continue on the development and update of the GIS online. Work will continue on the update and enhance of mapping for the MPO website and Public Involvement planning. Work will also continue on the integration and maintenance of the Geo-coder, community Viz and enterprise GIS. The LPA will continue to improve MPO GIS support for short and long-range transportation plans by providing visualization enhancement and as required by federal regulations. The LPA will continue work associated with management of MPO database, ArcGIS shapefiles and Google KML files

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

The MPO will continue data collection and inventory of on- and off- street parking facilities in the Central Business Districts (CBD), major generators and universities. Parking data to be collected include, number of spaces, parking fee rates (hourly daily, and monthly), average weekday costs and demand. Parking information collected will help in the calibration and maintenance of the travel model.

### 1.12 Bike & Pedestrian Facilities/counts Inventory

The LPA staff will continue to participate in bicycle and pedestrian planning in the region and provide technical assistance/coordination to other government units as needed. The 2035 LRTP and 2040 MTP support and encourage bicycle and pedestrian planning and staff continue to work toward achieving those goals. The primary activity in this task will be the further development of the bicycle system inventory using the planning and mapping tool GIS online and Google Earth. The MPO will continue to conduct inventory of bicycle and pedestrian facilities as part of the CMP, the development of performance measure. The proposed inventory will to provide accurate inputs for the travel model update as well as help identify future sidewalk project needs, guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan and TIP/SPOT prioritization. Also, inventory of bicycle and pedestrian counts will continue to be conducted as part of the Congestion Management Process and the MAP-21 performance measures development. The p inventory will guide pedestrian improvement planning, and to support specific

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

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

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

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

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

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

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

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

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

### 2.2 Collection of Network Data

The MPO will continue to update transportation/model network data. The proposed work activities will include collection and update of the following transportation network variables and attributes:

*A-Highways:* 1) posted speed limit; 2) number of lanes; 3) segment length; 4) turn pockets; 5) parking conditions; 6) traffic signal locations and stop conditions; 7) signal density; 8). access control and driveway conditions; 9) land use and area type; 10) free flow speeds; 11) Travel Time; 12) median condition; and 13) facility type and functional classification.

*B-Transit:* 1) headways; 2) speed; 3) hours of operation; 4) services miles; 5) fare structure; 6) transfer information; 7) schedule information; and 8) route information and service characteristics for each route.

*C-Bicycle and Pedestrian:* 1) mileage; 2) activity density; 3) neighborhood characteristics; 4) environment/friendliness factors/indices; and 5) connectivity.

### 2.3 Travel Model Updates

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

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

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

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

Essentially, the modeling the proposed modeling work program involves the update and calibration and validation for the model to support the development of the TRM versions 6 and 7 and 2045 MTP. Update of the Triangle Regional Model (TRM) including improvements, enhancements and major updates. Proposed tasks include model sub-area enhancement, other improvements identified during the development of the 2040 MTP, such as:

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

Work will continue on the Land-use/transportation model integration and the non-motorized trip model. The LPA will carry out other tasks needed to support the Triangle Regional Model updates, including providing the MPO's share of the Service Bureau funding and 50% FTE.

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

USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan or Metropolitan Transportation Plan (MTP) that meets the following: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee (TAC). The MTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the comprehensive Transportation Plan as well as commence data collection

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

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

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

The MPO will work to implement and monitor the Congestion Management Process (CMP) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue on the update and monitoring of CMP strategies and State of the Systems Report.

#### **5. Air Quality Planning/Conformity Analysis**

The DCHC MPO (the Transportation Advisory Committee) is responsible in making a determination as to whether or not transportation plans, programs, and projects (LRTP and TIP) conform to air quality standards and the intent of the SIP. The LPA will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition the LPA will continue participation in the development and application of State Implementation Plans for air quality, participation in the statewide interagency consultation, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

#### **6. Short Range Transit Planning**

The MPO transit operators will continue activities related to short range transit planning. This includes continuous evaluation of their respective transit development plans and service performance.

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

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

Under this work element, the LPA will administer the FY 2012-2013 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2013-2014 UPWP. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2014. Work program will include the development and maintenance of UPWP in conformance with applicable federal, state, and regional guidelines. In addition, work will include the preparation of UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

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

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

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

The LPA will continue to participate regularly and consistently in the TIP project planning & development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, and participating in field inspections. The LPA will be involved in the East End Connector NEPA process including taking the lead in the public involvement process. The MPO will continue to support and be involved in NCDOT efforts to link NEPA process in the MPO systems planning process

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

In accordance with Federal Action (Executive Order 12898), the will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice: 1) Ensure adequate public involvement of low-income and minority groups in decision-making; 2) Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and 3) Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO. Tasks include:

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
2. Update demographic profiles based on Census CTPP and PUMS as well as MPO SE data forecasts - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2000 Census.
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
6. Review existing public outreach and involvement plan.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular.

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

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

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

The MPO will continue to emphasize planning and provision of transportation facilities and services for the elderly and disabled. Specifically, the MPO will update inventory of locations and needs of elderly and disabled persons. The MPO will work with transit operators in the planning and evaluation of para-transit services.

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

The MPO will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers. To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information.

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

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

The MPO will continue with wide range of studies which are being conducted to meet the transportation planning needs of the area. These studies include NC 54/I40 corridor and sub-area study, ITS deployment plan update and the continuation of the Farrington/Stagecoach Road study, MPO collector street plan, GIS warehouse and automation, MPO parking study, etc.

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

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

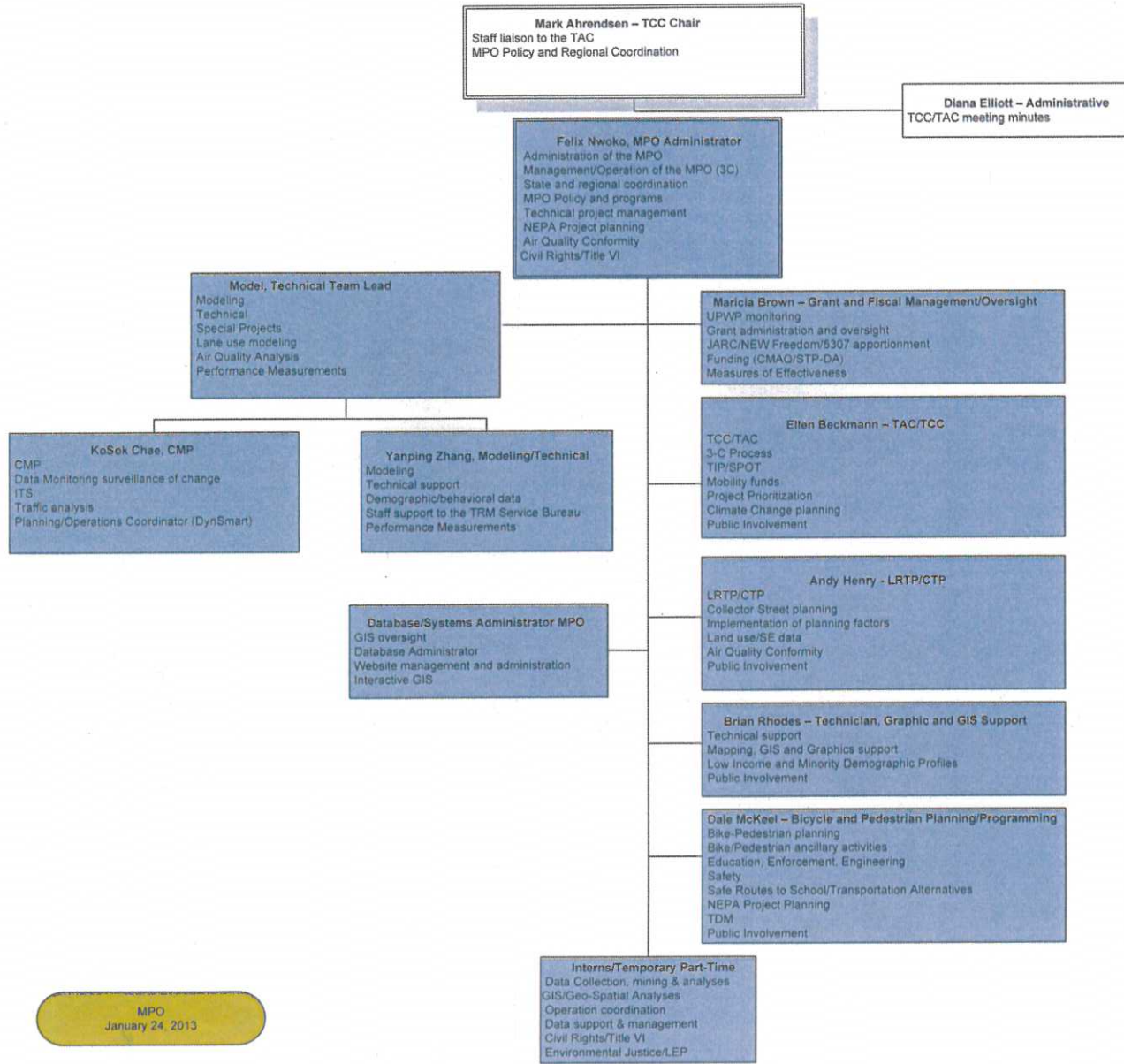
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### **12. Management and Operations**

The thrust of this work program is to assist, support, and facilitate an open Comprehensive, Cooperative, and continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding. This work element encompasses the administration and support of transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds. In addition, this work includes consultation with other agencies involved with in 3C planning activities; liaison activities between the MPO and NCDOT and ongoing coordination with CAMPO; and communication with other regional groups. Other activities include the day-to-day oversight of and reporting on the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. Proposed tasks include but not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Respond to federal and State legislation and regulations.
3. Provide service request to citizens.
4. Provide service requests and technical support to MPO member agencies.
5. Provide oversight to MPO planning and Transit funding policies.
6. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
7. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
8. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
9. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

DCHC MPO LEAD PLANNING AGENCY (LPA)



MPO  
January 24, 2013



**Table 3**

**FY 2014 UPWP - Overview of Staff Hours by Task and Agency**

		FHWA PL & STP-DA Funding				FTA 5303 and 5307 Funding		
No.	Task/Project	LPA	Chapel Hill	Carrboro Hours	TJCOG	DATA 5303	CHT 5303	TTA 5307
1	Data Collection & Monitoring/Surveillance	4,092	1,985	135	0	1,522	1,590	0
2	Travel Model Updates & Survey Activities (including base year, intermiat years and Horizon model data)	2,815	775	0	80	0	240	0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	2,520	692	60	287	0	262	0
4	Congestion Management Process -CMP	1,620	105	50	0	0	120	0
5	Air Quality Planning & Conformity	130	0	0	0	0	0	0
6	Short Range Transit Planning / TDP	0	0	45	0	0	378	0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	1,220	35	45	0	0	0	0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	830	60	115	0	0	35	0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	806	0	30	0	0	0	0
10	Safety Plng/Drug Control Plng & Private Sector participation	0	0	0	0	0	0	0
11	Public Involvement/ Website/Social media & interactive mapping	484	0	45	0	0	0	0
12	Special Studies & State/Regional Coordination	1,585	415	30	615	0	900	0
13	MPO Management and Operations	3,350	524	303	0	0	904	0
<b>Totals</b>		<b>19,452</b>	<b>4,591</b>	<b>858</b>	<b>982</b>	<b>1,522</b>	<b>4,429</b>	<b>0</b>

**Table 4**

**FY 2014 UPWP - Overview of Budget by Task and Agency**

		FHWA PL & STP-DA Funding				FTA 5303 and 5307 Funding		
No.	Task/Project	LPA	Chapel Hill	Carrboro Hours	TJCOG	DATA 5303	CHT 5303	TTA 5307
1	Data Collection & Monitoring/Surveillance	\$505,402	\$54,786	\$5,175	\$0	\$68,201	\$38,981	\$0
2	Travel Model Updates & Survey Activities (including base year, intermiat years and Horizon model data)	\$309,528	\$24,944	\$0	\$4,081	\$0	\$8,486	\$0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$104,760	\$25,034	\$2,427	\$15,367	\$0	\$12,033	\$0
4	Congestion Management Process -CMP	\$166,918	\$2,953	\$1,816	\$0	\$0	\$2,986	\$0
5	Air Quality Planning & Conformity	\$5,628	\$0	\$0	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$0	\$0	\$1,634	\$0	\$0	\$10,021	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$48,835	\$2,032	\$1,634	\$0	\$0	\$0	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$34,090	\$1,982	\$4,549	\$0	\$0	\$2,032	\$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$34,080	\$0	\$1,089	\$0	\$0	\$0	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$111,575	\$0	\$2,007	\$0	\$0	\$0	\$0
12	Special Studies & State/Regional Coordination	\$70,142	\$14,959	\$1,214	\$45,178	\$0	\$26,118	\$855,000
13	MPO Management and Operations	\$186,669	\$34,979	\$11,624	\$0	\$72,581	\$34,365	\$0
<b>Totals</b>		<b>\$1,577,626</b>	<b>\$161,668</b>	<b>\$33,168</b>	<b>\$64,626</b>	<b>\$140,782</b>	<b>\$135,021</b>	<b>\$855,000</b>

<b>Staff Salaries and Consulting Breakdown</b>			
No.	Task/Project	Salary & Fringe	Consulting
1	Data Collection & Monitoring/Surveillance	\$150,402	\$335,000
2	Travel Model Updates & Survey Activities (including base year, intermate 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>

<b>LPA -Consulting Breakdown</b>				
No.	Task/Project	Total Funding	Staff Salaries / Fringe	& Operating
1	Data Collection & Monitoring/Surveillance	\$505,402	\$150,402	\$355,000
2	Travel Model Updates & Survey Activities (including base year, intermate years and Horizon model data)	\$309,528	\$119,528	\$190,000
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$104,760	\$104,760	\$0
4	Congestion Management Process -CMP	\$166,918	\$66,918	\$100,000
5	Air Quality Planning & Conformity	\$5,628	\$5,628	\$0
6	Short Range Transit Planning / TDP	\$0	\$0	\$0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$48,835	\$48,835	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$34,090	\$34,090	\$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$34,080	\$34,080	\$0
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0
11	Public Involvement/ Website/Social media & interactive mapping	\$111,575	\$21,575	\$90,000
12	Special Studies & State/Regional Coordination	\$70,142	\$70,142	\$0
13	MPO Management and Operations	\$186,669	\$136,669	\$50,000
<b>Totals</b>		<b>\$1,577,626</b>	<b>\$792,626</b>	<b>\$785,000</b>

Table 6				
FY 2014 FHWA Planning Funding by MPO Jurisdictions				
No.	Jurisdiction	FY 2014 Funding	TCC recommendation	
1	Carrboro	\$26,534	\$26,534	
2	Chapel Hill	\$129,335	\$129,335	
3	Chatham County	\$0	\$0	
4	Durham City	\$68,000	\$68,000	
5	Durham County	\$48,000	\$48,000	
6	Hillsborough	\$0	\$0	
7	Orange County	\$44,594	\$44,594	
	Total	\$160,594	\$160,594	

TCC subcommittee to develop a long term recommendation for funding allocation to Member jurisdictions

Table 7					
FY 2014 Transit Funding by Agency					
		5303	5307	5309	Total
1	Chapel Hill Transit	\$135,021	\$1,414,571	\$549,992	\$2,099,585
2	DATA	\$140,782	\$772,722		\$913,504
3	Triangle Transit	\$0	\$855,000		\$855,000
	Total	\$275,803	\$3,042,293	\$549,992	\$3,868,089

FY2013-2014 UPWP - Resource Allocation  
Summary of DCHC MPO Staff Hours & Total Funding Tables

TAC 5/8/2013 Attachment 11A

<b>Table T-1 : Transit Agencies FTA Planning Funds</b>									
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, intermiate 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 & Plng for Elderly	0	0	0	589	0	0	589	589
10	Safety Plng/Drug Control Plng & 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>

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	\$38,981	\$68,201	\$107,182	\$38,487	\$25,004	\$0	\$63,491	\$170,672
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	\$8,486	\$0	\$8,486	\$0	\$0	\$0	\$0	\$8,486
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	\$12,033	\$0	\$12,033	\$365,019	\$47,019	\$0	\$412,038	\$424,071
4	Congestion Management Process -CMP	\$2,986	\$0	\$2,986	\$0	\$0	\$0	\$0	\$2,986
5	Air Quality Planning & Conformity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Short Range Transit Planning / TDP	\$0	\$0	\$0	\$12,489	\$0	\$0	\$12,489	\$12,489
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	\$0	\$0	\$0	\$4,998	\$0	\$0	\$4,998	\$4,998
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$2,032	\$0	\$2,032	\$4,998	\$0	\$0	\$4,998	\$7,030
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	\$0	\$0	\$0	\$20,022	\$0	\$0	\$20,022	\$20,022
10	Safety Plng/Drug Control Plng & Private Sector participation	\$0	\$0	\$0	\$39,995	\$0	\$0	\$39,995	\$39,995
11	Public Involvement/ Website/Social media & interactive mapping	\$0	\$0	\$0	\$4,993	\$0	\$0	\$4,993	\$4,993
12	Special Studies & State/Regional Coordination	\$26,038	\$0	\$26,038	\$750,017	\$0	\$855,000	\$1,605,017	\$1,631,055
13	MPO Management and Operations	\$34,365	\$72,581	\$106,946	\$173,553	\$700,699	\$0	\$874,252	\$981,198
	<b>Totals</b>	<b>\$124,920</b>	<b>\$140,782</b>	<b>\$265,702</b>	<b>\$1,414,571</b>	<b>\$772,722</b>	<b>\$855,000</b>	<b>\$3,042,293</b>	<b>\$3,307,995</b>

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FY2013-2014 UPWP - Resource Allocation  
 Summary of DCHC MPO Staff Hours & Total Funding Tables TAC 5/8/2013 Attachment 11A

Carrboro FHWA - Table 1		Town of Carrboro Staff Hours													Tot Staff Hours
No.	Task/Project	Trans. Pl. -- Jeff	GIS . -- Ruth	Trans. Pl. -- Pat	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	
1	Data Collection & Monitoring/Surveillance	105	30	0											135
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	0	10											60
4	Congestion Management Process - CMP	50	0	0											50
5	Air Quality Planning & Conformity	0	0	0											0
6	Short Range Transit Planning / TDP	45	0	0											45
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	45	0	0											45
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	100	0	15											115
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Png for Elderly	30	0	0											30
10	Safety Png/Drug Control Png & Private Sector participation	0	0	0											0
11	Public Involvement/ Website/Social media & interactive mapping	30	0	15											45
12	Special Studies & State/Regional Coordination	25	0	5											30
13	MPO Management and Operations	278	0	25											303
	<b>Totals</b>	758	30	70											858
	<b>% Hours Devoted to UPWP Planning</b>	39.89%	1.58%	3.68%											

Carrboro FHWA- Table 2		Town of Carrboro - Percent Staff Hours Distribution by UPWP Tasks													Tot Staff Hours
No.	Task/Project	Trans. Pl. -- Jeff	GIS . -- Ruth	Trans. Pl. -- Pat	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	
1	Data Collection & Monitoring/Surveillance	13.9%	0.0%	0.0%											15.7%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%	0.0%	0.0%											0.0%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	6.6%	0.0%	14.3%											7.0%
4	Congestion Management Process - CMP	6.6%	0.0%	0.0%											5.8%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%											0.0%
6	Short Range Transit Planning / TDP	5.9%	0.0%	0.0%											5.2%
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	5.9%	0.0%	0.0%											5.2%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	13.2%	0.0%	21.4%											13.4%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Png for Elderly	4.0%	0.0%	0.0%											3.5%
10	Safety Png/Drug Control Png & Private Sector participation	0.0%	0.0%	0.0%											0.0%
11	Public Involvement/ Website/Social media & interactive mapping	4.0%	0.0%	21.4%											5.2%
12	Special Studies & State/Regional Coordination	3.3%	0.0%	7.1%											3.5%
13	MPO Management and Operations	36.7%	0.0%	35.7%											35.3%
	<b>Totals</b>	100.0%		100.0%											100.0%

FY2013-2014 UPWP - Resource Allocation  
 Summary of DCHC MPO Staff Hours & Total Funding Tables TAC 5/8/2013 Attachment 11A

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, intermiate 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 Mangement/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 : FTA 5303 - Table 1		Town of Chapel Hill Staff Hours														
No.	Task/Project	Trans. Pl. -- Bonk	Trans. Pl. -- Davis	Intern 2	GIS Analyst Cecil	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours	
1	Data Collection & Monitoring/Surveillance	25	235	530	800										1590	
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	110	0	130	0										240	
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	135	127	0	0										262	
4	Congestion Management Process - CMP	25	0	95	0										120	
5	Air Quality Planning & Conformity	0	0	0	0										0	
6	Short Range Transit Planning / TDP	0	0	0	378										378	
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0	0	0	0										0	
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	35	0	0	0										35	
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0	0	0	0										0	
10	Safety Plng/Drug Control Plng & Private Sector participation	0	0	0	0										0	
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	0										0	
12	Special Studies & State/Regional Coordination	75	500	325	0										900	
13	MPO Management and Operations	180	724	0	0										904	
	<b>Totals</b>	585	1586	1080	1178										4,429	
	<b>% Hours Devoted to MPO Planning</b>	30.79%	83.47%	56.84%	62.00%											

Chapel Hill : FTA 5303- Table 2		Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. -- Bonk	Trans. Pl. -- Davis	Intern 2	GIS Analyst Cecil	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	4.3%	0.0%	49.1%	67.9%										35.9%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	18.8%	0.0%	12.0%	0.0%										5.4%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	23.1%	8.0%	0.0%	0.0%										5.9%
4	Congestion Management Process - CMP	4.3%	0.0%	8.8%	0.0%										2.7%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	0.0%										0.0%
6	Short Range Transit Planning / TDP	0.0%	0.0%	0.0%	32.1%										8.5%
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0.0%	0.0%	0.0%	0.0%										0.0%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	6.0%	0.0%	0.0%	0.0%										0.8%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0.0%	0.0%	0.0%	0.0%										0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%	0.0%	0.0%	0.0%										0.0%
11	Public Involvement/ Website/Social media & interactive mapping	0.0%	0.0%	0.0%	0.0%										0.0%
12	Special Studies & State/Regional Coordination	12.8%	31.5%	30.1%	0.0%										20.3%
13	MPO Management and Operations	30.8%	45.6%	0.0%	0.0%										20.4%
	<b>Totals</b>	100.0%	85.2%	100.0%	100.0%										100.0%

Chapel Hill : FTA 5303 - Table 3		Town of Chapel Hill 5303 Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Counseling	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	\$10,021	\$0	\$0	\$10,021
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	\$26,118	\$0	\$0	\$26,118
13	MPO Management and Operations	\$34,365	\$0	\$0	\$34,365
	<b>Totals</b>	\$135,021	\$0	\$0	\$135,021



Chapel Hill FHWA - Table 3		Town of Chapel Hill FHWA Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Counsulting	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 & Png for Elderly	\$0	\$0	\$0	\$0
10	Safety Png/Drug Control Png & 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

FY2013-2014 UPWP - Resource Allocation  
 Summary of DCHC MPO Staff Hours & Total Funding Tables

TAC 5/8/2013 Attachment 11A

Chapel Hill : 5307 FTA - Table 1		Town of Chapel FTA 5307 Hill Staff Hours													
No.	Task/Project	Director Litchfield	Admin Surv Mgr	Grant Manager C. Cole	Budget Mgr Shreve	Operation Mgr Pittman	Custmer Srvc Mgr Hackney	Transit Planner Vega	Safety Mgr Butler	Grants Coord Murdoc	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, intermiate 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 2		Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Director Litchfield	Admin Surv Mgr	Grant Manager C. Cole	Budget Mgr Shreve	Operation Mgr Pittman	Custmer Srvc Mgr Hackney	Transit Planner Vega	Safety Mgr Butler	Grants Coord Murdoc	Secretary Sherman	GIS Coord Cecil	Operation Supvsr	Operatio n Supvsr	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	6.7%	0.0%	0.0%	0.0%	0.0%	0%	9%	0%	0%	0%	58%	100%	100%	13.9%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%	0.0%	0.0%	0.0%	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%	0.0%	5.4%	91.4%	0.0%	0.0%	0%	0%	0%	0%	0%	0%	0%	11.8%
4	Congestion Management Process - CMP	0.0%	0.0%	0.0%	0.0%	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%	0%	0%	0%	0%	0%	0.0%
6	Short Range Transit Planning / TDP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28%	0%	0%	0%	0%	0%	0%	3.4%
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	0%	4%	0%	0%	0%	0%	1.2%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0%	0%	4%	0%	0%	0%	0%	1.2%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	1.4%	0.0%	12.2%	0.0%	0.0%	0.0%	0%	0%	0%	0%	42%	0%	0%	6.1%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.9%	3.1%	0.0%	0.0%	11.1%	11.8%	0%	94%	0%	0%	0%	0%	0%	11.2%
11	Public Involvement/ Website/Social media & interactive mapping	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	5%	0%	0%	100%	0%	0%	0%	1.4%
12	Special Studies & State/Regional Coordination	35.5%	0.0%	0.0%	0.0%	0.0%	0.0%	42%	0%	14%	0%	0%	0%	0%	10.7%
13	MPO Management and Operations	53.7%	96.9%	72.4%	8.6%	88.9%	88.2%	17%	6%	79%	0%	0%	0%	0%	39.0%
	<b>Totals</b>	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



Summary of DCHC MPO Staff Hours & Total Funding Tables

Chapel Hill FTA 5309 - Table 1		Town of Chapel Hill Staff Hours													Tot Staff Hours
No.	Task/Project	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	
1	Data Collection & Monitoring/Surveillance	0													0
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0													0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	0													0
4	Congestion Management Process - CMP	0													0
5	Air Quality Planning & Conformity	0													0
6	Short Range Transit Planning / TDP	0													0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0													0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0													0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Png for Elderly	0													0
10	Safety Png/Drug Control Png & Private Sector participation	0													0
11	Public Involvement/ Website/Social media & interactive mapping	100													100
12	Special Studies & State/Regional Coordination	0													0
13	MPO Management and Operations	1225													1225
<b>Totals</b>		1325													1,325
<b>% Hours Devoted to MPO Planning</b>		69.74%													

Chapel Hill : FTA 5309- Table 2		Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks													Tot Staff Hours
No.	Task/Project	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	
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 & Png for Elderly	0.0%													0.0%
10	Safety Png/Drug Control Png & Private Sector participation	0.0%													0.0%
11	Public Involvement/ Website/Social media & interactive mapping	7.5%													7.5%
12	Special Studies & State/Regional Coordination	0.0%													0.0%
13	MPO Management and Operations	92.5%													92.5%
<b>Totals</b>		100.0%													100.0%

FY2013-2014 UPWP - Resource Allocation  
 Summary of DCHC MPO Staff Hours & Total Funding Tables

Chapel Hill : FTA 5309 - Table 3		Town of Chapel Hill FHWA Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Consulting	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 & PIng for Elderly	\$0	\$0	\$0	\$0
10	Safety PIng/Drug Control PIng & 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

FY2013-2014 UPWP - Resource Allocation  
 Summary of DCHC MPO Staff Hours & Total Funding Tables TAC 5/8/2013 Attachment 11A

DATA : FTA 5303 Table 1		DATA 5303 Staff Hours													
No.	Task/Project	Trans. Pl. -- Pierre	Fiscal - Angelia	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	1522													1522
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0													0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	0													0
4	Congestion Management Process - CMP	0													0
5	Air Quality Planning & Conformity	0													0
6	Short Range Transit Planning / TDP	0													0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0													0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0													0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0													0
10	Safety Plng/Drug Control Plng & Private Sector participation	0													0
11	Public Involvement/ Website/Social media & interactive mapping	0													0
12	Special Studies & State/Regional Coordination	0													0
13	MPO Management and Operations	0													0
<b>Totals</b>		1522													1,522
<b>% Hours Devoted to UPWP Planning</b>		80.11%													

DATA : FTA 5303- Table 2		DATA - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. -- Pierre	Fiscal - Angelia	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	100.0%													100.0%
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	0.0%													0.0%
12	Special Studies & State/Regional Coordination	0.0%													0.0%
13	MPO Management and Operations	0.0%													0.0%
<b>Totals</b>		100.0%													100.0%

FY2013-2014 UPWP - Resource Allocation  
 Summary of DCHC MPO Staff Hours & Total Funding Tables TAC 5/8/2013 Attachment 11A

DATA : FTA 5303 - Table 3		DATA : FTA 5303 Planning FY 2014 Budget			
No.	Task/Project	Total Salaries	Operating	Consulting	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$68,201	\$0	\$0	\$68,201
2	Travel Model Updates & Survey Activities (including base year, intermate 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

FY2013-2014 UPWP - Resource Allocation

TAC 5/8/2013 - Attachment 11A

DATA : FTA 5307 Table 1		Summary of CMAA MPO Staff Hours & Total Funding Tables													
No.	Task/Project	Trans. Pl. --	Fiscal - Angelia	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	558	0												558
2	Activities (including base year, Long Range Planning & MTP/CTP/Collector Street Planning/TDM	0	0												0
3	Collector Street Planning/TDM	0	1266												1266
4	CMP	0	0												0
5	Air Quality Planning & Conformity	0	0												0
6	Short Range Transit Planning / TDP	0	0												0
7	Mangement/oversight & Audit	0	0												0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0	0												0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority	0	0												0
10	Private Sector participation	0	0												0
11	media & interactive mapping	0	0												0
12	Special Studies & State/Regional Coordination	0	0												0
13	MPO Management and Operations	0	814												814
<b>Totals</b>		558	2080												2,638
<b>% Hours Devoted to UPWP Planning</b>		29.37%	109.47%												

DATA : FTA 5307- Table 2		DATA - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. --	Fiscal - Angelia	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	100.0%	0.0%												21.2%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%	0.0%												0.0%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	0.0%	60.9%												48.0%
4	Congestion Management Process - CMP	0.0%	0.0%												0.0%
5	Air Quality Planning & Conformity	0.0%	0.0%												0.0%
6	Short Range Transit Planning / TDP	0.0%	0.0%												0.0%
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0.0%	0.0%												0.0%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%	0.0%												0.0%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0.0%	0.0%												0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%	0.0%												0.0%
11	Public Involvement/ Website/Social media & interactive mapping	0.0%	0.0%												0.0%
12	Special Studies & State/Regional Coordination	0.0%	0.0%												0.0%
13	MPO Management and Operations	0.0%	39.1%						0	0	0	0	0	0	30.9%
<b>Totals</b>		100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0	0	0	0	0	0	0	100.0%

FY2013-2014 UPWP - Resource Allocation

TAC 5/8/2013 Attachment 11A

DATA : FTA 5307 - Table 3 Summary of FHG MPO Staff Hours & Total Funding Tables					
No.	Task/Project	Total Salaries	Operating	Counseling	Grand Tot \$
1	Data Collection & Monitoring/Surveillance	\$25,004	\$0	\$0	\$25,004
2	Travel Model Updates & Survey Activities (including base year, intermate 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 & Png for Elderly	\$0	\$0	\$0	\$0
10	Safety Png/Drug Control Png & 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



FY2013-2014 UPWP - Resource Allocation  
 Summary of DCHC MPO Staff Hours & Total Funding Tables TAC 5/8/2013 Attachment 11A

TJCOG FHWA - Table 3		TJCOG 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)	\$2,796	\$1,285	\$0	\$4,081
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	\$10,529	\$4,838	\$0	\$15,367
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	\$30,027	\$15,151	\$0	\$45,178
13	MPO Management and Operations	\$0	\$0	\$0	\$0
<b>Totals</b>		\$43,352	\$21,274	\$0	\$64,626

FY2013-2014 UPWP - Resource Allocation  
 Summary of DCHC MPO Staff Hours & Total Funding Tables TAC 5/8/2013 Attachment 11A

No.	TTA - Table 3	TTA Planning FY 2014 Budget			Grand Tot \$
	Task/Project	Total Salaries	Operating	Counseling	
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	\$0	\$0	\$0	\$0
12	Special Studies & State/Regional Coordination	\$0	\$0	\$855,000	\$855,000
13	MPO Management and Operations	\$0	\$0	\$0	\$0
	<b>Totals</b>	\$0	\$0	\$855,000	\$855,000

## 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

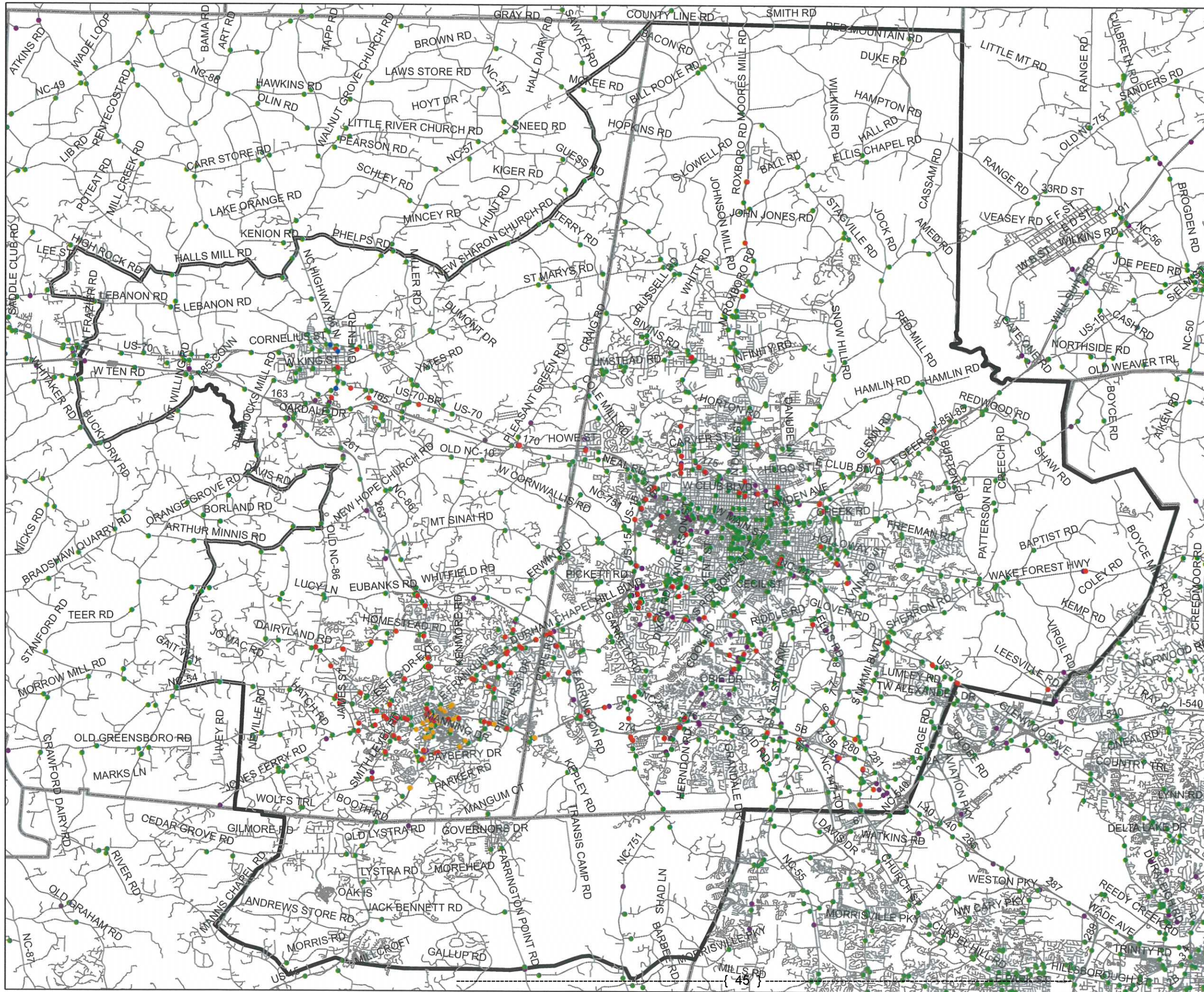
# ***Appendices A***

## ***Data Collection Maps***

# MPO Data Collection and Monitoring Traffic Volume Locations

## ADT\_Locations

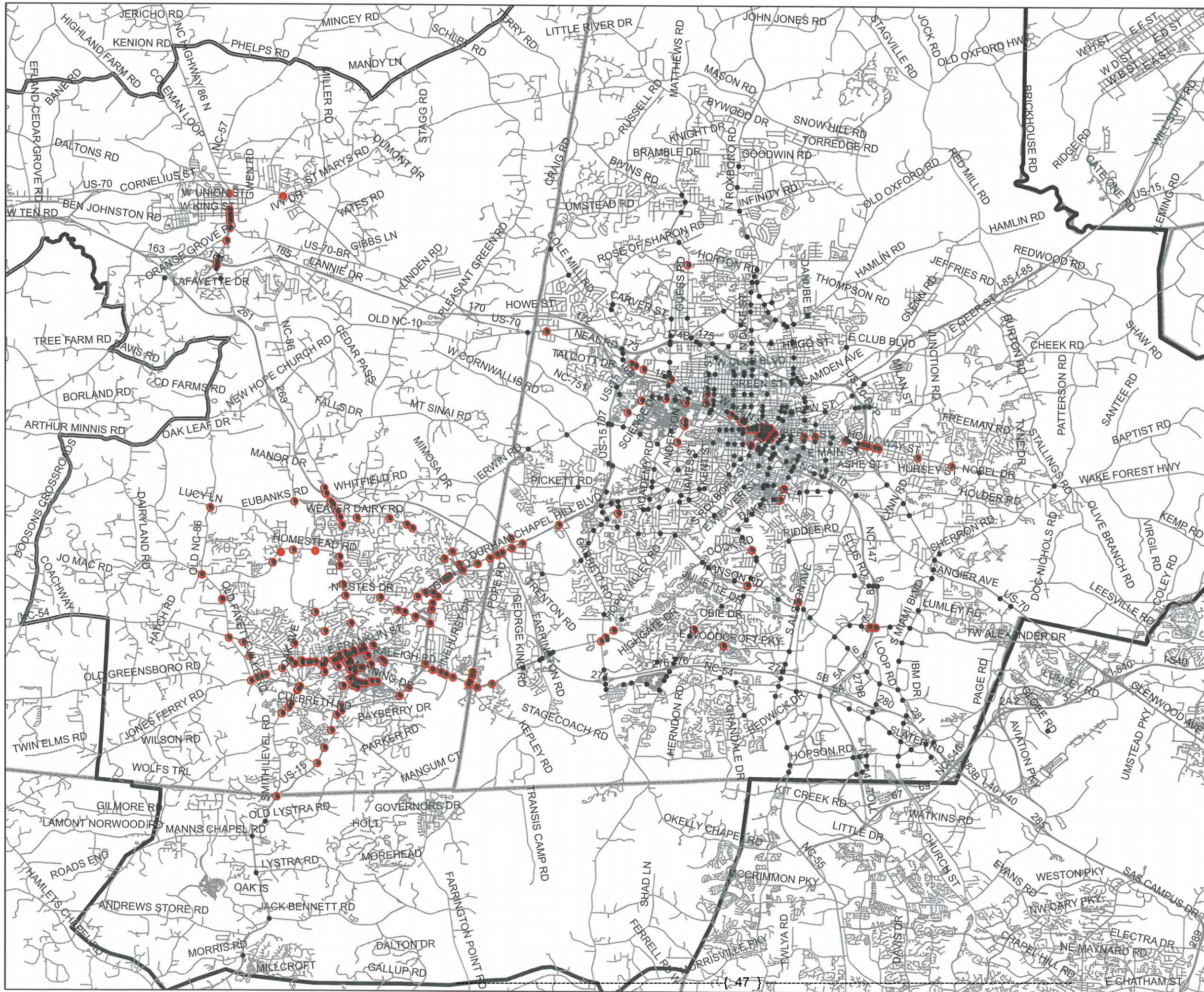
- Davenport
- Hillsborough
- NCDOT
- TRM2005
- UNC





# MPO Data Collection and Monitoring Turn Movement Count Locations

- Signals
- Davenport TMC



**MEMORANDUM**

**TO:            Transportation Advisory Committee  
                  DCHC MPO**

**FROM:         DCHC MPO Lead Planning Agency**

**DATE:         May 7, 2013**

**SUBJECT:      2013-2014 Unified Planning Work Program (UPWP)**

**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.

## Unified Planning Work Program (UPWP) Development Process

The development process for the 2013-14 UPWP is presented below. The work program contains any new initiative for FY2014 and a continuation of the FY2013 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. The final 2013-2014 UPWP schedule is illustrated in the development schedule below.

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.

## Highlights of minor changes from Draft Document

Source Document	Description of Changes	Page #
FY14 UPWP	1. Combined funding request for Town of Chapel Hill and Chapel Hill Transit	20
	2. Added additional local agency funding request	
	-----Orange County - STPDA \$44,594	20, 22, 23, 49
	-----Durham County - STPDA \$48,000	20, 22, 23, 47
	-----Chapel Hill Transit - STPDA \$60,000	20, 22, 23, 51
	-----TJCOG - slight reduction in STPDA requested amount	20, 22, 23, 55
	-----Town of Chapel Hill - 5307 \$60,000 additional funds from deobligated FY13 funds.	14, 15, 20, 21, 51, 63
	-----Triangle Transit - Non Federal (local) Planning funds \$40,000	15, 20, 21, 22, 23, 57
LPA Oversight Doc.	1. Updated Planning Funds Table #6	21
	2. Updated Transit Funds Table #7	21
	3. Updated Chapel Hill FTA 5303 Table #3	29
LPA Oversight Doc.	Unresolved issues	
	-----Town of Chapel Hill FTA 5307 Tables -slight difference with UPWP	30, 31
	-----Town of Chapel Hill FTA 5309 Tables -slight difference with UPWP	32, 33



# NCDOT – Prioritization 3.0 Workgroup Meeting #9

April 29, 2013



## Agenda

**Welcome and Opening Remarks**

**Proposed Strategic Mobility Formula – Jim Trogdon and Don Voelker**

**P3.0 Timeline – (New Schedule) and WG Member Responsibilities**

**Implementation of Strategic Prioritization Law – Further Discussion**

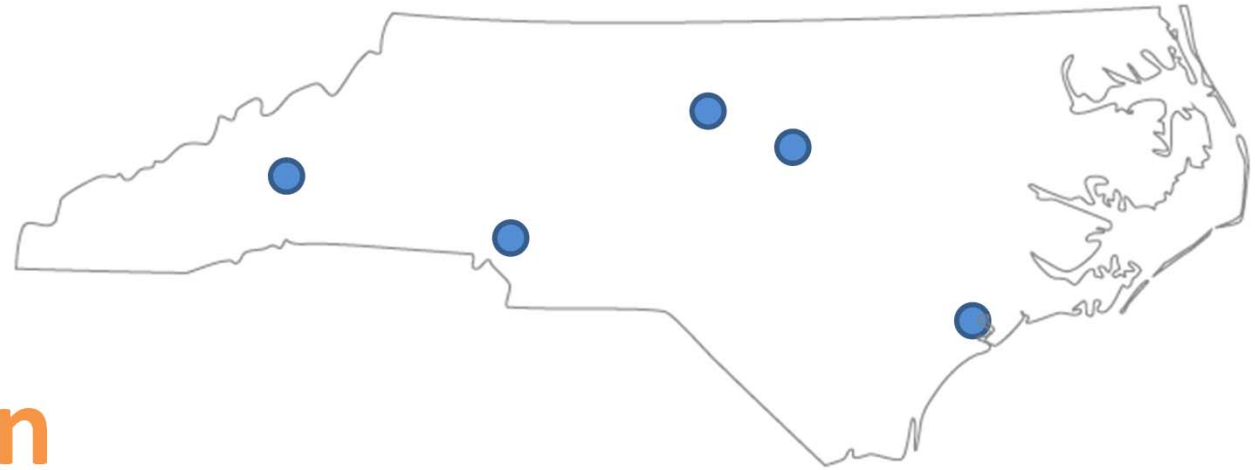
**Next Steps**

**Next Meetings**

# Accelerating Infrastructure Investments for Economic Growth

## strategic mobility formula

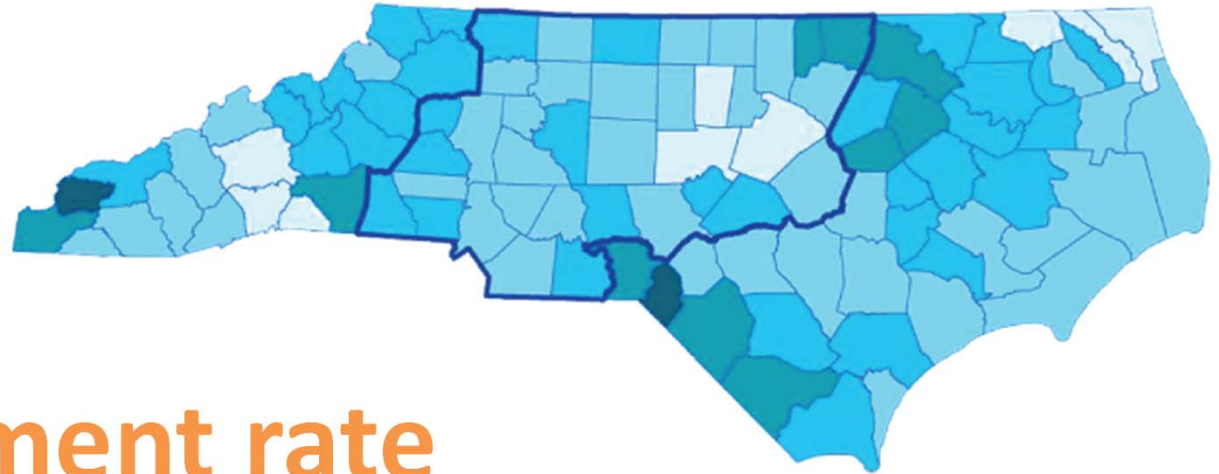




population

fourth largest net growth  
in the nation



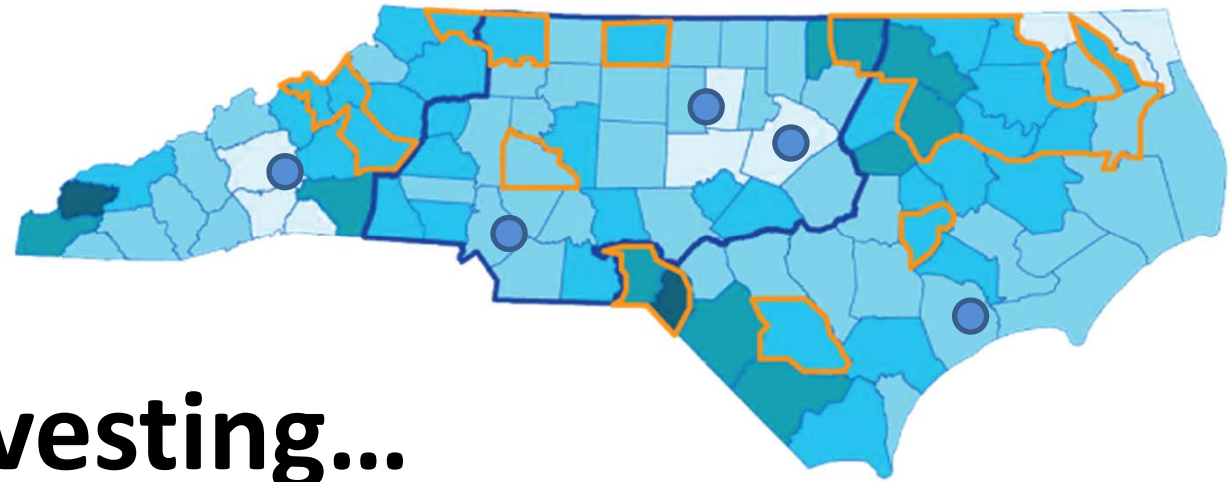


## unemployment rate

State = **9.4 %**

National = 7.6%





**Are we investing...**  
**in the *right* way?**



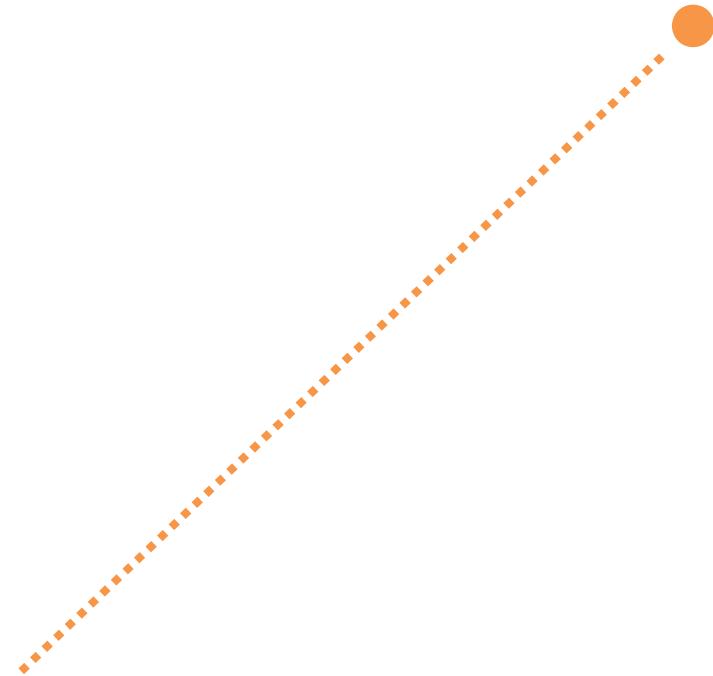
**connect people**

**use infrastructure to catalyze  
economic development**

*high impact*

**need to change**

how we **fund.**  
how we **distribute.**  
how we **prioritize.**





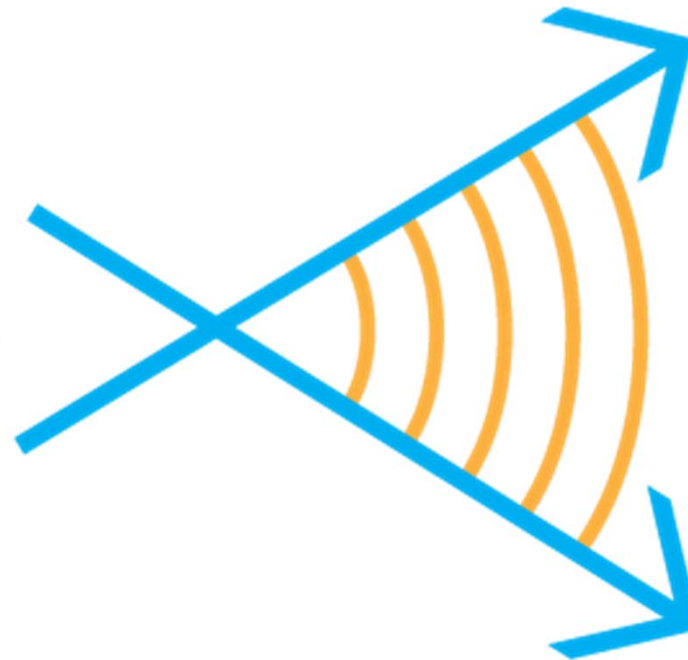
**current funding**

**state resources are declining,  
future federal resources uncertain**



**Increased population + 1.3m**  
= Infrastructure need

**problem**



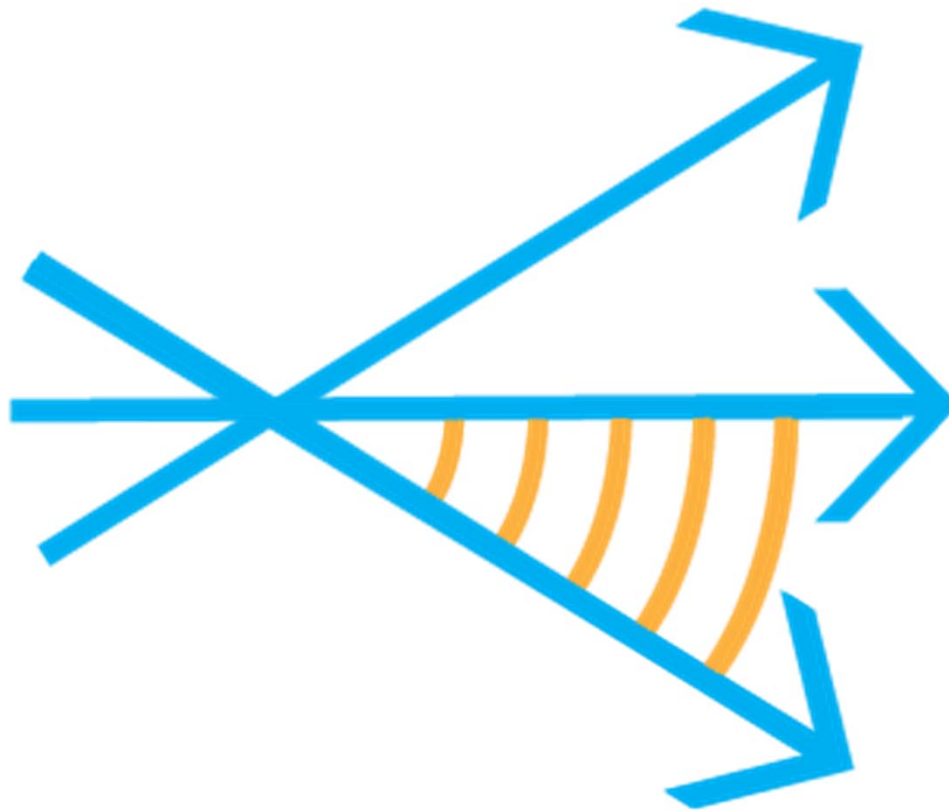
**Infrastructure gap.**  
Decline in businesses and jobs.

**Decreased**  
**Revenue projections - \$1.7b**  
MFT, DMV, Highway

2013-2023



# solutions



**Yet, we can address part of the problem through a strategic mobility formula**

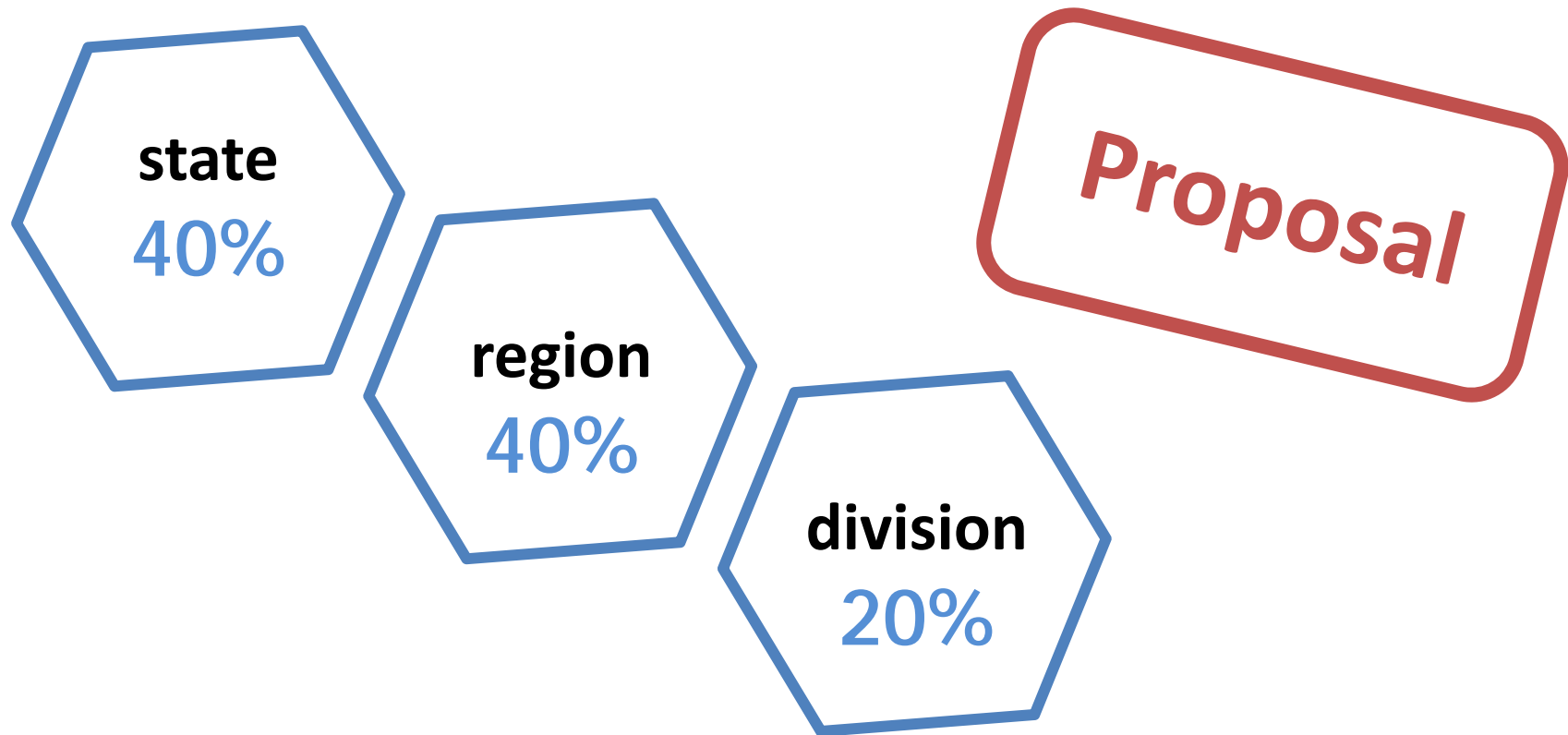
**Address shrinking revenue**



**how is it distributed?**

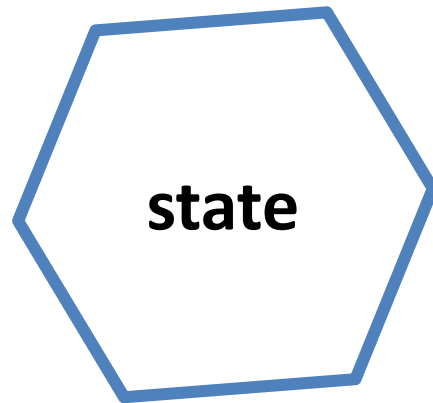
**(in)equity formula based on % population  
and equally shared across 14 divisions**





**strategically invest resources to ensure state, regional, and local priorities are met**



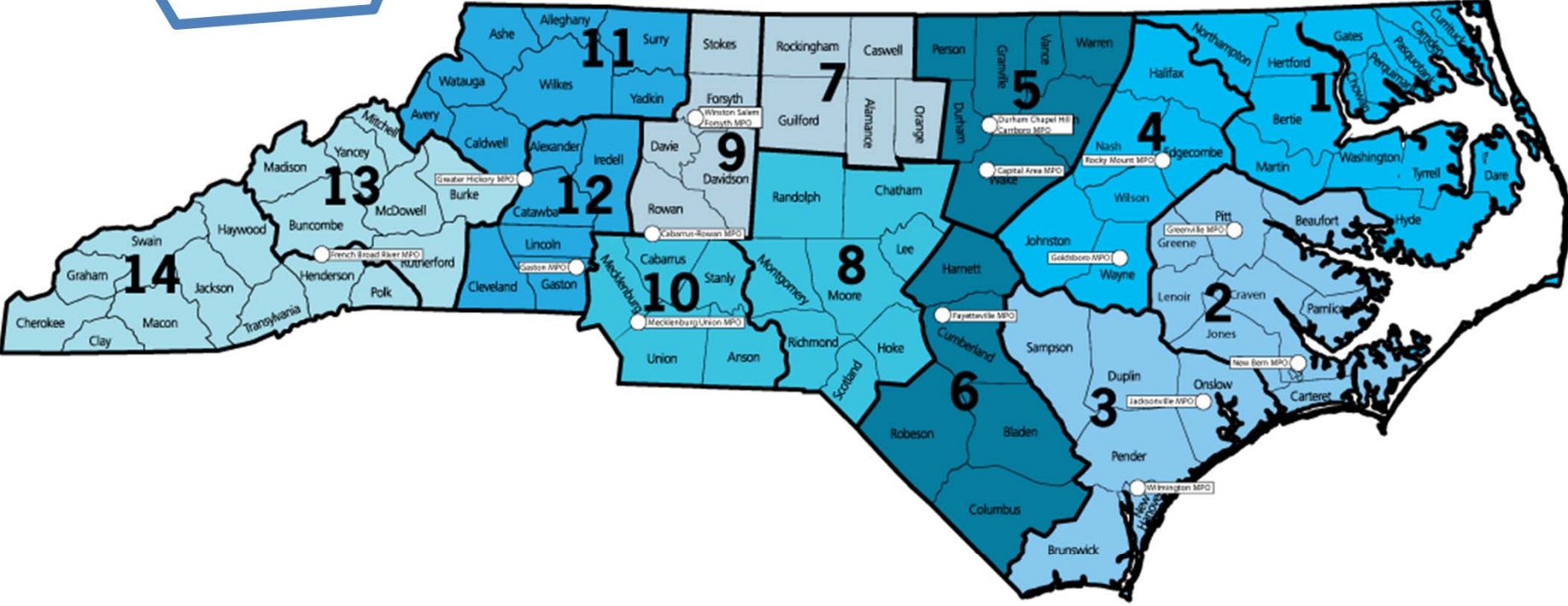


**40% of revenue or  
\$6.4 billion statewide  
(over 10 years)**

- **Address statewide and regionally significant congestion/bottlenecks**
  - Statewide ONLY
  - All modes compete (hwy and non-hwy projects)
- **100% data driven**
  - Benefit-cost (*reduced travel time /project costs*)
  - Existing congestion
  - Economic competitiveness
  - Freight
  - Multi-modal



# regions & divisions

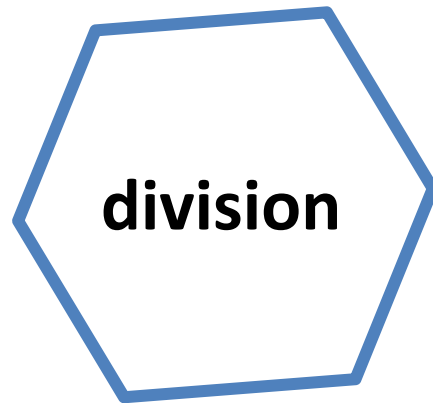




**40% of revenue or  
\$6.4 billion over  
all regions  
(over 10 years)**

- **Address projects with regionally significant impact**
  - Statewide and regional needs
  - Paired divisions: (1&4), (2&3), (5&6), (7&9), (8&10), (11&12), (13&14)
  - All modes compete
- **70% data; 30% local ranking**
  - Benefit-cost
  - Connectivity
  - Congestion
  - Economic competitiveness
  - Safety





**Equal share over 14 divisions.**

- **Address localized congestion & safety concerns**
  - All modes compete
- **50% data; 50% local ranking**
  - Benefit-cost
  - Connectivity
  - Shoulder width
  - Safety

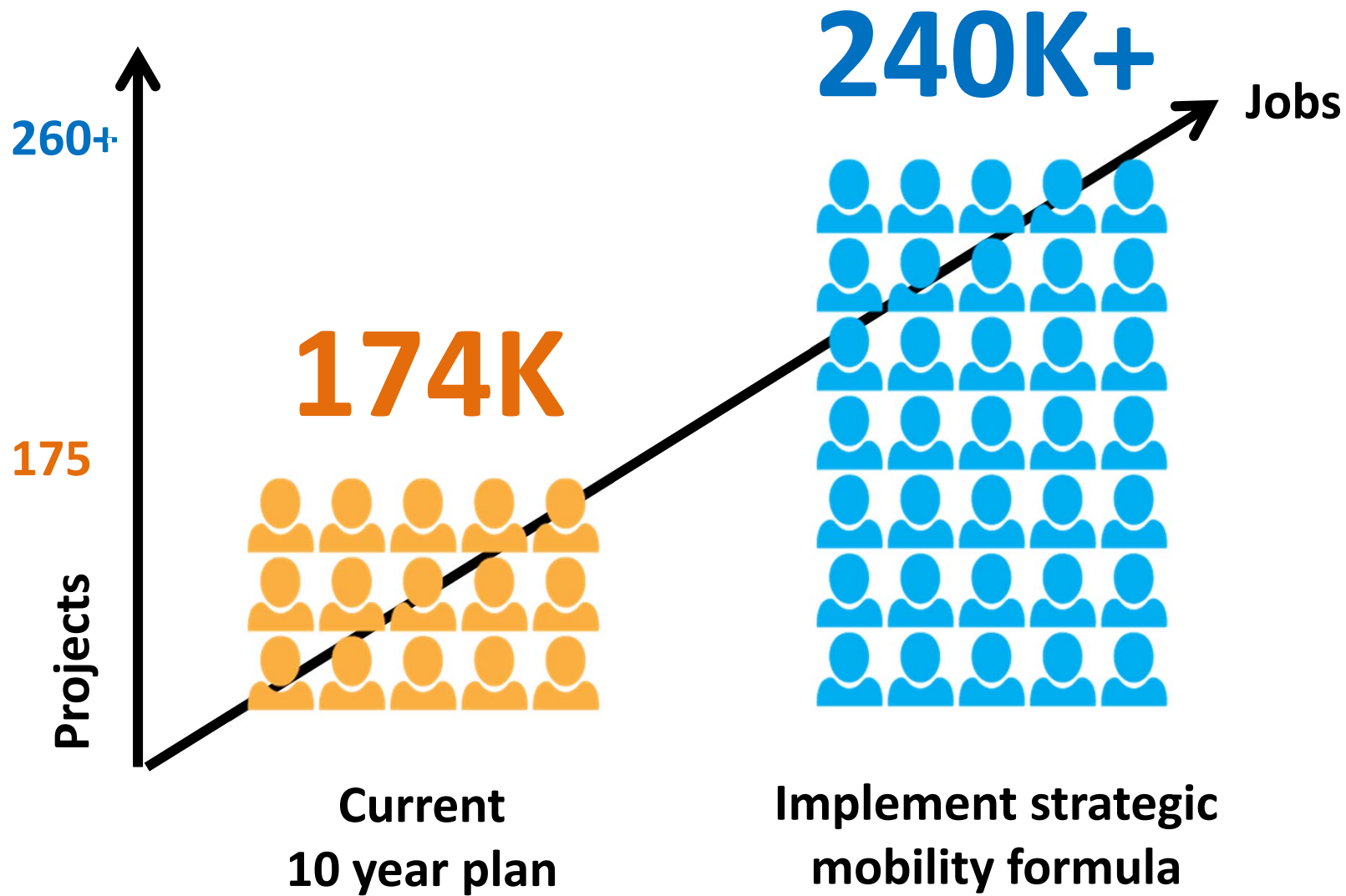


# strategic mobility formula

- **uses quantitative data, local input, multi-modal scoring**  
*>> cascading effect*
- **eliminates special project categories & equity/non-equity provisions**
- **reduces need for projects in legislation for funding eligibility**



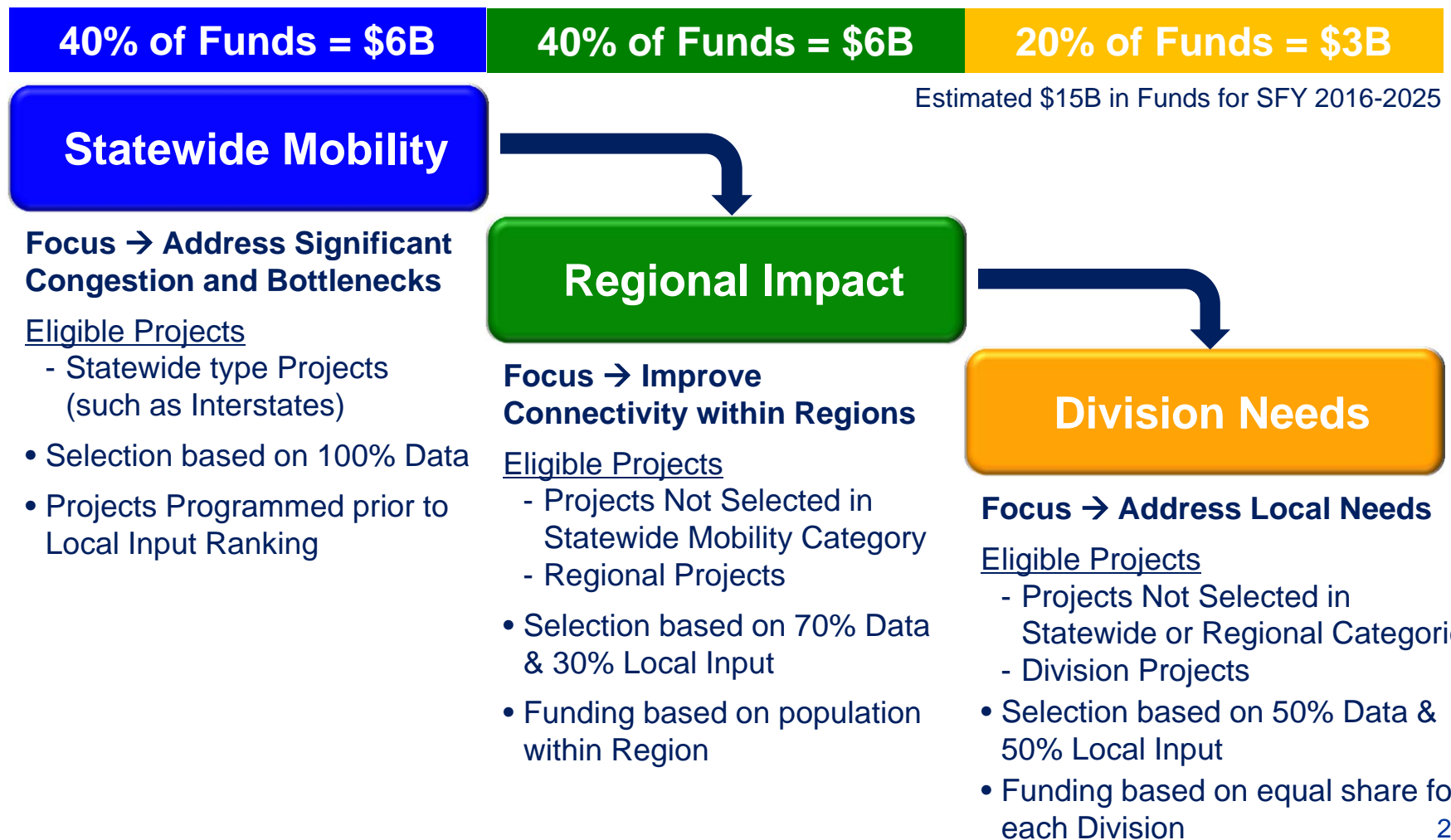
# strategic mobility formula







## How the Strategic Mobility Formula Works





## Proposed Requirements – Strategic Mobility Formula

**All capital expenditures, regardless of mode, will be funded from Highway Trust Fund. All modes must compete for the same funds**

**Funding comes from combining Equity-eligible funds, Urban Loop funds, Mobility Funds, Powell Bill, and Secondary Roads paving**

**Powell Bill funds held harmless in Highway Fund**

**Projects will be ranked within each mode and a methodology to compare rankings between modes will need to be developed when those modes compete for the same funding.**

- Highway scoring – select minimum of 4 criteria
- Non-Highway scoring – separate methodologies per mode; select minimum of 4 criteria



## **Proposed Requirements – Strategic Mobility Formula**

**Local Input Points will be part of the scoring criteria for all Regional Impact and Division Needs projects.**

**Projects (regardless of mode) will be scored on a 0-100 point scale**

**Project score will no longer include multimodal bonus points**

**Operations and Maintenance expenditures will be funded from Highway Fund**



## Proposed Requirements – Strategic Mobility Formula

Projects funded from these categories will be excluded and will be evaluated through separate prioritization processes

- Congestion Mitigation and Air Quality (CMAQ)
- Competitive/Discretionary grants
- Appalachian Development Highway System projects

Funds included in the applicable category (Statewide, Regional, Division) but not subject to prioritization criteria:

- Bridge Replacement
- Interstate Maintenance
- Highway Safety Improvements

Funds included in the computation of Division equal share but will be evaluated through separate prioritization processes:

- STP-DA
- Transportation Alternatives
- Rail-highway crossing program



## **NCDOT Responsibilities/Commitments**

**All highway projects currently let for construction through July 1, 2015 will not be subject to prioritization**

**Recommend keeping prioritization to a 2 year cycle**

**Recommend first 5 years of SFY 2016-2025 Work Program is “committed” after scores are applied**

**Complete the technology improvements associated with P3.0**

**Partner with the Work Group to make expedient decisions supportive of legislative requirements**



## Work Group Responsibilities/Commitments

### Time is of the essence!

- July 1 – Decisions on scoring criteria/weights for all modes
- August 15 – Submit report to Legislature

### Today:

- Provide initial input on proposed Strategic Mobility Formula criteria and weighted percentages (Highways and Non-highways)
- Provide input on a condensed schedule/timeline supportive of legislative requirements
- Communicate proposed Strategic Mobility Formula requirements, eligibility, and funding categories to your local staff/officials



## Proposed Eligibility Definitions - Highways

	Statewide	Regional	Division
<b>Highway</b>	<ul style="list-style-type: none"> <li>• Interstates and Future Interstates</li> <li>• Routes on the National Highway System (NHS)</li> <li>• Routes on Department of Defense Strategic Highway Network (STRAHNET)</li> </ul>	<ul style="list-style-type: none"> <li>• Other US and NC Routes</li> </ul>	<ul style="list-style-type: none"> <li>• All SR Routes</li> </ul>



## Proposed Eligibility Definitions – Non Highways

	Statewide	Regional	Division
<b>Aviation</b>	Large Commercial Service Airports	Other Commercial Service Airports not in Statewide	All Airports without Commercial Service
<b>Bicycle-Pedestrian</b>	N/A	N/A	All routes
<b>Public Transportation</b>	N/A	Routes and Service spanning two or more counties and serving more than one municipality	Routes and Service not included on Regional Multimodal terminals and stations serving passenger transit systems
<b>Ferry</b>	N/A	State maintained routes, excluding replacement vessels	Replacement of vessels
<b>Rail</b>	Class I Railroads	Rail lines spanning two or more counties not included on Statewide	Rail lines not included on Statewide or Regional



## Highway Project Scoring Overview

	Statewide Mobility	Regional Impact	Division Needs
<b>Eligible Projects:</b>	<ul style="list-style-type: none"> <li>• Statewide</li> </ul>	<ul style="list-style-type: none"> <li>• Statewide</li> <li>• Regional</li> </ul>	<ul style="list-style-type: none"> <li>• Statewide</li> <li>• Regional</li> <li>• Division</li> </ul>
<b>Overall Weights:</b>	100% Quantitative Data	70% Quantitative Data / 30% Local Input	50% Quantitative Data / 50% Local Input
<b>Quant. Criteria (Pick min. of 4):</b>	<ul style="list-style-type: none"> <li>• Benefit-Cost</li> <li>• Congestion</li> <li>• Economic Comp.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> </ul>	<ul style="list-style-type: none"> <li>• Benefit-cost</li> <li>• Congestion</li> <li>• Economic Comp.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> <li>• Connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• Benefit-cost</li> <li>• Congestion</li> <li>• Economic Comp.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> <li>• Connectivity</li> </ul>
<b>Notes:</b>	Projects Programmed Prior to Local Input	Quant. Criteria can be different for each Region	Quant. Criteria can be different for each Division



## Statewide Strategic Mobility Category – Highways

**Funding Total: \$600M / year (40% of \$1.5 Billion)**

**Scoring Methodology: 100% Data Driven**

### Eligible Statewide Projects:

- Interstate and Future Approved Interstates
- Routes on NHS system
- Routes on STRAHNET

### Potential Scoring Criteria (minimum of 4):

- Benefit/Cost
- Congestion
- Economic Competitiveness
- Safety
- Freight
- Multimodal
- Pavement Condition
- Lane Width
- Shoulder Width



## Statewide Strategic Mobility Category – Highways

### Single Investment Strategy Statewide

### Incentive For Local funding

- 50% of local commitment of non-State/Federal funds will be returned to local area for other high scoring projects in that area



## Statewide Strategic Mobility Category – Non-Highways

**Funding Total: \$600M / year (40% of \$1.5 Billion)**

**Scoring Methodology: 100% Data Driven**

### Eligible Statewide Projects:

- **Aviation** – Large Commercial Service airports
- **Rail** – Class I Freight Rail Corridors

**Potential Scoring Criteria: minimum of 4 quantitative criteria**



## Regional Impact Category – Highways

**Funding Total: \$600M / year (40% of \$1.5 Billion)**

**Scoring Methodology: 70% Data and 30% Local Input**

### Eligible Regional Projects:

- All projects not funded in Statewide Strategic Mobility Category
- All projects on remaining US and NC routes

### Potential Scoring Criteria (minimum of 4):

- Benefit/Cost
- Congestion
- Economic Competitiveness
- Safety
- Freight
- Multimodal
- Pavement Condition
- Lane Width
- Shoulder Width
- Connectivity



## Regional Impact Category – Non-Highways

**Funding Total: \$600M / year (40% of \$1.5 Billion)**

**Scoring Methodology: 70% Data and 30% Local Input**

### Eligible Regional Projects:

- **Aviation** – Other commercial service airports (and those not funded within Statewide Mobility category)
- **Rail** – Other rail service not funded in Statewide Mobility Category and/or rail service spanning two or more counties
- **Ferries** – All routes, excludes vessel replacement
- **Public Transportation** – Service spanning two or more counties not confined to a single municipality

**Potential Scoring Criteria: Minimum of 4 quantitative criteria**



## **Regional Impact Category – Option for Investment Strategy**

**Regional investment strategies across the State**

**Workgroup will assist the Department in determining Regional Impact “default” strategy across the State**

**OR**

**Regions potentially develop their own investment strategy**

**Requirement: ALL parties in the Region (MPOs/RPOs/Divisions) must agree on criteria by July 1, 2013**



## Division Needs Category – Highways

**Funding Total: \$300M / year (20% of \$1.5 Billion)**

**Scoring Methodology: 50% Data and 50% Local Input**

### Eligible Division Projects:

- Any project not funded in either Statewide Mobility or Regional Impact category
- SR routes

### Potential Scoring Criteria:

- Benefit/Cost
- Congestion
- Economic Competitiveness
- Safety
- Freight
- Multimodal
- Pavement Condition
- Lane Width
- Shoulder Width
- Connectivity



## Division Needs Category – Non Highways

**Funding Total: \$300M / year (20% of \$1.5 Billion) - approx. \$21 M / Div.**

**Scoring Methodology: 50% Data and 50% Local Input**

### Eligible Division Projects:

- **Aviation** – Airports not funded in either Statewide Mobility or Regional Impact category
- **Rail** – Passenger or freight rail service not funded in either Statewide Mobility or Regional Impact category. Stations and terminals serving passenger rail
- **Ferries** – All routes not funded in Regional Impact category and state maintained vessel replacement
- **Public Transportation** – Service not funded in either Statewide Mobility or Regional Impact category and servicing within a single county
- **Bicycle and Pedestrian** – All bicycle and pedestrian improvements

**Potential Scoring Criteria: minimum of four quantitative criteria**



## **Division Needs Category – Option for Investment Strategy**

**Regional investment strategies across the State**

**Workgroup will assist the Department in determining Regional Impact “default” strategy across the State**

**OR**

**Regions potentially develop their own investment strategy**

**Requirement: ALL parties in the Region (MPOs/RPOs/Divisions) must agree on criteria by July 1, 2013**



## Highway Scoring – Previously Agreed to for P3.0

### Criteria

### Mobility

### Modernization

- **Congestion** (Travel Time Index + AADT)
- **Safety Score** (Critical Crash Rates, Density, Severity)
- **Pavement Score** (Pavement Condition Rating)
- **Benefit/Cost** (Travel Time Savings / Project Cost)
- **Economic Competitiveness** (Value Added in \$)
- **Lane Width** (Existing Width vs. Standard Width)
- **Shoulder Width** (Existing Width vs. Standard Width)





## Statewide Mobility – 4 Minimum Quantitative Criteria

- **Congestion** (Travel Time Index + AADT)
- **Freight** (Truck Volumes)
- **Multimodal** (Connections to other Transportation Terminals)
- **Safety Score** (Critical Crash Rates, Density, Severity)
- **Pavement Score** (Pavement Condition Rating)
- **Benefit-Cost** (Travel Time Savings / Project Cost)
- **Economic Competitiveness** (Value Added in \$ and Jobs)
- **Lane Width** (Existing Width vs. Standard Width)
- **Shoulder Width** (Existing Width vs. Standard Paved Width)



## **Connectivity/Accessibility Criteria – Highways**

**Likely in Regional and Division Category Scoring**

**Purpose – to measure connectivity between rural areas and the nearest major employment or activity center even if it's not in the region**

**Governor's Office recommends inclusion in Regional and Division Category Scoring**



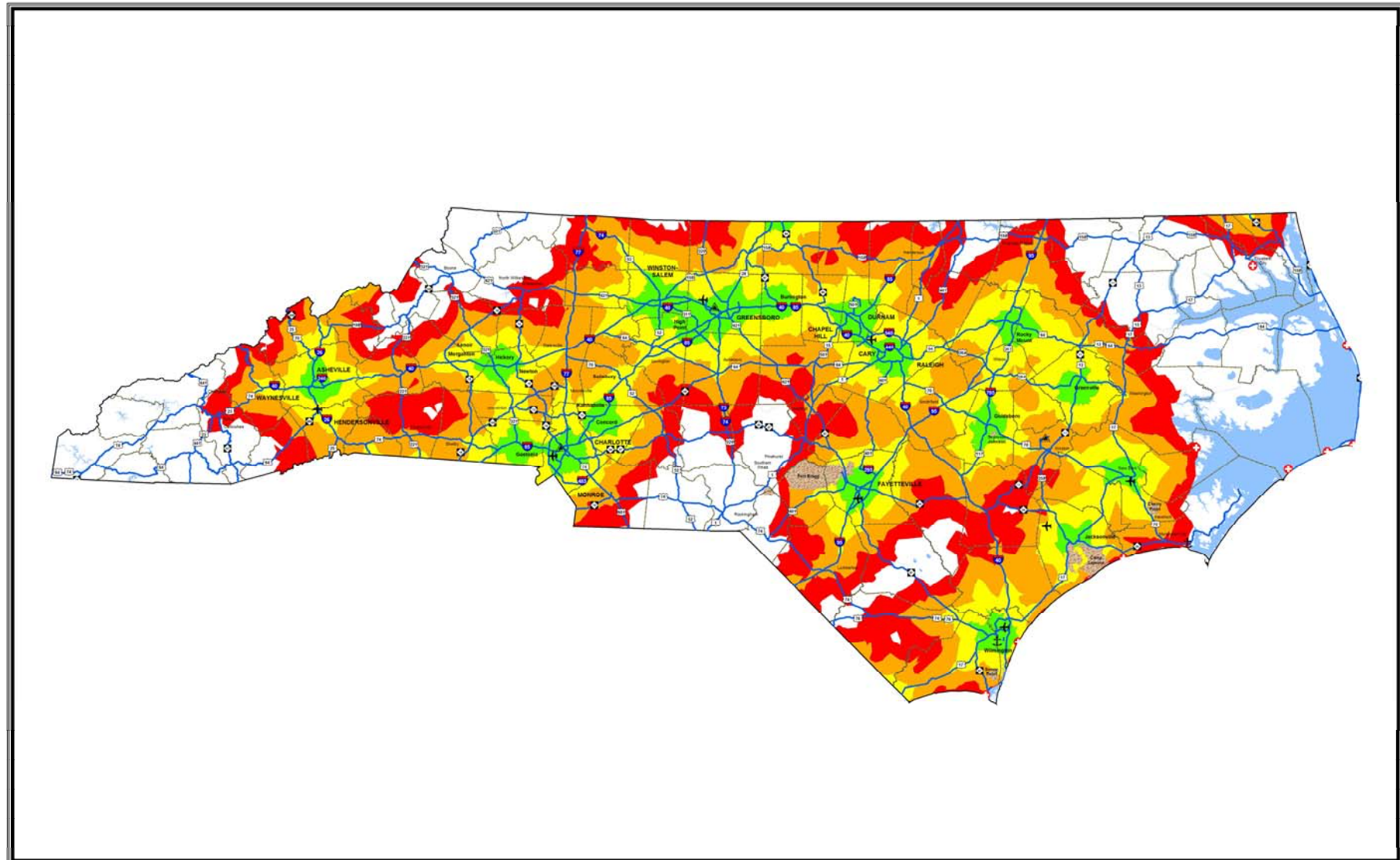
## Connectivity Criteria – Highways

### Proposed Scoring Options:

**Where the project falls in relation to the statewide driveshed bands, based on the current drive times to the centers of MPOs (recommended)**

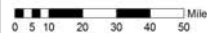
- Projects located outside of a 60 minute driveshed – 100 pts
- Projects located within the 60 minute driveshed – 75 pts
- Projects located within the 45 minute driveshed – 50 pts
- Projects located within the 30 minute driveshed – 25 pts
- Projects located within the 15 driveshed – 0 pts

**Travel time (or distance) from the project to the center of the nearest MPO (i.e., downtown of largest city in MPO) – complex to implement**



### Current Drive Times from Major Urban Centers

Based on Drive Times to Center of Largest City in Metropolitan Planning Organizations (MPOs), including MPOs located just beyond of NC's borders



Map Date: April 11, 2013

#### Legend

- |                          |                        |
|--------------------------|------------------------|
| <b>Drive Times</b>       | ⚓ State Port           |
| 15 Minutes (Green)       | ✈ Major Airport        |
| 30 Minutes (Yellow)      | ⚓ Intermodal Connector |
| 45 Minutes (Orange)      | ⚓ Coast Guard Station  |
| 60 Minutes (Red)         | ⚓ Major Military Base  |
| — Statewide Tier Highway | ⚓ Water Features       |



## Economic Competiveness

### NCDOT focus remains the same:

- Jobs, Jobs, Jobs
- 20% weight must be minimum percentage
- Explanation must be simpler

### Proposed Scoring Options:

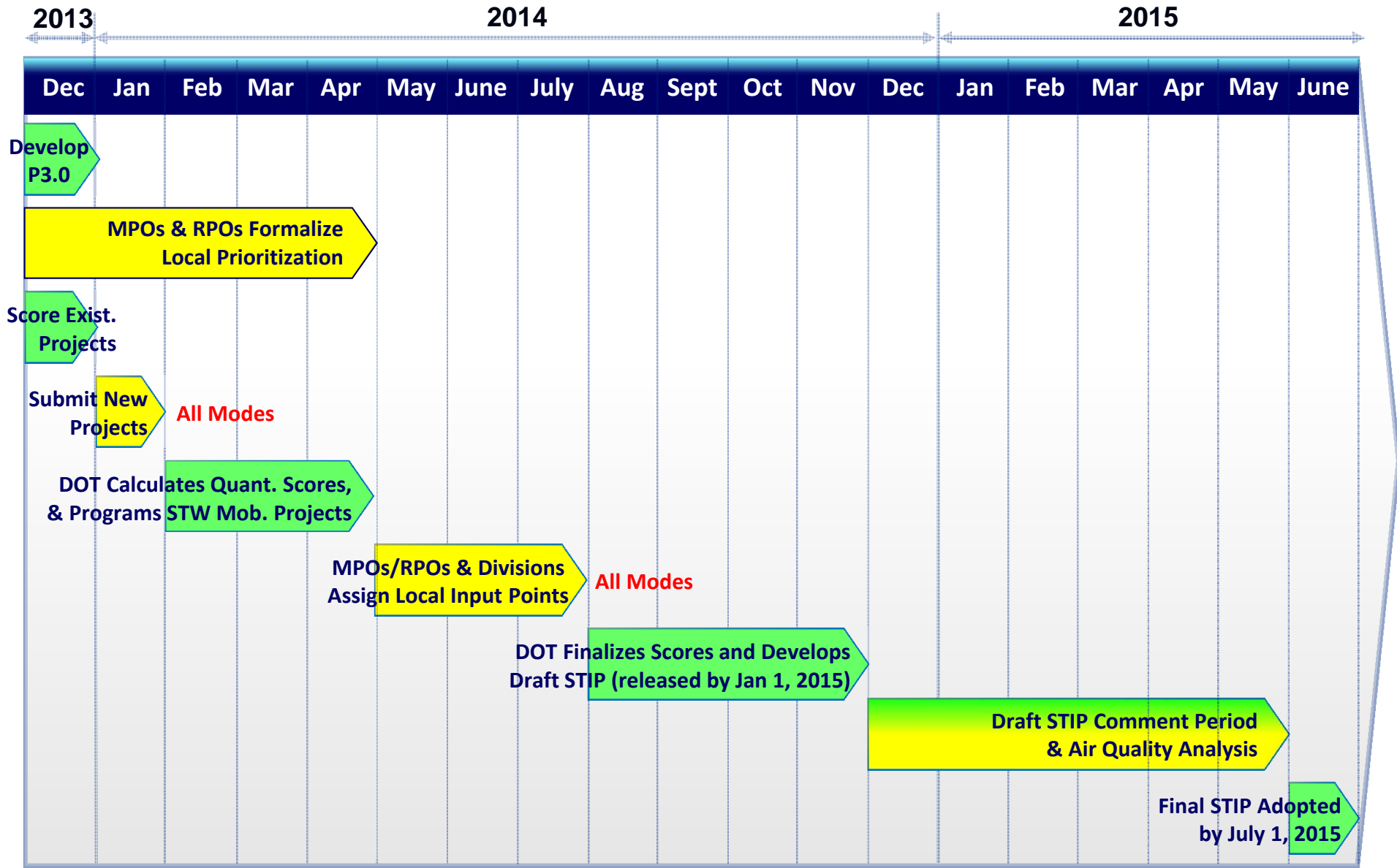
1. 100% based on long-term jobs created
2. 50% based on long-term jobs created + 50% based on value added in \$

**Economic Area could be State of NC, Region (Paired Divisions), or Single Division (can vary with funding category)**

### Scoring Scale → # Expected Jobs / 10

- Example: 770 jobs created = 77 points
- Example: 540 jobs created = 54 points
- 1000+ jobs created = 100 points (max)

# Prioritization 3.0 Proposed Schedule - Revised





## 2013 Schedule & Key Dates

**July 10<sup>th</sup> – Present Workgroup Recommendations to BOT for review**

**August 7<sup>th</sup> – BOT approves Recommendations**

**By August 15<sup>th</sup> – DOT presents Recommendations to JLTOC (30 day review period)**

**October 1 – If JLTOC wishes for additional changes, DOT provides requested changes**

**January 2, 2014 – P3.0 “goes live” and new project submittal begins**

- In order to meet Final STIP adoption in July 2015 and Draft STIP release by January 2015, P3.0 must go live no later than January 2, 2014
- Between August 2014 & January 2015, DOT will be working expeditiously on developing and implementing the GIS-based system for project entry & scoring

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## Workgroup Meeting Schedule through July 1, 2014

### Propose meeting every two weeks in order to meet deadlines

- May 13<sup>th</sup> – STOC
- May 20<sup>th</sup> – Chief Engineer's Conference Room
- June 3<sup>rd</sup> – Chief Engineer's Conference Room
- June 17<sup>th</sup> – Chief Engineer's Conference Room
- June 24<sup>th</sup> – Chief Engineer's Conference Room



## Workgroup Meeting Final Decisions

### By May 13<sup>th</sup>

- Regional Connectivity Criteria Measure
- Economic Competitiveness Measure

### By May 20<sup>th</sup>

- Criteria for Highway Projects

### By June 3<sup>th</sup>

- Criteria for Non-Highway Projects

### By June 17<sup>th</sup>

- Local Input Points
- Normalization of Project Scoring

### June 24<sup>th</sup> (if necessary)

- TBD



## Work Group Responsibilities/Commitments

### Time is of the essence!

- July 1 – Decisions on scoring criteria/weights for all modes
- August 15 – Submit report to Legislature

### Today:

- Provide initial input on proposed Strategic Mobility Formula criteria and weighted percentages (Highways and Non-highways)
- Provide input on a condensed schedule/timeline supportive of legislative requirements
- Communicate proposed Strategic Mobility Formula requirements, eligibility, and funding categories to your local staff/officials






## Scoring for Highway Mobility Projects

	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
Tier	Data	Division Rank	MPO/RPO Rank
<p><b>Statewide</b> (Interstates and Major US and NC Routes)</p>	<p>Congestion = 20% Benefit/Cost = 20% Safety = 10% Pavement Condition = 10% <u>Economic Competitiveness = 10%</u></p> <p><b>Total = 70%</b></p>	<b>20%</b>	<b>10%</b>
<p><b>Regional</b> (Other US and NC Routes)</p>	<p>Congestion = 20% Benefit/Cost = 15% Safety = 5% Pavement Condition = 5% <u>Economic Competitiveness = 5%</u></p> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>
<p><b>Subregional</b> (County Routes)</p>	<p>Congestion = 20% Safety = 5% <u>Pavement Condition = 5%</u></p> <p><b>Total = 30%</b></p>	<b>30%</b>	<b>40%</b>



## Scoring for Highway Modernization Projects

	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
Tier	Data	Division Rank	MPO/RPO Rank
<p><b>Statewide</b> (Interstates and Major US and NC Routes)</p> <p style="text-align: center;"></p>	<p>Lane Width = 20%</p> <p>Shoulder Width = 20%</p> <p>Safety = 10%</p> <p>Congestion = 10%</p> <p><u>Pavement Condition = 10%</u></p> <p><b>Total = 70%</b></p>	<b>20%</b>	<b>10%</b>
<p><b>Regional</b> (Other US and NC Routes)</p> <p style="text-align: center;"></p>	<p>Lane Width = 15%</p> <p>Shoulder Width = 15%</p> <p>Safety = 10%</p> <p>Congestion = 5%</p> <p><u>Pavement Condition = 5%</u></p> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>
<p><b>Subregional</b> (County Routes)</p> <p style="text-align: center;"></p>	<p>Lane Width = 10%</p> <p>Shoulder Width = 10%</p> <p><u>Safety = 10%</u></p> <p><b>Total = 30%</b></p>	<b>30%</b>	<b>40%</b>

### LPA Staff Comments on Strategic Mobility Formula and Prioritization 3.0

#### Overall Process:

- Individual MPOs should be provided the opportunity to directly provide comments on implementation of the legislation and development of the Prioritization system. Relying solely on the work group is not adequate. While there are three MPO representatives on the work group, none represent the Triangle-area MPOs. MPOs were established to provide local input into the transportation process. Not all MPOs have the same needs and priorities. It is unfair to expect three persons to be able to adequately represent the opinions of every MPO in the state on the work group.

#### Overall Formula and Prioritization:

- “Projects will be ranked within each mode and a methodology to compare rankings between modes will need to be developed when those modes compete for the same funding”
  - It will be very difficult, if not impossible, to compare modes to each other as they often are achieving different goals. It seems that this will be a more ideological choice than based on data.
  - MPOs will be given a set number of ranking points to apply to all modes of transportation. Unlike with previous prioritizations, the MPO will be required to create a prioritization list that is not separated by mode.
- “All highway projects currently let for construction through July 1, 2015 will not be subject to prioritization”
  - East End Connector – to be let 4/2014
  - US 501 at Latta/Infinity Roads intersection (Mobility Fund) – to be let 6/2014
  - NC 54 at I-40 slip ramp (Mobility Fund) – to be let 6/2014
  - Alston Avenue widening – to be let 4/2015
- Concern that state match for fixed route transit projects would be subject to the Strategic Mobility Formula allocation.
  - Does not follow precedent of Charlotte fixed route projects
  - Durham-Orange LRT and Durham-Wake eligible for funding from Regional or Division categories since they cross a county line and serve more than one municipality.
  - Durham-Orange LRT would need to compete for funding in two different regions (5-6 and 7-9). Example of how “regions” are not based on actual travel patterns.
  - Wake LRT would only be eligible in the Division category.
  - State match needed for capital projects:
    - Durham-Orange LRT - \$350M
    - Durham-Wake Regional Rail - \$161M
  - Funding available:
    - Regional: Approximately \$130M Division 5-6 and \$102M Division 7-9 available annually

- Division: Approximately only \$5M Division 5 and \$14.5M Division 7 non-STPDA and TA available annually
- More funding should be allocated at the lower levels (i.e. instead of 40/40/20, change to 40/30/30, 33/33/33, or 30/30/40)
  - Statewide tier projects can still compete in the Regional and Division categories. Whereas, SR Routes, bicycle, pedestrian, and intra-county public transportation are only eligible in the Division category.

#### Statewide Mobility (40% of the funding)

- No sub-allocation across the state
- MPO prioritization is not a factor for the Statewide Mobility category
  - In Prioritization 2.0: Quantitative was 70%, Division rank was 20%, MPO rank was 10%
  - This is not consistent with the federal legislation that the TIP be developed in cooperation with MPOs.
- Incentive for local funding: “50% of local commitment of non-State/Federal funds will be returned to local area for other high scoring projects in that area”
  - Of all the categories, the Statewide Mobility category should not require or incentivize using local funding to subsidize projects. If these are truly Statewide Mobility needs, they should be fully funded with federal and state funding.
  - The local funding source that was enabled by the Congestion Relief and Intermodal Transportation Act, the half-cent sales tax, is restricted to public transportation improvements. If this incentive only applies to the Statewide Mobility category, which public transportation is excluded from, the local funds currently available in Durham and Orange counties for transportation don’t carry an incentive. This provision only rewards local investment in highways, not for transit.
- No bicycle, pedestrian, or public transportation projects are eligible in this category. Only highway, large commercial service airports, and class I freight rail corridors are eligible.
  - State match for public transportation fixed route projects should be considered of Statewide importance. Many of our Statewide Mobility needs (for example, congestion on I-40) are more due to daily commuting patterns than demand for statewide travel. Public transportation fixed route projects are addressing the same mobility needs as these highway facilities and should be eligible for the same funding categories. In addition, the economic development impact of fixed route transit is comparable, if not greater than, the economic development impact of the interstate highway system.
  - We would like more bicycle and pedestrian projects to be eligible at more levels of funding. However, it seems likely that any evaluation criteria that assess Statewide Mobility would be very unfavorable to bicycle and pedestrian projects.

#### Regional Impact (40% of the funding)

- Sub-allocated by population of paired Divisions
  - Division 5 & 6 (Durham, Wake, Cumberland, etc.) - \$130M annually
  - Division 7 & 9 (Orange, Guilford, Forsyth, Davidson, Rowan, etc.) - \$102M annually
  - Division 8 & 10 (Chatham, Mecklenburg, Union, Cabarrus, etc.) - \$120M annually
- MPO Prioritization is a lower factor for the Regional Impact category than in Prioritization 2.0. Total “local input” is 30% (undetermined how much for the Division and how much for the MPO).
  - In Prioritization 2.0: Quantitative was 50%, Division was 25%, MPO rank was 25%
  - Division ranking should be considered separate from “local input” and taken from the 70% quantitative side.
- No bicycle or pedestrian projects are eligible in this category. Only highway, commercial service airports, rail service spanning two or more counties, ferry routes, and public transportation that spans two or more counties not confined to a single municipality (e.g. Triangle Transit)
  - Regional trails (American Tobacco Trail) and Statewide bicycle routes should be eligible as regional projects.
  - Public transportation systems that serve major Central Business Districts or job centers should be eligible as regional projects. Fixed route public transportation that spans two or more counties OR two or more municipalities (instead of AND) should be considered regional.
- Quantitative formula would either be default strategy or regions could develop their own investment strategy.
  - All MPOs, RPOs, and Divisions must agree on the criteria by July 1, 2013
  - Unreasonable timeframe to get all MPOs, RPOs, and Division to agree.
  - Since the Division boundaries are not based on any defined reasoning or metric, the paired-Division regional boundaries also do not reflect any sort of distinct areas or necessarily shared interests so it seems unlikely that agreement would be easily reached by all MPOs, RPOs, and Divisions.
  - Require that 75% of the population of the region as represented by planning organizations and all Transportation Management Areas must agree on the strategy.
    - DCHC MPO represents about 13% of Region 5-6
    - DCHC MPO represents about 7% of Region 7-9
    - DCHC MPO represents about 1% of Region 8-10

#### Division Needs (20% of the funding)

- Sub-allocated by equal share per Division.
  - Dividing funding equally among all Divisions is not based on any defined reasoning or metric. Division boundaries were not drawn in a manner that they actually represent the different economic regions of the state (DCHC is in 3 Divisions); they don’t represent areas that have equal road miles, populations, or needs.
  - Funding should be allocated to the Division in proportion to population. Or perhaps, part equal share, part on population if the allocation to the Division category receives a greater share of funding.

- MPO Prioritization is a lower factor for the Division Needs category than in Prioritization 2.0. Total “local input” is 50% (unsure of how much for the Division and how much for the MPO).
  - In Prioritization 2.0: Quantitative was 30%, Division rank was 30%, MPO rank was 40%
  - Division ranking should be considered separate from “local input” and taken from the 50% quantitative side.
- All projects eligible in this category.
- Quantitative formula would either be default strategy or Divisions could develop their own investment strategy.
  - All MPOs, RPOs, and Divisions must agree on the criteria by July 1, 2013
  - Unreasonable timeframe to get all MPOs, RPOs, and Division to agree.
  - Since the Division boundaries are not based on any defined reasoning or metric, they do not reflect any sort of distinct areas or necessarily shared interests so it seems unlikely that agreement would be easily reached by all MPOs, RPOs, and Divisions.
  - Require that 75% of the population of the Division as represented by planning organizations and all Transportation Management Areas must agree on the strategy.
    - DCHC MPO represents about 19% of Division 5
    - DCHC MPO represents about 13% of Division 7
    - DCHC MPO represents about 3% of Division 8
- STP-DA and Transportation Alternatives funding is included in the computation of Division equal share.
  - STP-DA and half of the Transportation Alternatives funding are directly allocated to urbanized areas per federal law. As such they should be exempt from the Formula. Regardless of the state legislation, there is no choice but to spend these funds in urbanized areas. In addition, for Divisions with large or several TMA MPOs, this significantly reduces the amount of non-STP-DA and TA funding that will be allocated at the Division level.
  - If the statewide allocation to the Division tier is \$3B over 10 years, then each Division’s annual share is approximately  $\$3B/10 \text{ years}/14 \text{ divisions} = \$21.4 \text{ M annually}$
  - Division 5 example:
    - DCHC’s annual STP-DA = \$4.9M, say 65% of it is allocated to Division 5 = \$3.2M
    - CAMPO’s annual STP-DA = \$12.3M, say 95% of it is allocated to Division 5 = \$11.7M
    - DCHC’s annual TA = \$390,000, say 65% of it is allocated to Division 5 = \$254K
    - CAMPO’s annual TA = \$993,000, say 95% of it is allocated to Division 5 = \$943M
    - A total of about \$16M of Division 5’s Division Tier money has to be spent in the MPOs within Division 5 per the federal sub-allocations regardless of any state legislation, leaving only \$5M annually of other money available for all other needs that are Division-level projects.
  - Division 7 example:
    - DCHC’s annual STP-DA = \$4.9M, say 35% of it is allocated to Division 7 = \$1.7M
    - GUAMPO’s annual STP-DA = \$4.4M, all allocated to Division 7 = \$4.4M
    - DCHC’s annual TA = \$390,000, say 35% of it is allocated to Division 7 = \$89K
    - GUAMPO’s annual TA = \$350,000, all allocated to Division 7 = \$350M

- A total of about \$6.5M of Division 7's Division Tier money has to be spent in the MPOs within Division 7 per the federal sub-allocations regardless of any state legislation, leaving \$14.5M annually of other money available for all other needs that are Division-level projects.
- Highway projects on State Roads (not interstates, NC, or US routes), bicycle and pedestrian, and state match for public transportation capital projects that only serve one county are only eligible for Division Needs category funding. And as proposed, Statewide and Regional projects may also be funded from the Division Needs category.
  - State match for public transportation capital projects is 10%. A new hybrid 40' bus is about \$700,000 - \$70,000 state match per bus. Considering the fleet size of DATA and CHT, state match for transit capital would be in the range of \$500K to \$1M annually.

#### Individual Criteria

- Connectivity/Accessibility Criteria in Regional and Division categories
  - "To measure connectivity between rural areas and the nearest major employment or activity center even if it's not in the region"
  - Proposal awards points based on travel time from the project to the center of the nearest MPO (downtown Durham for DCHC)
    - Most projects in City of Durham receive 0 points
    - Most projects in Chapel Hill, Carrboro, Hillsborough receive 25 points
  - While downtown Durham has many jobs, RTP and downtown Chapel Hill/UNC are also job centers for the DCHC MPO. In addition, it does not account for the heaviest cross-county traffic flow in the state that occurs between Durham County and Wake County. This proposed metric assumes a mono-centric growth pattern that does not hold true for the Triangle.
  - Would reward projects that promote sprawl
  - Undermines local land use planning and watershed protection efforts. Projects in rural land use planning tiers get rewarded as compared to urban/suburban projects.
- Economic Competitiveness
  - No required minimum weighting in the legislation. NCDOT staff has proposed a 20% weight in Statewide category and possibly in default Regional and Division categories as well.
  - Uses TREDIS model – largely based on resulting travel time savings for projects
    - Travel time savings is not adequate to assess all economic interests. Seems to presume a manufacturing/agricultural/shipping-based economy. Knowledge-based economies need consideration for transportation projects that enhance quality of life.
    - Seems to largely favor highway projects over other modes. Transit, bicycle, and pedestrian projects generally won't show large travel time savings. However, these projects will promote economic development around station areas, and contribute to quality of life of the region making it more attractive to new companies and residents.

- Work group recommended using Statewide baseline for Statewide category, Regional baseline for Regional category, Division baseline for Division category.

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

**MEMORANDUM OF UNDERSTANDING  
FOR  
COOPERATIVE, COMPREHENSIVE, AND CONTINUING  
TRANSPORTATION PLANNING**

Between

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,  
CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO  
TOWN OF HILLSBOROUGH, COUNTY OF DURHAM,  
COUNTY OF ORANGE, COUNTY OF CHATHAM, TRIANGLE TRANSIT, AND  
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Comment [BE1]: Added

in cooperation with

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

DATE

WITNESSETH THAT

WHEREAS, Section 134(a) of Title 23 United States Codes states:

Comment [BE2]: Reference U.S.C. first as it establishes the basis for MPOs

Policy – It is in the national interest—

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

WHEREAS, Section 134(c) of Title 23 United States Codes states:

General Requirements.—

- (1) Development of long-range plans and TIPs.— To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall

develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(2) Contents.— The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

(3) Process of development.— The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

WHEREAS, Chapter 136, Section 66.2(a) of the General Statutes of North Carolina states:

**Comment [BE3]:** Reference N.C. General Statutes second as it establishes a requirement for MPOs

Each MPO, with cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S.C. Section 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.

WHEREAS, Chapter 136, Section 66.2(b) of the General Statutes of North Carolina states:

After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

WHEREAS, Chapter 136, Section 66.2(d) of the General Statutes of North Carolina states:

For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO.

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area;

WHEREAS, it is the desire of these agencies that a continuing, cooperative, and comprehensive transportation planning process, be established for the Durham Urbanized Area in compliance with Title 23 U.S.C. Section 134 and any subsequent amendments to that statute, and any implementing regulations; Title 49 U.S.C. Chapter 53 and any subsequent amendments to these statutes, and any implementing regulations; and the Clean Air Act of 1970, as amended, [42 U.S.C. 7504 and 7506(c)].

**Comment [BE4]:** Changed reference from Federal Transit Act of 1991 to the U.S.C. related to Metropolitan Planning and public transportation

**Comment [BE5]:** Added Clean Air Act – references U.S.C. requirements on conformity

WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the parties be superseded and replaced by this Memorandum of Understanding.

NOW THEREFORE, the following Memorandum of Understanding is made:

Section I

It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, County of Durham, County of Orange, County of Chatham, and the North Carolina Department of Transportation in cooperation with the United States Department of Transportation will participate in a continuing, cooperative, and comprehensive transportation planning process with responsibilities and undertakings as related in the following paragraphs:

**Comment [BE6]:** Added.

1. The Durham-Chapel Hill-Carrboro Metropolitan Planning Area, will consist of the Durham Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urbanized or be affected by urban policies within a twenty-year planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall include the boards of general purpose local government – the Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners; the North Carolina Department of Transportation; a MPO Board hereinafter defined, a MPO Technical

**Comment [BE7]:** Metropolitan Planning Area – not Metropolitan Area Boundary – is term used in U.S.C.

**Comment [BE8]:** Changed from Durham-Chapel Hill-Carrboro Urbanized Area. Census uses “Durham Urbanized Area”

**Comment [BE9]:** New name for TAC

Committee hereinafter defined, and the various agencies and units of local, regional, state, and federal government participating in the transportation planning for the area.

- Comment [BE10]:** New name for TCC
- Comment [BE11]:** Added regional. Could refer to TJCOG, Triangle Transit, etc.

3. The Metropolitan Planning Area boundary will be periodically reviewed and revised in light of new developments, basic data projections for the current planning period, and as may otherwise be required by federal and state laws.

4. The continuing transportation planning process will be a cooperative one reflective of and responsive to the programs of the North Carolina Department of Transportation, and to the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham. Attention will be given to cooperative planning with the neighboring metropolitan and rural planning organizations.

**Comment [BE12]:** Changed to more inclusive language (previously only referenced CAMPO).

5. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.

6. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Clean Air Act of 1970, as amended.

**Comment [BE13]:** Added

7. Transportation policy decisions within the Planning Area are the shared responsibility of the MPO Board, the N.C. Board of Transportation, and participating local governments.

8. Transportation plans and programs, and land use policies and programs, for the Planning Area, having regional impacts, will be coordinated with Triangle Transit, the neighboring metropolitan and rural planning organizations, and Triangle J Council of Governments.

**Comment [BE14]:** Changed to more inclusive language (previously only referenced CAMPO).

9. A MPO Board is hereby established with the responsibility for cooperative transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards, and for providing opportunities for citizen participation in the transportation planning process.

The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not limited to:

- Comment [BE15]:** Updated reference to public transportation U.S.C.
- Comment [BE16]:** Added. References Clean Air Act requirements.

a. Establishment of goals and objectives for the transportation planning process;

- b. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
- c. Review and approval of the transportation Unified Planning Work Program;
- d. Review and approval of changes to the National Highway System, Functional Classification, and Metropolitan Planning Area boundary;
- e. Review and approval of the Comprehensive and Metropolitan Transportation Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Transportation Plan as well as projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) revisions to the Comprehensive Transportation Plan may be required to be jointly approved by the North Carolina Department of Transportation and the MPO Board;
- f. Review and approval of the Transportation Improvement Program and changes to the Transportation Improvement Program. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;
- g. Review and approval of planning procedures for air quality conformity and review and approval of air quality conformity determination for projects, programs, and plans;
- h. Review and approval of a Congestion Management Process;
- i. Review and approval of the distribution and oversight of federal funds designated for the Durham Urbanized Area under the provisions of MAP-21 and any other subsequent Transportation Authorizations;
- j. Review and approval of a policy for public involvement for the DCHC MPO;
- k. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;

**Comment [BE17]:** Old MOU includes "urban area boundary". Urbanized area set by Census. Smoothed UZA no longer necessary.

**Comment [BE18]:** Updated to reflect current names of plans and legislation.

**Comment [BE19]:** Added reference to specific language for selection of TIP projects in TMAs.

**Comment [BE20]:** Added

**Comment [BE21]:** Added

**Comment [BE22]:** Added

**Comment [BE23]:** Added

**Comment [BE24]:** Added

- l. Oversight of the Lead Planning Agency staff;
- m. Revision in membership of the MPO Technical Committee hereinafter defined;
- n. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures;
- o. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

**Comment [BE25]:** Added

**Comment [BE26]:** Added.

The membership of the MPO Board shall include:

- a. Two members of the Durham City Council;
- b. One member of the Chapel Hill Town Council;
- c. One member of the Carrboro Board of Aldermen;
- d. One member of the Hillsborough Board of Commissioners;
- e. One member of the Durham County Board of Commissioners;
- f. One member of the Orange County Board of Commissioners;
- g. One member of the Chatham County Board of Commissioners;
- h. One member of the North Carolina Board of Transportation;
- i. One member of the Triangle Transit Board of Trustees.

Municipal and county public transit providers shall be represented on the MPO Board through their respective municipal and county local government board members.

**Comment [BE27]:** Added to address MAP-21 requirement that transit providers be voting members of the MPO Board.

It shall be the responsibility of each member jurisdiction to appoint a representative and an alternate(s) to the MPO Board.

A quorum of the MPO Board shall consist of a majority of the voting members whose votes together represent a majority of the possible weighted votes identified in the weighted vote schedule below. A majority vote shall be sufficient for approval of matters coming before the committee with the exception that a committee member may invoke the following weighted vote provisions on any matter:

Government Body	Votes
City of Durham	8*
Town of Chapel Hill	3
Durham County	2
Orange County	2
Town of Carrboro	1
Chatham County	1
Town of Hillsborough	1
N.C. Board of Transportation	1
Triangle Transit	1

Total 20

\* 4 votes per representative

Agency	Number of TAC Members	2010 Census Population	Population Share	Current Weighted Voting Share	Proposed Weighted Voting Share
Durham City	2	228,330	0.58	0.40	0.40
Chapel Hill	1	57,233	0.15	0.13	0.15
Durham County	1	35,384	0.09	0.13	0.10
Orange County	1	34,172	0.09	0.07	0.10
Carrboro	1	19,582	0.05	0.07	0.05
Chatham County	1	13,809	0.03	0.07	0.05
Hillsborough	1	6,087	0.02	0.07	0.05
NC BOT	1	N/A	N/A	0.07	0.05
Triangle Transit	1	N/A	N/A	N/A	0.05

\*The Town of Cary has 1,422 residents in the portion of Chatham County within the MPO. The City of Raleigh has 1,067 residents in Durham County within the MPO. These residents are not included in the county population figures above.

Representatives from each of the following bodies will serve as non-voting members of the MPO Board:

- a. A representative of the Federal Highway Administration;
- b. A representative of the Federal Transit Administration;
- c. Other local, regional, state, or federal agencies impacting transportation in the planning area at the invitation of the MPO Board.

The MPO Board will meet as often as it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Board may appoint members of the Board to act as Chair and Vice-Chair with the responsibility for coordination of the Board's activities. A member of the Lead Planning Agency staff will serve as Secretary to the Board and will work cooperatively with the staff of other jurisdictions.

- 10. A MPO Technical Committee shall be established with the responsibility of general review, guidance and coordination of the transportation planning process for the planning area and with the responsibility for making recommendations to the respective local, state, and federal governmental agencies and the MPO Board regarding any necessary actions relating to the continuing transportation planning process. The MPO Technical Committee shall be responsible for development, review and recommendations for approval and changes to the Prospectus, Unified Planning Work Program, Transportation Improvement Program, National Highway System, Functional

**Comment [BE28]:**  
Table provided for information (not to be included in the MOU).

Proposed Weighted Voting is based on the current MOU, but gives Orange County an additional vote to be equivalent to Durham County (actual populations are very close), gives Chapel Hill one additional vote, and gives City of Durham two additional votes.

Quorum is 6 members who represent 11 weighted votes.

**Comment [BE29]:** Current MOU "A Division Administrator(s) of the Federal Highway Administration and/or the Federal Transit Administration, or their representative(s);"

**Comment [BE30]:** Changed from City of Durham Department of Transportation

Classification, Metropolitan Planning Area boundary, Metropolitan Transportation Plan, and Comprehensive Transportation Plan, for planning citizen participation, and for documenting reports of the transportation study.

Membership of the MPO Technical Committee shall include technical representatives from local and state agencies directly related to and concerned with the transportation planning process for the planning area. Representatives will be designated by the chief executive officer of each represented agency. Departments or divisions within local and state agencies that should be represented on the MPO Technical Committee include, but are not limited to, those responsible for transportation planning, land use planning, transportation operations, public works and construction, engineering, public transportation, environmental conservation and planning, bicycle and pedestrian planning, and economic development. Initially, the membership shall include, but not be limited to, the following:

**Comment [BE31]:** Added.

- |   |                   |
|---|-------------------|
| a. The City of Durham   | 5 representatives |
| b. The Town of Chapel Hill                                      | 3 representatives |
| c. The Town of Carrboro   | 2 representatives |
| d. The Town of Hillsborough                                     | 1 representative  |
| e. Durham County  | 3 representatives |
| f. Orange County  | 2 representatives |
| g. Chatham County   | 1 representative  |
| h. The N.C. Department of Transportation                        | 5 representatives |
| i. Triangle J Council of Governments                            | 1 representative  |
| j. Duke University  | 1 representative  |
| k. N.C. Central University                                      | 1 representative  |
| l. The University of North Carolina                             | 1 representative  |
| m. The Raleigh-Durham Airport Authority                         | 1 representative  |
| n. Triangle Transit   | 1 representative  |
| o. The Research Triangle Park Foundation                        | 1 representative  |
| p. The N.C. Department of the Environment and Natural Resources | 1 representative  |

**Comment [BE32]:** Added due to air quality and Merger Process roles

The City of Durham’s membership shall not include members of the Lead Planning Agency staff.

**Comment [BE33]:** Added

In addition to voting membership, the following agencies shall have non-voting membership:

- |   |                  |
|---|------------------|
| a. The Federal Highway Administration       | 1 representative |
| b. The Federal Transit Administration       | 1 representative |
| c. The U.S. Army Corps of Engineers         | 1 representative |
| d. The U.S. Environmental Protection Agency | 1 representative |
| e. The U.S. Fish and Wildlife Service       | 1 representative |

**Comment [BE34]:** Current MOU says 2 from USDOT. Would like to specifically invite FTA staff, however, it may not be possible to have FTA involvement without teleconference capability/provisions in the TCC bylaws.

- f. The N.C. Department of Cultural Resources 1 representative
- g. The N.C. Department of Commerce 1 representative
- h. The U.S. Department of Housing and Urban Development 1 representative
- i. The N.C. Railroad Company 1 representative
- j. The N.C. Trucking Association 1 representative
- k. The N.C. Motorcoach Association 1 representative
- l. Regional Transportation Alliance 1 representative

**Comment [BE35]:** Added – all have role in Merger Process

**Comment [BE36]:** Added due to Livability Initiative.

**Comment [BE37]:** Added to incorporate freight interests.

**Comment [BE38]:** Added as a substitute for the Greyhound membership currently in the TCC bylaws. Represents private charter bus operators.

**Comment [BE39]:** Added to incorporate economic development interests.

The MPO Technical Committee shall meet when it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Technical Committee may appoint voting members of the Committee to act as Chair and Vice-Chair with the responsibility for coordination of the Committee’s activities.

- 11. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners shall serve as the primary means for citizen input to the continuing transportation planning process. During the Metropolitan Transportation Plan reevaluation, citizen involvement in the planning process shall be encouraged during re-analysis of goals and objectives and plan formation. This citizen involvement will be obtained through procedures outlined in the MPO’s policy for public involvement.

**Comment [BE40]:** Deleted “...goals and objectives surveys, neighborhood forums, and public hearings in accordance with...”

**Comment [BE41]:** Changed from “North Carolina Highway Action Plan”

The MPO Board may also receive public input or hold public hearings as may also be required by federal or state law.

Section II

It is further agreed that the subscribing agencies will have the following responsibilities, these responsibilities being those most logically assumed by the several agencies:

The Municipalities and the Counties

**Comment [BE42]:** Condensed into one section. Current MOU includes identical language for all seven municipalities and counties.

The municipalities and the counties will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The municipalities and the counties shall coordinate zoning and subdivision approval within their respective jurisdictions in accordance with the adopted Metropolitan Transportation Plan and the Comprehensive Transportation Plan.

Additionally, the City of Durham will serve as the Lead Planning Agency for the transportation planning process in the Planning Area.

The municipalities and the counties will participate in funding the portion of the costs of the MPO’s work program not covered by federal or state funding as approved by the

MPO Board. The portion to be paid by each municipal and county member government will be based upon its pro rata share of population within the MPO Planning Area, utilizing the most recent certified North Carolina Office of State Planning municipal and county population estimates. In addition, MPO members may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon.

**Comment [BE43]:** Added. Uses same language as CAMPO.

Failure to pay the approved share of costs shall invalidate the MPO's Unified Planning Work Program and annual MPO self-certification as required by 23 CFR 450.334. Failure to certify shall result in the withholding of transportation project funds to the metropolitan planning area in accordance with federal law. In order to avoid this, the MPO Board shall amend the Unified Planning Work Program.

**Comment [BE44]:** Added.

The municipalities and the counties receiving federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program shall comply with adopted reporting and oversight procedures.

**Comment [BE45]:** Added

North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The Department, to the fullest extent possible and as permitted by existing state and federal regulations, will provide assistance in the protection of necessary rights-of-way for those transportation facilities designated in the adopted Metropolitan Transportation Plan and Comprehensive Transportation Plan.

**Comment [BE46]:** Changed from "thoroughfares"

Triangle Transit

Triangle Transit will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Triangle Transit shall comply with adopted reporting and oversight procedures for the receipt of federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program.

**Comment [BE47]:** Added.

Section III

Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving thirty (30) days written notice to the other parties prior to the date of termination. If any party should terminate participation, this Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization shall continue to operate as long as 75% or more of the population within the Metropolitan Planning Area is represented by the remaining members. For the purpose of determining 75% representation, the populations within incorporated areas

are represented by the respective municipal governments and the populations within the unincorporated areas are represented by the respective county governments.

Section IV

In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Durham by its Mayor, the Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its Chair, and the Secretary of Transportation on behalf of the Governor of the State of North Carolina and the North Carolina Department of Transportation, this the \_\_\_\_\_ day of \_\_\_\_\_, 2013.

**Comment [BE48]:** Current MOU says "City Manager" for City of Durham only

(Seal) City of Durham  
\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Mayor

(Seal) Town of Chapel Hill  
\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Mayor

(Seal) Town of Carrboro  
\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Mayor

(Seal) Town of Hillsborough  
\_\_\_\_\_  
Clerk By \_\_\_\_\_  
Mayor

(Seal) County of Durham

\_\_\_\_\_  
Clerk

By \_\_\_\_\_  
Chair

(Seal) County of Orange

\_\_\_\_\_  
Clerk

By \_\_\_\_\_  
Chair

(Seal) County of Chatham

\_\_\_\_\_  
Clerk

By \_\_\_\_\_  
Chair

(Seal) North Carolina Department of  
Transportation

By \_\_\_\_\_  
Secretary

## 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 – September 2013
- Adopt CTP – December 2013
- NCDOT Adopt – February 2014

#### **MPO Community Viz. Scenarios Planning and Visualization**

- ✓ Project kick- off in November 2010 – completed
- ✓ Data collection – completed
- ✓ Build Scenario Planning Tool
- ✓ Develop and approve Place Typology – Place Type Palette – completed
- ✓ Focus Group Meetings – completed

- ✓ Trend Forecasts
- ✓ Partnering Strategy
- ✓ Build Development Strategy
- ✓ Rationalize Scenarios
- ✓ Documentation/Protocol Report – January 2013

#### **Update of the MPO Public Involvement Policy**

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

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

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

#### **GIS/Data Integration and Automation**

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

#### **MPO Congestion Management Process CMP**

- ✓ CMP Procedure Plan approval – completed
- ✓ FHWA Approval of CMP procedure plan – August 2011
- ✓ CMP data requirement collection plan –Fall of 2011
- ✓ CMP Data collection and monitoring – ongoing
- ✓ CMP implementation – ongoing
- State of Systems Report – draft underway
- Evaluation of effective of CMP projects and funded projects - ongoing

#### **MPO Parking Survey and Study (postponed)**

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

**DCHC MPO Surface Transportation-Direct Attributable  
Federal Funding Levels Report**

**Funding Availability (Adjusted to Obligational Limitation)**

	COLUMN A	COLUMN B	(COLUMN A + COLUMN B) COLUMN C	(COLUMN C x 90%) COLUMN D	COLUMN E	(COLUMN D - COLUMN E) COLUMN F
<b>DCHC MPO- STPDA</b>	2012 CFFY Carry Forward	CY 2013 Appropriations	Total Appropriations	Net Available Funding	YTD Obligation	Net Available Balance
<b>TOTALS</b>	\$7,406,495	\$4,850,552	\$12,257,047	\$11,031,342	\$58,018	\$10,973,324

**Project Specific Obligation List**

Date	WBS TIP Sub Num	Project Desc	WBS element	Phase ID	Authorization date	System Status	County Code	Fund	Program Specific Obligated Amount
1/14/2013	U-4011	DURHAM - SR 1959 (SOUTH MIAMI BOULEVARD) FROM SOUTH OF SR 21	40221.3.1	U-4011 - CON - DURHAM	Construction	02/03/2011	REL ACPT	DURHAM 1500/2731L230D STP >200K POPULATION-DURHAM	\$58,018

**Total Obligated YTD: \$ 58,018**

<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> US-70, SR-1322
<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> 5/30/2013
<b>Last Estimate Thru:</b> 4/22/2013	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 4/29/2013	<b>Actual Progress:</b> 93.28%

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

**Length:** 0 miles  
**Federal Aid Number:**  
**Resident Engineer:** Mark W. Luther, PE **RE Phone Number:** (919)220-4680  
**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:** NHM CONSTRUCTORS, LLC  
**Contract Amount:** \$3,034,500.45 **Cost Overrun/Underrun:** 0.2%  
**Availability Date:** 10/1/2012 **Letting Date:** 4/17/2012  
**Completion Date:** 7/21/2013 **Work Began:** 10/1/2012  
**Revised Completion Date:** **Estimated Completion:** 7/21/2013  
**Last Estimate Thru:** 4/15/2013 **Scheduled Progress:** 42%  
**Last Estimate Paid:** 4/23/2013 **Actual Progress:** 47.93%

**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 **County:** Durham  
**Administrative Division:** 5 **TIP Number:**  
**Length:** 32.362 miles **Federal Aid Number:**  
**Resident Engineer:** Chad D. Hinnant **RE Phone Number:** (919)733-9499  
**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 **Cost Overrun/Underrun:** 0%  
**Availability Date:** 8/27/2012 **Letting Date:** 7/17/2012  
**Completion Date:** 5/31/2013 **Work Began:** 9/4/2012  
**Revised Completion Date:** **Estimated Completion:** 5/31/2013  
**Last Estimate Thru:** 3/31/2013 **Scheduled Progress:** 65.5%  
**Last Estimate Paid:** 4/3/2013 **Actual Progress:** 54.81%

**Contract Number:** C203128 **Route:** SR-1978  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** U-4716A, U-4716B, U-4716C  
**Length:** 4.203 miles **Federal Aid Number:** FRA-FR-HSR-0006-10-01-00  
**Resident Engineer:** Cadmus Capehart, PE **RE Phone Number:** (919)840-0914  
**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 **Cost Overrun/Underrun:** 0.02%  
**Availability Date:** 12/31/2012 **Letting Date:** 11/20/2012  
**Completion Date:** 12/28/2015 **Work Began:** 1/30/2013  
**Revised Completion Date:** **Estimated Completion:** 12/28/2015  
**Last Estimate Thru:** 4/7/2013 **Scheduled Progress:** 19%  
**Last Estimate Paid:** 4/15/2013 **Actual Progress:** 10.23%

**Contract Number:** C203188 **Route:** US-158, SR-1318, SR-1333  
 SR-1336, SR-1504, SR-1542  
 SR-1556, SR-1605, SR-1729  
 SR-1737  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:**  
**Length:** 30.21 miles **Federal Aid Number:**  
**Resident Engineer:** Mark W. Luther, PE **RE Phone Number:** (919)220-4680  
**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 **Cost Overrun/Underrun:** 0%  
**Availability Date:** 3/11/2013 **Letting Date:** 11/20/2012  
**Completion Date:** 8/12/2013 **Work Began:** 3/18/2013  
**Revised Completion Date:** **Estimated Completion:** 8/12/2013  
**Last Estimate Thru:** 3/31/2013 **Scheduled Progress:** 12%  
**Last Estimate Paid:** 4/5/2013 **Actual Progress:** 6.3%

<p><b>Contract Number:</b> C203220</p> <p><b>Physical Division:</b> 5</p> <p><b>Administrative Division:</b> 5</p> <p><b>Length:</b> 21.88 miles</p> <p><b>Resident Engineer:</b> Cadmus Capehart, PE</p> <p><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.</p> <p><b>Type of Work:</b> MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.</p> <p><b>Contractor Name:</b> CAROLINA SUNROCK LLC</p> <p><b>Contract Amount:</b> \$4,789,367.50</p> <p><b>Availability Date:</b> 3/18/2013</p> <p><b>Completion Date:</b> 10/18/2013</p> <p><b>Revised Completion Date:</b></p> <p><b>Last Estimate Thru:</b></p> <p><b>Last Estimate Paid:</b></p>	<p><b>Route:</b> NC-54, US-70, SR-1002 SR-1101, SR-1445, SR-1451 SR-1453, SR-1628, SR-1670 SR-1940, SR-1954, SR-2028</p> <p><b>County:</b> Durham</p> <p><b>TIP Number:</b></p> <p><b>Federal Aid Number:</b></p> <p><b>RE Phone Number:</b> (919)840-0914</p> <p><b>Cost Overrun/Underrun:</b></p> <p><b>Letting Date:</b> 12/18/2012</p> <p><b>Work Began:</b></p> <p><b>Estimated Completion:</b></p> <p><b>Scheduled Progress:</b></p> <p><b>Actual Progress:</b></p>
<p><b>Contract Number:</b> C203273</p> <p><b>Physical Division:</b> 5</p> <p><b>Administrative Division:</b> 5</p> <p><b>Length:</b> 1.189 miles</p> <p><b>Resident Engineer:</b> E. Boyd Tharrington, PE</p> <p><b>Location Description:</b> REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.</p> <p><b>Type of Work:</b> DESIGN BUILD.</p> <p><b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY</p> <p><b>Contract Amount:</b> \$8,800,000.00</p> <p><b>Availability Date:</b> 4/29/2013</p> <p><b>Completion Date:</b> 9/30/2016</p> <p><b>Revised Completion Date:</b></p> <p><b>Last Estimate Thru:</b></p> <p><b>Last Estimate Paid:</b></p>	<p><b>Route:</b> -</p> <p><b>County:</b> Durham</p> <p><b>TIP Number:</b></p> <p><b>Federal Aid Number:</b></p> <p><b>RE Phone Number:</b> (919)562-7000</p> <p><b>Cost Overrun/Underrun:</b></p> <p><b>Letting Date:</b> 3/19/2013</p> <p><b>Work Began:</b></p> <p><b>Estimated Completion:</b></p> <p><b>Scheduled Progress:</b></p> <p><b>Actual Progress:</b></p>
<p><b>Contract Number:</b> DE00030</p> <p><b>Physical Division:</b> 5</p> <p><b>Administrative Division:</b> 5</p> <p><b>Length:</b> 0 miles</p> <p><b>Resident Engineer:</b> Cadmus Capehart, PE</p> <p><b>Location Description:</b> I-40 AND I-85</p> <p><b>Type of Work:</b> Dynamic Message Sign Replacement</p> <p><b>Contractor Name:</b> ALS OF NORTH CAROLINA, INC.</p> <p><b>Contract Amount:</b> \$641,917.55</p> <p><b>Availability Date:</b> 6/4/2012</p> <p><b>Completion Date:</b> 2/28/2013</p> <p><b>Revised Completion Date:</b></p> <p><b>Last Estimate Thru:</b> 3/15/2013</p> <p><b>Last Estimate Paid:</b> 3/20/2013</p>	<p><b>Route:</b> I-40, I-85, SR-1728</p> <p><b>County:</b> Durham</p> <p><b>TIP Number:</b> R-4049R</p> <p><b>Federal Aid Number:</b> STP-000S(416)</p> <p><b>RE Phone Number:</b> (919)840-0914</p> <p><b>Cost Overrun/Underrun:</b> -0.38%</p> <p><b>Letting Date:</b> 5/9/2012</p> <p><b>Work Began:</b> 10/25/2012</p> <p><b>Estimated Completion:</b> 4/29/2013</p> <p><b>Scheduled Progress:</b> 100%</p> <p><b>Actual Progress:</b> 100%</p>
<p><b>Contract Number:</b> DE00042</p> <p><b>Physical Division:</b> 5</p> <p><b>Administrative Division:</b> 5</p> <p><b>Length:</b> 0 miles</p> <p><b>Resident Engineer:</b> Cadmus Capehart, PE</p> <p><b>Location Description:</b> BRIDGE 151 ON SR 1614 (STATE FOREST ROAD) OVER FLAT RIVER</p> <p><b>Type of Work:</b> BRIDGE REPLACEMENT</p> <p><b>Contractor Name:</b> KEYSTONE CONTRACTING CO., INC</p> <p><b>Contract Amount:</b> \$417,800.00</p> <p><b>Availability Date:</b> 12/3/2012</p> <p><b>Completion Date:</b> 5/1/2013</p> <p><b>Revised Completion Date:</b></p> <p><b>Last Estimate Thru:</b> 3/31/2013</p> <p><b>Last Estimate Paid:</b> 4/19/2013</p>	<p><b>Route:</b> SR-1614</p> <p><b>County:</b> Durham</p> <p><b>TIP Number:</b></p> <p><b>Federal Aid Number:</b></p> <p><b>RE Phone Number:</b> (919)840-0914</p> <p><b>Cost Overrun/Underrun:</b> 0.15%</p> <p><b>Letting Date:</b> 9/12/2012</p> <p><b>Work Began:</b> 12/3/2012</p> <p><b>Estimated Completion:</b> 5/20/2013</p> <p><b>Scheduled Progress:</b> 90%</p> <p><b>Actual Progress:</b> 47.77%</p>
<p><b>Contract Number:</b> DE00062</p> <p><b>Physical Division:</b> 5</p> <p><b>Administrative Division:</b> 5</p> <p><b>Length:</b> 2.2 miles</p>	<p><b>Route:</b> NC-751</p> <p><b>County:</b> Durham</p> <p><b>TIP Number:</b></p> <p><b>Federal Aid Number:</b></p>

<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> 5/6/2013
<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>County</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>
07/13	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GFFR STRFFT		
07/13	Z-5400EC	5	DURHAM	NON - DOT LET (Rail)	SR 1171 (RIDDLE ROAD) AT CROSSING #845 864H IN DURHAM		
04/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98 Barbee Rd at Herndon Rd - RBT	\$140,700,000	\$24,950,000
05/14	N/A	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)		
06/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE		
06/14	W-5205N	5	DURHAM	Division POC Let (DPOC)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	\$2,100,000	\$2,000,000
06/14	U-5516	5	DURHAM	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM	\$1,300,000	\$300,000
07/14	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	\$2,900,000	\$2,650,000
07/14	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	\$5,100,000	
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS	\$336,000	
09/14	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout		
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000	
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000	
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)	\$1,025,000	
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS - NC 98 (HOLLOWAY STREET)	\$28,200,000	\$5,173,827
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS	\$1,252,000	\$134,000
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000	
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000	

**NCDOT ACTIVE PROJECTS LOCATED IN DCHCMPO**

TAC 5/8/2013 Attachment 18

TIP/WBS #	Description	Let/Start Date	Completion Date	Contractor	Status	Cost	Comments
U-0624 C203175 34762.3.4	Widening , Grading, Drainage, Paving & Signals on NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr) in <b>Chapel Hill</b> .	10/16/2012	12/28/2014	Triangle Grading and Paving	18% Complete 9% Schedule	\$4,565,147	TIP
U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek in <b>Carrboro</b>	12/18/2012	5/14/2015	Yates Construction	3% Complete 3% Schedule	\$4,946,197	TIP
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 in <b>Chapel Hill</b>	7/20/2010	6/15/2013	Yates Construction	83% Complete 86% Schedule	\$9,584,886	ARRA / TIP
W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co. line	2/19/2013	10/31//13	Carolina Sunrock	Contract Awarded	\$4,750,000	High Hazard Safety
43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system) in <b>Chapel Hill</b>		4/1/13	NCDOT forces	<b>Complete except Ped. Movements - Pending Sidewalk project</b>	\$75,000	Small Construction Funds

**NCDOT FUTURE PROJECTS LOCATED IN DCHCMPO**

TIP/WBS #	Description	Let/Start Date	Completion Date		Status	Cost	Comments
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	5/13/16		Contract documents pending	\$4,300,000	TIP
W-5207 E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near <b>Chapel Hill</b>	TBD	10/1/2013		R/W acquisition in progress	\$450,000	High Hazard Safety
W-5207 I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in <b>Carrboro</b>	TBD	TBD		Design in progress	\$50,000	High Hazard Safety
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

**NCDOT FUTURE PROJECTS LOCATED IN DCHCMPO**

TAC 5/8/2013 Attachment 18

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
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 <b>Chapel Hill</b> . 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
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 <b>Carrboro</b> .		TBD	District Design / Construction Summer 2013 by NCDOT Work Forces	\$40,000	Small Construction Funds

## LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
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 in <b>Hillsborough</b>	3/14	TBD	Engineering & R/W 2013, Construction 2014	\$610,000	CMAQ
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	
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 in <b>Carrboro</b>	TBD	TBD	Delay Construction from FY12 to FY13 / Planning & Design	\$480,000	STP-DA; MA w/TOC
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) in <b>Chapel Hill</b>	TBD	8/1/13	<b>Construction authorization complete</b>	\$200,000	Small Construction/ Division Enhancement; MA w/TOCH
ER-2971 G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in <b>Chapel Hill.</b>	TBD	8/1/13	Environmental Document approved	\$30,000	Division Enhancement; MA w/TOCH
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
SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in <b>Carrboro</b>	2/21/12	12/31/12	Construction complete; Final closeout pending	\$300,000	Safe Routes to Schools; MA w/TOC
SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in <b>Carrboro</b>	4/12/12	1/31/13	<b>Construction complete; Final closeout pending</b>	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOC
U-4726 DC 36268.3.4	Wilson Park Multi-Use Path in <b>Carrboro</b>	6/7/12	11/26/12	<b>Construction complete; Final closeout pending</b>	\$129,431	STP-DA; MA w/TOC

### LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in <b>Carrboro</b>	10/31/13	4/30/14	Design underway	\$428,960	STP-DA; MA w/TOC
U-4726 DE (replaces EL-4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in <b>Carrboro</b>	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
U-4726 DF	Bicycle detection at Signalized Intersections in <b>Carrboro</b>	TBD	TBD	Design underway	\$36,000	STP-DA; MA w/TOC
U-4726 IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in <b>Chapel Hill</b>	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH
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 1 in <b>Chapel Hill</b>		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

***NCDOT ACTIVE BRIDGE PROJECTS LOCATED IN DCHCMPO***

TIP/WBS #	Description	Let/Start Date	Completion Date	Contractor	Status	Cost	Comments

***NCDOT FUTURE BRIDGE PROJECTS LOCATED IN DCHCMPO***

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments

**ACTIVE NCDOT PROJECTS IN DCHCMPO**

TAC 5/8/2013 Attachment 18

Map #	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
	W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. - Realign horizontal curve	6/11/2013	Not Available	No Report	\$803K	Not Available	Awaiting plans from DDC; RW is being acquired
	C-5176	American Tobacco Trail - New Hope Church Road Trail Head Park & Ride Lot	9/1/2013	Not Available	Chief Engineer - Terry Gibson has received funding agreement from Local Programs Management Unit. Town of Cary received funding agreement on 4/18/13. After funding agreements are signed LPM unit will schedule a meeting with Town of Cary to discuss project details and how to proceed.	\$1,192,000	Not Available	Funding source: Congestion Mitigation & Air Quality (Project)
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>								

## SURFACE TREATMENT PROJECTS IN DCHCMPO

Map#	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
<b>SURFACE TREATMENT</b>							
<b>RESURFACING</b>							
24	8CR.019XXX	SR 1730 Wake Rd/Grandale Dr From Durham County Line to Wake County Line (0.494 miles) - Asphalt Surface Course	Expected July Letting	11/1/13	No Report	Not Available	Patch resurfacing

## Norfolk Southern 'willing to negotiate' on Durham Belt Line

The News and Observer – Bull's Eye Submitted by jaydub on 04/04/2013 - 14:33

Mayor Bill Bell said Norfolk Southern has replied to his letter about Durham acquiring its disused Belt Line right of way for a greenway (<http://bit.ly/Xg84fw>).

"They're willing to negotiate," he said during today's City Council work session. Bell didn't give any details, but said he passed Norfolk Southern's reply on to City Manager Tom Bonfield.

"The manager's going to fix it," he said.

## Pay now for transit future, pay soon for transit present

The Durham News-The News and Observer By Jim Wise Published April 3, 2013

On Monday, Durham County shoppers started paying for their transit future.

A half-cent sales tax voters approved in 2011 went into effect, raising the price of a \$10 purchase from \$10.70 to \$10.75.

In September, Durham motorists will start paying \$10 more for their car tags. The extra tax and registration fees are dedicated to expanded bus service, a light-rail line to Chapel Hill and, perhaps, a commuter-rail connection to the far side of Wake County.

Before long, though, Durham residents will be paying yet more – one way or another – to maintain their transit present. DATA, the city bus system managed by Triangle Transit, faces a projected revenue shortfall of about \$1.6 million in the coming fiscal year.

"And that's just next year," said city Transportation Director Mark Ahrendsen.

At the same time, Triangle Transit has asked Durham, Raleigh and Cary to test public sentiment regarding fare increases. The share of operating costs covered by what riders pay in the three cities' bus systems is going down, and a survey of other cities' systems found that Triangle-area prices are distinctly low.

"So," Ahrendsen asked the City Council recently, "how do we deal with this?"

Long-term

Durham voters approved the transit sales tax in 2011, but the county commissioners put off actually imposing the tax until Orange County voters approved a transit tax of their own to help with the proposed light-rail line. That approval came in November, and Orange County's tax collections also started this week.

State law that authorized the tax referendums says the new sales tax revenue may only be used for purposes laid out in the two counties' Bus and Rail Investment plans ([bit.ly/Y1x9jB](http://bit.ly/Y1x9jB)).

Revenue from the transit sales tax, estimated at \$18.4 million a year in Durham, goes first to the state revenue office, which passes it to Triangle Transit each quarter to put the investment plans into practice.

"The plans are pretty specific, and they can't depart from the plan," said County Manager Mike Ruffin, and Durham County has set up a reporting process to keep tabs on how Triangle Transit spends the money.

A 17-mile, \$1.4 billion railroad between UNC Hospitals and downtown Durham is the investment plan's marquee item, but planners don't expect its first train to run before 2025. In the nearer future, the plan calls for expanded bus service

throughout Durham County and between Durham and outside destinations including Chapel Hill, Mebane and Raleigh-Durham International Airport.

According to Triangle Transit spokesman Brad Schulz, Triangle Transit will get its first sales-tax installment in July. Details on what's to be spent, for what and when are to be determined as local budgets are developed for the 2013-14 fiscal year.

"We expect some new services will begin in the fall of this year, others at the beginning of 2014," he said. Initial priorities are bus service between The Streets at Southpoint and UNC, and commuter service between Hillsborough, Duke University and downtown Durham. In Durham, routes that are currently overcrowded could get more buses, Schulz said.

#### Shorter term

Come September, it will cost \$43 to register a car in Durham, up from the current \$33. The increase is for expanding public transit, but Durham County commissioners voted March 11 to allow Triangle Transit to spend \$3.50 of the county's \$7 fee to pay for increased DATA expenses.

Not all officials are comfortable with using it that way. Triangle Transit CEO David King told Durham City Council members that taking part of the fee increase for current expenses means some of the money for new services that voters were promised is "off the table."

"That's just a tradeoff," said Ahrendsen.

The main factors in DATA's looming shortfall is the ending of state and federal grants that accounted for about \$1.1 million, including \$800,000 that has subsidized the no-fare Bull City Connector service between Golden Belt and Duke Medical Center.

But the shortfall is projected to increase year by year, including costs to replace aging vehicles, reaching \$3.23 million in fiscal 2019 without financial adjustments such as:

- Higher fares;
- Reduced service;
- Increased city subsidy through a property-tax increase.

#### Reaching for revenue

Durham and Triangle Transit have just finished a "Build a Better Bus Service" analysis and adjusted routes and frequencies.

"We have already squeezed any excess out of the system," Ahrendsen said. "We have right-sized the service to meet the demand."

For the four Triangle bus systems that charge to ride (Chapel Hill does not charge), fare income is covering a decreasing share of operating costs. According to Triangle Transit's analysis, since 2007 DATA's boardings have increased 35 percent but fare revenue has gone up just 8 percent, according to Ahrendsen.

The base fare to ride DATA, Raleigh and Cary is \$1. By comparison, the base fare in Knoxville is \$1.50; in Charleston, \$1.75; in Charlotte, \$2; in Atlanta, \$2.50

DATA's base fare has not changed since 2003, and over the past decade DATA has added discounts and free rides for children, students and the elderly. In 2003, fares paid 25 percent of operating costs; now, they pay 16 percent.

Raising the base fare to \$1.25, with equivalent price changes for multi-ride passes and eliminating some free rides, would raise the share of operating costs covered by fares to 21.5 percent in fiscal year 2015-16 – even though any fare increase would likely decrease ridership.

Triangle Transit is not suggesting fare increases, said agency attorney Wib Gulley and regional services Director John Tallmadge. But it has presented Durham and the other systems with fare-raising schedules for consideration and sharing with the public.

"We're reaching for revenue generation," Tallmadge said.

DATA's finances are something for City Manager Tom Bonfield to consider before he presents a 2013-14 budget proposal May 20, and for the City Council to decide on before the statewide deadline for budget approval June 30.

Councilman Eugene Brown said a fare increase is worth considering, but it would not be enough to cover the future shortfalls.

"But, goodness," he said, "we should at least make an attempt to do something about it because that's a burden for all of us."

Councilman Steve Schewel disagrees.

"Unless I learn something extraordinary and new, I know I won't be voting for a fare increase," he said. "The people who are riding the bus who will be most hurt (by an increase) will be the people who are most vulnerable in our community."

"That doesn't mean we don't have to figure out a way to fill that hole," he said. "I do want to fill that hole. I don't want to reduce service, either. I'm willing to vote for a tax increase if that's what it takes. I hope it doesn't take that, but I would prefer that to a fare increase."

## **Greensboro's Cheryl McQueary Joins NC Transportation Board**

The Greensboro News & Record By Taft Wireback April 4, 2013

The area's new representative on the state Board of Transportation brings to her role a background with technology companies and two federal agencies.

Cheryl McQueary takes the oath of office Thursday morning in Raleigh as the new Division 7 representative, replacing local attorney Mike Fox who had been appointed by former Gov. Bev Perdue in 2009 and whose term expired recently.

Longtime Greensboro resident McQueary said her varied career in telecommunications and government, including work at the U.S. Department of Transportation, should give her a good platform to understand the high-tech challenges facing the state transportation program.

Her division spans Guilford, Rockingham, Alamance, Caswell and Orange counties.

"From the state's perspective, the most critical issue is funding all the work that needs to be done," she said Wednesday. She noted the state's population is expected to grow astronomically and demand more transportation services, but the fuel tax that supplies much of the N.C. Department of Transportation's revenue has been declining.

McQueary's most recent posting was at the U.S. Department of Transportation, where she was deputy administrator in Washington for the agency's research and innovative technology program.

She also worked at the U.S. Department of Agriculture in such areas as green technology, after a 20-year career in private industry with Bell Laboratories, AT&T and Lucent Technologies.

She spent the last several days in Raleigh with nine other new appointees by Gov. Pat McCrory going through the N.C. DOT's orientation program for incoming board members.

The state board helps set transportation policy for the department and plan roads and public transit statewide.

Fox said he enjoyed his time on the board and thinks his replacement will make significant contributions to the 19-member panel: "I've been working with her for the last 30 days and been very impressed. She's a quick learner."

McQueary is married to Charles McQueary, the former president of General Dynamics Advanced Technology Systems in Greensboro who went on to serve in several high-ranking federal posts in the departments of defense and homeland security.

Both McQuearys served in the administration of former President George W. Bush. McCrory named Cheryl McQueary to the Division 7 post after his initial appointment, local builder Dwight Stone, bowed out because of a potential conflict of interest.

## Road Worrier: Ramp meters say stop now to go later

The News and Observer By Bruce Sicheloff Published: April 15, 2013

Triangle rush hour traffic got lots better after the state Department of Transportation widened Interstate 40 on the west side of Raleigh, and it got a little better after DOT narrowed part of I-40 near the Clayton Bypass.

We might learn soon whether DOT can help traffic go faster on the interstate by making cars stop briefly on the on-ramp.

Ramp meters have been used for more than 40 years as a low-cost tool for cutting rush-hour delays in cities from New York to Atlanta to San Diego. When travel lanes are clogged, the meters trigger a traffic signal on the on-ramp – changing it from green to red for a second or two at a time – to spread out the flow of cars entering the freeway.

Now a new consultant's report recommends ramp meters for busy Triangle freeways. Atkins, an international engineering firm, says DOT should install the meters at 14 on-ramps for 12 interchanges on Interstates 40, 440 and 540, at an estimated cost of \$3.2 million.

The idea is to put more space between those cars coming down the ramp, so they'll merge more smoothly with traffic on the interstate. Drivers pause on the ramp, but the measured pace is supposed to reduce overall delays.

"You keep the big pipe flowing so the little pipes can add more to the system," said Kevin Lacy, chief state traffic engineer for DOT. "The more orderly we get traffic to operate, the higher number of vehicles we can operate on the system. It's getting more capacity out of the existing system.

"State and federal funds would have to be set aside, and traffic laws would have to be modified. Running a regular red light is a serious violation, but Lacy said authorities wouldn't favor the same punishment for somebody who fails to pause for a ramp meter.

Ramp meters would be a new kind of traffic signal for North Carolina drivers – alternating between red and green lights, without a yellow. And they probably would go dark when traffic was light.

In some cities they're called merge lights or flow signals.

They're controversial even where studies credit them with reducing delays. Authorities shut down ramp meters around Minneapolis a few years ago, but traffic problems worsened and drivers clamored for their return.

When Minneapolis on-ramps are crowded, it sometimes is hard for merging drivers to match the speed of interstate traffic, says David Vitek of Raleigh. He visits relatives in Minneapolis for a few weeks each year.

"With the lights you get freedom and space to adjust your speed, faster or slower, and merge properly," Vitek, 18, a senior at Enloe High School, said Monday.

"As someone who takes the (I-440 Beltline) to school every morning, it's frustrating to try to merge onto the freeway when someone in front of you is going 45 and the traffic is going 65," Vitek said by email.

Planners want to test ramp meters in a few locations in the Triangle, but it's not clear how soon they'll move.

Triangle commuters are in for three years of disruption and delay, starting this summer, while DOT rebuilds I-40 and I-440 across South Raleigh. Traffic engineers say that might not be a good time to introduce a new-fangled way of getting on and off the interstate.

Greg Fuller, who oversees traffic system technology for DOT, says the meters won't work if drivers don't like them.

"I've been working for DOT for a long time," Fuller said. "You don't just take something new and throw it out there and expect it to work. You've got to be able to sell it and show the benefits of it."

### **Two ways to quicken I-40**

Triangle planners have been looking for low-cost options to ease congestion while postponing the cost of adding freeway lanes.

A new DOT study says the morning flow is smoother in northwest Johnston County now that a third lane of westbound I-40 has been closed at the U.S. 70 Clayton Bypass interchange.

Drivers took advantage of a short stretch where I-40 was widened there, but they caused trouble when the extra lane ended and they had to squeeze back into two lanes. DOT used paint stripes and other markers to eliminate that third lane.

Now I-40 drivers save as much as 90 seconds at the busiest time of the morning, around 7:30 a.m., when they pass the U.S. 70 interchange. Drivers earlier or later in the morning save less time.

In Raleigh, drivers saw more sustained improvement after DOT added a third lane in each direction to I-40 between Wade Avenue and U.S. 1/64. Average weekday travel speeds picked up by about 5 miles per hour.

## **Transportation plan would focus dollars on big-ticket items**

WRAL.com By Mark Binker and Bruce Mildwurf Posted April 18, 2013 @ 10:03 a.m.

North Carolina would concentrate more money on big-ticket transportation projects like bridges, new road links and upgrading rail lines under a transportation plan rolled out Thursday by Gov. Pat McCrory and endorsed by top legislative leaders.

If adopted, the plan will scrap the current road funding scheme that evenly divides construction money across 14 districts and shift money away from secondary road maintenance in order to plow more funding into new construction.

"The priority becomes ensuring we're addressing the greatest needs," Transportation Secretary Tony Tata said.

Tata dubbed the new funding scheme the "strategic mobility formula." Under the plan, leaders in the state's 14 transportation divisions would have control over only roughly 20 percent of the state's road building dollars. The remainder of the funds would be split between projects deemed to be of high statewide importance and those of importance to regional areas.

Changing the formula will let state leaders better take into account how roads may help attract businesses to or keep big industrial players in North Carolina.

"We're including things in our decision making process that haven't been part of it, including economic development and jobs," McCrory said. "We've had the same distribution formula since 1988. It's the year 2013, maybe it's time to give it a new look."

The plan does not raise any new money to pay for transportation needs.

"The funding of projects is the second half of the discussion," Tata said.

### **Building more roads with the same money**

Despite not raising any more money, Tata and McCrory claim the new funding plan would build more roads and create more jobs. Summaries handed out by the state Department of Transportation said the agency anticipates building 260 projects, creating more than 240,000 jobs over the next 10 years.

Both Senate President Pro Tem Phil Berger and House Speaker Thom Tillis gave their blessing the funding reorganization Thursday, a sign that legislative leaders are likely to give McCrory the authority for which he's asking.

"The House stands ready to move whatever legislation is necessary," said Tillis, R-Mecklenburg.

For years, lawmakers used the equity formula to ensure road projects, and the projects they brought, were evenly salted throughout a variety of legislative districts. Many saw this as a boon to rural areas at the expense of major urban centers.

Berger, R-Rockingham, said that shifting the funding formulas would allow big loop projects that move a lot of people and relieve congestion to be built more quickly.

However, Berger, Tata and others were reluctant to outline winners and losers. Rather, they said, the new plan would help connect all areas of the state, including rural areas that now are disconnected from nearby urban centers.

Berger pointed to the Interstate 85 bridge over the Yadkin River in Davidson County as a project of statewide importance that had trouble getting funding under the existing equity formula for road funding.

"That was something that everybody agreed needed to be done," he said.

Ultimately, Gov. Bev Perdue and lawmakers had to create a "mobility fund" to work around the existing funding formula process.

Tata said the new strategic mobility formula would allow those expensive, high-priority projects to get done sooner. It would also allow the state to think about building ambitious new projects. For example, he said he has spoken with business leaders and other government officials about building a high-speed road link between Raleigh and the Hampton Roads area in southeast Virginia. Under current funding formulas, that project would be all but impossible to contemplate.

The plan won praise from the North Carolina Chamber, with President Lew Ebert saying adequate infrastructure is key to the state's future economic growth.

"Our state has many unfunded and underfunded transportation challenges," Ebert said in a statement. "Failure to address these will have a detrimental and long-lasting impact on the state's economy, as well as its ability to retain current investments and attract new jobs, new investment and expansions."

### **Money shifted from maintenance**

In order to shift more money into construction projects, the strategic mobility formula shifts about \$120 million away from secondary road repairs and taps other pots of money set aside for smaller projects, for an additional \$200 million that will be plowed into new projects.

Tata emphasized that state's secondary repair program would still be in effect. However, instead of prioritizing projects by county, repairs would be allotted on a statewide basis.

"We have to be more efficient," he said.

Tata also insisted that the new approach would not affect the money cities get from the state under what's known as the Powell Bill. However, according to a summary of the plan from the department, the McCrory plan would shift how that money is handled.

Under the plan, there would be a two-year phase in, with projects already on the books moving forward. For example, Tata said he doesn't expect the repaving of Interstates 40 and 440 in Wake County will be delayed.

Asked about how this might affect long-sought repairs on Interstate 95, he said the new funding plan could focus more state resources on that area. But he would not comment on how the new model might impact the potential for placing tolls on the interstate.

## Having Foxx at US DOT will be good for NC, Conti says

The News & Observer Crosstown Traffic Submitted by BruceSiceloff 04/28/2013 - 18:30

President Barack Obama's decision to make Charlotte Mayor Anthony Foxx the next U.S. transportation secretary is good news for North Carolina, former state Transportation Secretary Gene Conti said Sunday.

"Because he knows North Carolina, and he will be responsive to North Carolina's needs," said Conti, who served as an assistant U.S. transportation secretary during the Clinton administration and headed the state DOT under former Gov. Bev Perdue.

Foxx is expected to be named Monday to succeed Transportation Secretary Ray LaHood, a former Illinois congressman.

"Obviously he can't just direct money willy-nilly to North Carolina, but I will tell you that Illinois fared very well under Secretary LaHood. I think North Carolina will have a sympathetic ear there. I think this is excellent news for North Carolina," Conti said.

Conti praised Foxx for his work as Charlotte mayor to advance the city's rail transit plan and to push for freight and passenger rail improvements and completion of Charlotte's I-485 Outer Loop. When Conti chaired a national railroad policy committee meeting in Charlotte, Foxx "spoke very eloquently about rail, off the cuff, and he wowed the crowd about how important the rail connections would be for Charlotte. I think he is very capable."

## Foxx would make big career leap to Cabinet

The News and Observer.com By Staff Writer Jim Morrill and N&O Reporter Bruce Siceloff Contributed Posted: 04/28/2013 10:12 PM

If Anthony Foxx becomes the next Secretary of Transportation, he will oversee a vast bureaucracy that manages the nation's highway programs, aviation, railroads and transit – a fact that has raised hopes that the Charlotte mayor could steer federal money to North Carolina.

"Everybody says North Carolina is a donor state. Maybe we would be able to get back a larger share in road taxes," said N.C. Sen. Bob Rucho of Matthews, the GOP legislator who chairs the state Senate Finance Committee. "We've all tried as a delegation to get our fair share of money that we send to Washington. Maybe this is a chance for that to happen."

U.S. Rep. Robert Pittenger, the Republican representative of the 9th Congressional District, has projects in mind that he'd like the U.S. DOT to help with. "We have major road issues here in Charlotte and how the federal money funds those options and priorities is important," Pittenger said. "(Interstates) 77 and 85 particularly need to be widened. Our town is just a bottleneck."

Former N.C. Secretary of Transportation Gene Conti, who served as an assistant DOT secretary during the Clinton administration, predicted "North Carolina will get a sympathetic ear" with Foxx at DOT.

"Obviously he can't just direct money willy-nilly to North Carolina," Conti said, "but I will tell you that Illinois fared very well under Secretary LaHood," the current DOT secretary and a former congressman from Peoria, Ill.

The city of Charlotte is currently lobbying the federal government for money for a new control tower for Charlotte Douglas International Airport, and is also hoping the Federal Transit Administration could continue to fund a streetcar line. The city is also hoping for federal funding for a commuter rail line to Lake Norman.

The Federal Aviation Administration, which would be under Foxx's domain, could also weigh in on the possible transfer of Charlotte Douglas from city control to an independent authority. Foxx, as mayor of Charlotte, has opposed the move, which has been spearheaded by the state General Assembly.

### **Long To-Do list**

David Goldberg of Transportation for America, a Washington-based group that lobbies for users of roads, bridges and public transit, said state officials will likely find it easier to get Foxx on the phone than past secretaries of transportation.

But he's skeptical that Foxx would be able to throw a lot of extra federal funds North Carolina's way or help his home state at the expense of others.

"There is not a whole lot of discretionary money anymore in the DOT budget," Goldberg said. "It wouldn't be real easy for (Foxx) to put his thumb on the scale for North Carolina, even if he wanted to. And he'll know that he has to be the Transportation secretary for the whole country."

Joshua Schank, president of the non-partisan Eno Center for Transportation, said the U.S. needs more revenue for transportation projects, due in part to gas tax revenues declining as Americans drive less and use more fuel-efficient vehicles.

He said the new transportation secretary will need to be close enough to President Obama to lobby him to make big decisions.

"You need a strong leader to push the president to spend political capital to raise revenue," Schank said.

Obama often invited Foxx to the White House for social and political events in 2009 and 2010, and Foxx helped stage what was widely viewed as a successful Democratic National Convention last year in Charlotte.

### **Mayors good fit**

Cabinet posts are political appointments, so experience often takes a back seat to connections and loyalty to the president and his agenda.

The last DOT secretary with N.C. ties – Elizabeth Dole, who served under President Ronald Reagan – had little transportation experience. But she helped make air bags and mandatory seat belt use the norm in American life.

If the appointment is approved, Foxx would be relatively inexperienced compared with recent secretaries who have served under presidents Obama, Bush and Clinton.

James Burnley served as transportation secretary under President Reagan from 1987 to 1989. Before being nominated to the top job, he had worked as Deputy Transportation Secretary for four years.

"It helped enormously," Burnley said about his four years working at the department before being nominated as secretary. "It would be true in any cabinet department. If you have lasted that long, you have figured a lot out."

But Burnley said "there is no template for the job."

"Having people from diverse backgrounds is very healthy," Burnley said. "People who have been mayors have experience by definition."

Foxx's resume would be similar to two prior secretaries, both of them also Democrats. Federico Peña, who was the first transportation secretary under President Bill Clinton, had been mayor of Denver. Neil Goldschmidt was mayor of Portland, Ore., when Jimmy Carter tapped him for transportation secretary in 1979.

Pena was a so-called “strong mayor” in Denver and responsible for the day-to-day running of the city. In Portland, the mayor and four council members double as both legislators and administrators.

In Charlotte, the mayor and the City Council hire a city manager who is tasked with running the city, balancing the budget and hiring staff.

Still, many transportation observers say now is a good time for another mayor, like Foxx, to run DOT.

“Somebody who has a strong understanding of what cities need – especially cities in metro areas – in this day and time is a good choice for DOT at the moment,” said Goldberg of Transportation for America.

The “long list of To-Dos” for Foxx, Goldberg said, could include replacing some “high-volume bridges” – 1 of 10 are structurally deficient; helping cities that have had to cut budgets during the recession meet growing demands for public transit; and make suburban streets safer for pedestrians and bicyclists.

### **Safety important**

Part of the job is ceremonial, as the transportation secretary cuts ribbons for new transportation projects nationwide. But the secretary also has a key role in protecting the public.

As an example of the difficult decisions a transportation secretary must make, Burnley cited LaHood’s decision earlier this year to ground the Boeing 787 Dreamliner due to problems with its lithium-ion batteries that were prone to fire.

After the problems with the Dreamliner first surfaced, LaHood declared it was safe and said he had no reservations about flying on the aircraft.

Burnley added the U.S. DOT is currently deciding how to best implement “positive train control,” a safety system for passenger and rail trains to keep them from colliding. The railroad industry has said it can’t meet the government’s schedule for the project, and Congress and the DOT are trying to find a compromise.

## **Rural representatives wary of changes in transportation spending**

The News and Observer.com By Bruce Sicheloff Published: April 30, 2013

RALEIGH — Rural legislators worried Tuesday that small-town transportation needs could languish at the expense of big-city projects if the state adopts Gov. Pat McCrory’s plan to throw out a system that has governed statewide transportation spending priorities for 24 years.

McCrory’s Strategic Mobility Formula would continue to distribute money for local spending while focusing a new 40 percent share on statewide and major regional projects that reduce congestion, speed travel times and boost economic development. A big part of his pitch is a pledge to focus spending more efficiently, relying on data to identify projects that can deliver the most benefits.

“The statewide projects will be driven almost exclusively by data and will be based on how they impact the ability of the overall state to compete,” Rep. Bill Brawley, a Mecklenburg County Republican, said Tuesday at a House Transportation Committee meeting.

The Strategic Mobility Formula, announced April 18 and outlined in more detail Tuesday, would replace the 1989 Highway Trust Fund Act, a rural-urban compromise that focused on paving dirt roads and building four-lane highways and urban loops.

Legislators began thumbing through details of McCrory’s plan in a 31-page bill sponsored by Brawley, trying to figure out what their home districts might gain – and what they would lose.

“In the western part of the state where I live, we have a lot of miles of unpaved roads,” said Rep. Edgar Starnes, a Republican from Catawba County. “How do you prioritize unpaved roads across the state?”

McCrory and Transportation Secretary Tony Tata say they're aiming for simpler, clear guidelines to align the state's shrinking transportation tax revenues with its greatest needs. But getting there involves complicated changes that will affect everything from sidewalks to trains and airports.

Jim Trogdon, Tata's chief deputy for operations, told committee members that DOT should move to a more efficient spending model right away, and then figure out how to raise more money to meet the transportation needs of a fast-growing state.

"Let's over the next 12 months determine the direction we need to go in North Carolina to solve this problem, the revenue problem, in the long run," Trogdon said.

Rep. Paul Tine, a Democrat from Dare County, said he liked a suggestion by McCrory that the state could boost rural economic development by giving residents of northeastern counties a better highway connection to job opportunities in Virginia's Hampton Roads area.

"But as we move toward data-driven decisions and taking the politics out of it, it might not matter what the governor said about it," Tine said. "So is there some provision I'm missing?"

The transportation committee voted without dissent to endorse the Strategic Mobility Formula as sketched out in Brawley's bill. There are more details to come, including the particular criteria that would be used to rank project priorities, and other committees will have their debates before McCrory's plan reaches the House floor.

Later, Tine said he wanted to make sure that rural legislators have a hand in shaping the final product.

"There's a concern, with a majority of legislators representing 15 counties, that the other 85 of us might not be considered along the way," he said. "There's a rural-urban divide in this state right now, and it's getting bigger and bigger."

Brawley acknowledged the tensions between rural and urban interests but said he believed the whole state would benefit from a new approach.

"I don't know that we've been very well served by having pieces of good roads connect to pieces of very poor roads," Brawley said. "Everybody would benefit if the whole road is a good road. Rural areas can't attract factories if you can't ship your product."

## **Democrat Rep. Deborah Ross to step down, take job with Triangle Transit**

The News and Observer.com – Under the Dome By John\_Frank on 2013-05-01 09:39

**UPDATED:** State Rep. Deborah Ross, one of the most vocal Democrats in the legislature, will step down to take a job with Triangle Transit.

Ross will join the organization as the new general counsel June 17, according to a press release. Ross said that she would resign to take the post and supported former state Rep. Grier Martin to fill her place. Martin and Ross were double-bunked in the latest redistricting effort and Martin decided not to challenge Ross, a good friend. "At this point in my career, I believe I will be more effective serving the public outside of the legislative arena," she said in a statement.

Triangle Transit Chairman Fred Day said Ross brings "wealth of knowledge that will be of great assistance as the chief legal advisor to the board of trustees and the executive staff. She joins us at an important time as we work to expand local and regional bus service and to plan for light rail."

In a statement, Ross said she was excited for the new opportunity. "I look forward to working to ensure the best transit options are available for all residents of our region, while contributing to economic development and positive growth," she said.

Ross is a six-term lawmaker and works with the law firm Styers, Kemerait & Mitchell. She also has been a senior lecturing fellow at the Duke Law School.

In an interview, Martin said he is interested in holding Ross' seat in the House, though he tried to convince her to stay. "Deborah will be impossible to replace," he said.

### **Ramp meters could be answer to Triangle traffic woes**

WRAL.com By Brian Shrader Posted: May 1, 2013 @ 3:58 p.m. Updated: May 1, 2013 @ 7:27 p.m.

It's rush hour on Interstate 40 at Jones Sausage Road in Garner, and several vehicles are trying to merge into the busy traffic at the same time.

The brake lights flash, which state Department of Transportation engineer Kevin Lacy says is bad news for drivers.

"That's costing you more time to get home. That's costing everybody behind you more time to get home," he said.

But Lacy said there is a solution that would keep traffic merging safely and smoothly – ramp meters.

A common sight in larger cities such as Atlanta, ramp meters are signals installed about halfway along interstate ramps that control merging traffic. Drivers stop at the red light and wait a few seconds for it to turn green, so one vehicle merges at a time.

"It is exactly what it sounds like," Lacy said. "It meters the traffic coming down a ramp onto a freeway."

NCDOT has identified several interchanges around the Triangle where it believes ramp metering can help. They include:

- From Miami Blvd. to I-40 east
- From inbound Western Boulevard To I-440 west
- From Leesville Road to I-540 east
- From Aviation Parkway to I-40 east
- From Harrison Avenue to I-40 east
- From inbound Glenwood to 440 west
- From N.C. Highway 55 to I-40 east and west
- From Page Road to I-40 east
- From Jones Sausage Rd. to I-40 west
- From U.S. Highway 15-501 to I-40 west
- From Davis Drive to I-40 east

Lacy said ramp metering in the Triangle is inevitable.

"What ramp metering allows you to do is get a little bit more performance out of your existing facilities," he said. "That saves taxpayers money and, hopefully, keeps traffic flowing more smoothly on the interstate."

Some drivers aren't so sure it will work.

"Most people are nice and let multiple cars go," motorist Sadie Burch said.

Lacy says drivers shouldn't worry. Ramp metering works all over the world, he said, and it will work here.

"We've got a pretty smart group of folks in North Carolina," Lacy said. "I think we'll fall right in line."



## GRANT FUNDING APPLICATION

### Job Access/Reverse Commute & New Freedom Programs

#### Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) reauthorized federal transportation funding programs through Federal Fiscal Year (FFY) 2012. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, and the Environment.

With the passage of SAFETEA-LU, transportation projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be “derived from a locally developed, coordinated public transit - human services transportation plan.” Further, the law requires that this plan be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.”

This funding application addresses two Federal Transit Administration (FTA) programs funded by SAFETEA-LU: Job Access/Reverse Commute (JARC, Section 5316) and New Freedom (NFP, Section 5317).

#### **Background on JARC and New Freedom Funds**

The Job Access Reverse Commute grant program is 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.” The Durham urbanized area apportionments totaling approximately **\$226,983**.

According to FTA, the purpose of the New Freedom Program is 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). The Durham urbanized area has apportionments of approximately **\$143,311**.

**Eligibility Overview: JARC and New Freedom Funds****Eligible Applicants**

JARC and New Freedom is a formula grant program for member jurisdictions in the Durham, Chapel Hill – Carrboro Metropolitan Planning Organization. Applicants may include state or local government authorities; private and non-profit organizations; and operators of public transportation services including private operators of public transportation services.

**Eligible Use of Program Funds:**

JARC and New Freedom program funds are intended to fund innovative and flexible programs that identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. Therefore, it is expected that JARC and New Freedom funds be directed to meet these needs by funding new programs or services, or to continue existing programs.

**Eligible Projects:**

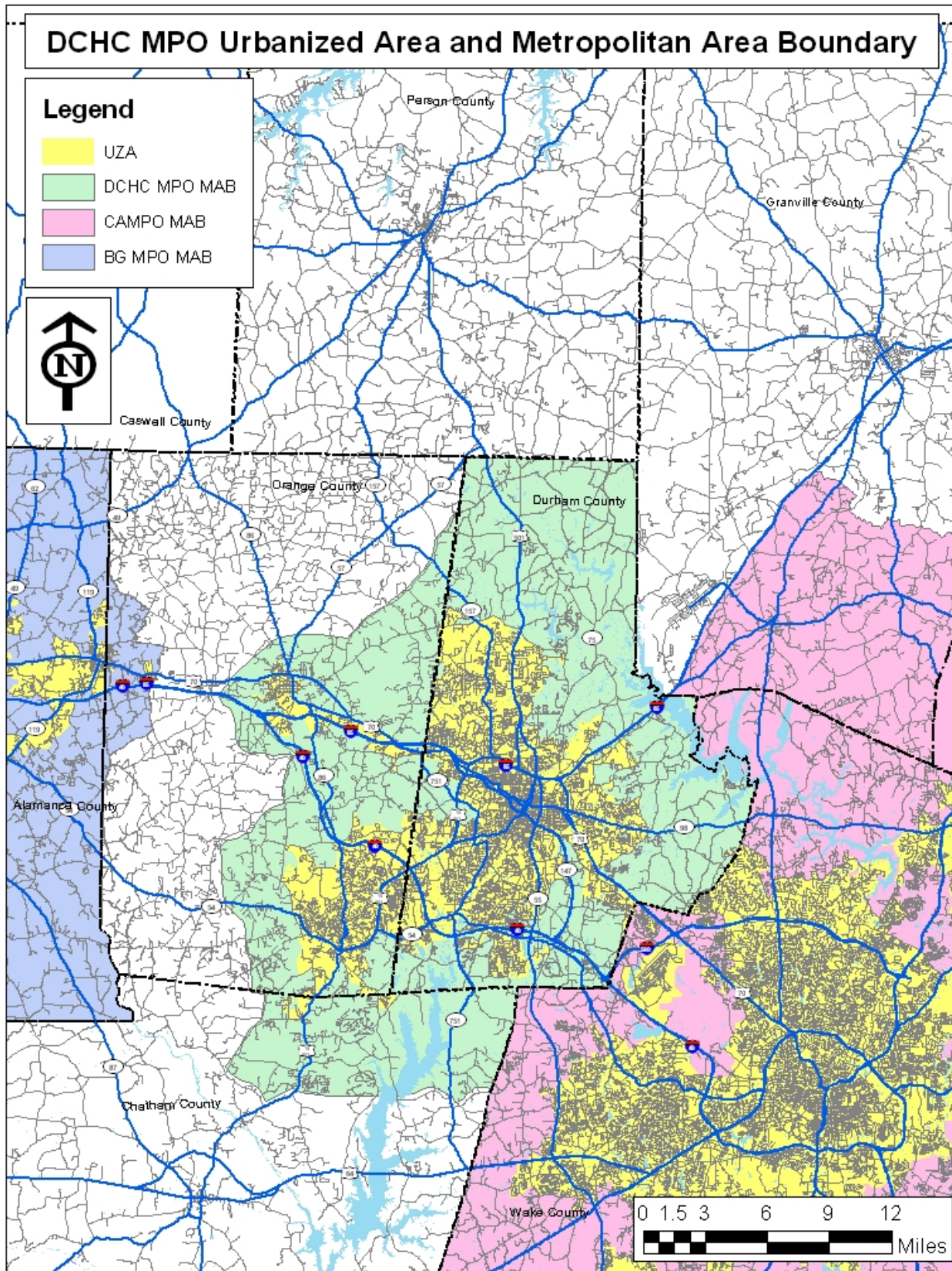
JARC and New Freedom funds may be used for planning, capital or operating costs of providing access to jobs; or services and facilities that improve mobility for persons with disabilities but not limited to persons who are ADA-certified. Specific project eligibility is detailed later in this document under each program's description. As well, FTA circulars providing guidance on applying for JARC and New Freedom funds can be found at:

- JARC: [http://www.fta.dot.gov/documents/FTA\\_C\\_9050.1\\_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf);
- New Freedom: [http://www.fta.dot.gov/documents/FTA\\_C\\_9045.1\\_New\\_Freedom\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom(1).pdf)

The Durham, Chapel Hill, Carrboro Metropolitan Planning Organization (DCHC-MPO) is soliciting projects that have been derived from the DCHC-MPO's adopted Coordinated Public Transportation - Human Services Transportation Plan (CPT-HSTP). The plan outlines a vision for improving mobility options for the disabled, aging, and low-income population subgroups living in the region. SAFETEA-LU requires that beginning in FFY 2007, projects selected for funding under the JARC and New Freedom programs must be derived from the locally developed CPT-HSTP and address service needs and gaps/barriers. Federal funding of projects through these two programs will be utilized to meet plan goals. A selection criterion will be used to prioritize potential programs and develop a listing of projects. To view the entire CPT- HST Plan, please visit <http://www.dchcmpo.org/dmdocuments/CPT-HSTP%20-%20adopted%202007-03-14.pdf>.

# DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION



## DEADLINES FOR APPLICATION SUBMISSION

If your organization has a project that it would like considered for funding under JARC and/or New Freedom please complete the following application and submit it to the address below no later than **Friday, May 10, 2013**. Applications received after that date and time will not be considered. DCHC MPO will accept printed, faxed or electronic applications. DCHC MPO will review and score the applications, and through a process established in its adopted Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP), will select projects for funding. Applications should be submitted to:

Maricia Brown, Grants Administration  
& Fiscal Policy Planner  
DCHC MPO  
101 City Hall Plaza  
Durham, NC 27701

*The information in this application is a public record. Applicants should not include information that may be regarded as confidential. The applicant must comply with all necessary Certifications and Assurances if funding is awarded.*

Note: For both the JARC and New Freedom programs, the grants are for a one-year period. It will be necessary to reapply through a competitive process each year for funding.

<b>APPLICATION DUE: May 10, 2013</b>
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Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

## **PART I. FUNDING REQUEST – GRANTS TITLE PAGE**

## **PART II. PROJECT NARRATIVE**

*Please include the following documents:*

- (1) Map of Applicant Service Area
- (2) Existing and Proposed Transportation Services
- (3) Project Needs/Goals and Objectives
- (4) Implementation Plan
- (5) Coordination and Program Outreach
- (6) Program Effectiveness

## **PART III. PROPOSED PROJECT BUDGET**

*Please include the following document:*

- (1) Financial statement certified by an accountant, finance director or financial institution

## PROJECT APPLICATION PROCEDURES

This JARC and New Freedom program application is for funds to be used within the DCHC MPO service area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet the requirements of the FTA's Urbanized Area Formula Grant Program (Section 5307 program under Title 1, United States Code). Additional FFY 2010 FTA Certifications and Assurances information can be found at: [http://www.fta.dot.gov/funding/apply/grants\\_financing\\_8830.html](http://www.fta.dot.gov/funding/apply/grants_financing_8830.html)

### **Eligibility Overview: Job Access/Reverse Commuter (JARC)**

#### **Eligible agencies:**

Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

#### **Program description:**

Section 5316 (Job Access/Reverse Commute or JARC) is a formula program of funding to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, carpool, vans or other transportation services.

#### **Eligible activities:**

Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-response service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities. Further information on eligible activities can be found at: [http://www.fta.dot.gov/documents/FTA\\_C\\_9050.1\\_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf)

# DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

## **Reporting Requirements:**

Each grant recipient will be required to provide the Designated Recipient (DCHC –MPO) all of the following required reports along with applicable supporting documentation:

### 1.1. Annual Reporting Requirements

- 1.1.1. Actual or estimated (specify) number of jobs that can be accessed as a result of geographic or temporal coverage of JARC project(s) implemented in the reporting year.
- 1.1.2. Actual or estimated number of riders (as measured by one-way trip) provided as a result of JARC project implementation in the current reporting year.
- 1.1.3. Efforts conducted to procure from Disadvantaged Business Enterprise (DBE) vendors.
- 1.1.4. Vehicle conditions report (If applicable)

### 1.2. Quarterly Reporting Requirements

- 1.2.1. Project progress report (in a summary narrative format)
- 1.2.2. Local matching sources used (fiscal year approved, budget account)
- 1.2.3. Financial status report
- 1.2.4. Passengers per day
- 1.2.5. Average passenger revenue
- 1.2.6. Net cost per passenger
- 1.2.7. Vehicle miles traveled
- 1.2.8. Number of passenger trips provided
- 1.2.9. Revenue service hours provided

### 1.3. Additional Reports

- 1.3.1. If additional reporting requirements are deemed necessary, these items will be identified specifically based on guidance by FTA C 9050.1 (JARC).

## **Cost Sharing/Match Requirement:**

Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. **Fare revenue generated on the service to be supported may not be used as matching funds for operating grants.** Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

## Eligibility Overview: New Freedom Funds

### **Eligible agencies:**

Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

### **Program description:**

Section 5317 is a new formula grant program for public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). Funds will cover capital and operating costs to these programs to provide that new service.

### **Eligible activities:**

Eligible activities for New Freedom funding include: enhancing public transportation beyond the minimum requirements of the ADA; providing "feeder" services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public and/or human service transportation providers. Further information on eligible activities can be found at:

[http://www.fta.dot.gov/documents/FTA\\_C\\_9045.1\\_New\\_Freedom\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom(1).pdf)

### **Reporting Requirements:**

Each grant recipient will be required to provide the Designated Recipient (DCHC –MPO) all of the following required reports along with applicable supporting documentation:

- 1.1. Annual Reporting Requirements
  - 1.1.1. Actual or estimated (specify) number of jobs that can be accessed as a result of geographic or temporal coverage of JARC project(s) implemented in the reporting year.
  - 1.1.2. Actual or estimated number of riders (as measured by one-way trip) provided as a result of JARC project implementation in the current reporting year.
  - 1.1.3. Efforts conducted to procure from Disadvantaged Business Enterprise (DBE) vendors.
  - 1.1.4. Vehicle conditions report (If applicable)
- 1.2. Quarterly Reporting Requirements–
  - 1.2.1. Project progress report (in a summary narrative format)
  - 1.2.2. Local matching sources used (fiscal year approved, budget account)
  - 1.2.3. Financial status report
  - 1.2.4. Passengers per day

## DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

- 1.2.5. Average passenger revenue
- 1.2.6. Net cost per passenger
- 1.2.7. Vehicle miles traveled
- 1.2.8. Number of passenger trips provided
- 1.2.9. Revenue service hours provided

### 1.3. Additional Reports

- 1.3.1. If additional reporting requirements are deemed necessary, these items will be identified specifically based on guidance by FTA C 9045.1 (NF).

### **Cost Sharing/Match Requirement:**

Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

### **Project Selection for JARC and New Freedom:**

Projects will be awarded through a competitive selection process. Applications will be received by DCHC MPO staff and passed along to a review committee. The review committee will review and score the applications. Representatives of this committee will be familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the review committee will recommend projects for funding to the TCC. TCC will review the projects recommended for funding and make a recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will vote on funding of the recommended projects. The list of approved projects will be published and submitted to the FTA for funding.

**Note: All proposals should reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. The recommended top tier priority needs are listed below:**

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that it is streamlined, clarified, and consistent across agencies.
- Evening service (6pm – 10pm) and late night service (10pm – midnight)

- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training

### **Application and Project Selection Schedule:**

- ✓ 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–
  - 5/10/13 Begin Advertising & Solicitation for applications
- ✓ 4/26/2013 Application Workshop
  - Time: 10am – noon
  - Location: Transportation Conference Room, 4th Floor
    - Durham City Hall
    - 101 City Hall Plaza
  - *Come to hear a brief presentation on the JARC/NF application process, discuss your application with staff, and get your questions answered.*
- ✓ 5/10/2013 Application deadline
- ✓ 5/13/2013 –
  - 5/22/2013 LPA staff reviews and scores proposals; selects projects for recommendation.
- ✓ 5/29/2013 TCC action on FY2013 Program of Projects recommendations
- ✓ 6/12/2013 TAC action on FY2013 Program of Projects recommendations &TIP Amendment
- ✓ 6/30/2013 Funding recipients receive notification

## SCORING CRITERIA

The following information and scoring criteria will be used to score and rate project applications for JARC and New Freedom (NF) funding.

- a. *Project Needs/Goals and Objectives (30 points)*: The project should directly address priority transportation needs identified through the Durham-Chapel Hill-Carrboro MPO's locally developed Coordinated Public Transportation - Human Services Transportation Plan available at [www.dchcmo.org](http://www.dchcmo.org) or call 919 560-4366. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC and NF grant programs. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.
- b. *Implementation Plan and Evaluation (20 points)*: For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.
- c. *Project Budget (15 points)*: Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
- d. *Partnerships and Program Outreach (20 points)*: Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.
- e. *Program Effectiveness and Performance Indicators (10 points)*: The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with low-income for the JARC funds, or persons with disabilities or the elderly for the New Freedom funds). Sponsors should also document the rider amenities, such as bus shelters, sidewalks, benches, etc., provided at specific areas served. While a lack of rider amenities will not disqualify a potential project, preference will be made for projects that provide comfortable, safe, effective service for riders.
- f. *Innovation (5 points)*: The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

## DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

### Project Requirements

The Selection Committee must find that the answer to each of the five following questions is affirmative for a project to be considered eligible for grant funding.

### Project Evaluation Score sheet

Is the proposed project a non-duplicative service or program?	
Are eligible matching funds identified and available?	
Is the proposed project a new or expanded service or program?	
Is the primary focus of the proposed service or program serving target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds)?	
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see enclosed map)?	

Each proposal will receive a score from the Project Selection Committee according to following criteria.

Project Evaluation Criteria	Possible Points	Project Score
<b>Project Need/Goals &amp; Objectives</b>		
How well does this project address high-priority needs identified in the Coordinated Plan?	20	
How effectively will this project increase the numbers of target market customers served?	10	
<b>Implementation Plan</b>		
What is the quality of the implementation plan?	20	
<b>Project Budget</b>		
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)	10	
How financially sustainable is the program/service beyond the grant period?	5	
<b>Partnerships and Outreach</b>		
How effectively are partnerships used in provision of the program/service?	5	
How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)?	5	
What is the quality of marketing/outreach plan?	5	
How widely will the benefits of this project be felt? (more points for region-wide benefits)	5	
<b>Program Effectiveness and Performance Indicators</b>		
What is the quality of the evaluation plan (including customer satisfaction, cost per unit of service, and customers per unit of service)?	10	
<b>Innovation</b>		
Does the project contain innovative ideas that could be applied elsewhere in the region?	5	

JOB ACCESS/REVERSE COMMUTE (JARC)  
AND NEW FREEDOM PROGRAMS  
**APPLICATION FOR FUNDING**

**PART I - TRANSMITTAL**

**Applicant Data**

Legal Business Name:

\_\_\_\_\_

Contact Person:

\_\_\_\_\_

Project Manager:

\_\_\_\_\_

Address:

\_\_\_\_\_

City, State, Zip:

\_\_\_\_\_

Telephone:

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Fax:

\_\_\_\_\_

E-mail:

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# DCHC MPO DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

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## PART II - NARRATIVE

### **Project Need/Goals and Objectives**

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Does it cover an area targeted by the CPT-HSTP? Describe how the project will mitigate the transportation need. Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

2. What are the project's goals and objectives?

### **Implementation Plan**

1. Describe key personnel assigned to this project, and your agency's ability to manage the project.

2. Provide an operational plan for delivering service. Include route or service area map, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.

# DCHC MPO DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

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3. Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.

## **Project Budget**

1. Project sponsor should provide a complete budget indicating project revenues and expenditures in the format provided in Part III and describe efforts to ensure its cost-effectiveness.

## **Coordination and Program Outreach**

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.

2. Describe efforts to market the project, and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.

## **Program Effectiveness and Performance Indicators**

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

# DCHC MPO DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

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## **Innovation**

1. Describe any proposed use of innovative approaches that will be employed for this project. Discuss what is innovative about the approach and how the innovations could be applied to other services in the region.

# DCHC MPO DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

## PART III - PROJECT BUDGET

### Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds.

Please include a certified financial statement from an accountant or bank.

	<u>Dollar Cost \$</u>	<u>Percent</u>
Capital Federal Share	_____	_____ %
Capital Local Match	_____	_____ %
Operating Federal Share	_____	_____ %
Operating Local Match	_____	_____ %
Total Annual Project Budget	_____	(capital and operating only)

Local Match  
Funding Source \_\_\_\_\_

*(Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from. Financial information must be certified by an accountant, financial director or financial institution.)*

Will there be a commitment of funds beyond the grant period?    \_\_\_Yes    \_\_\_No

If yes, please explain:

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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

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

ANTHONY J. TATA  
SECRETARY

April 2, 2013

Ms. Ellen Reckhow, Chair  
Transportation Advisory Committee  
Durham/Chapel Hill/Carrboro  
Metropolitan Planning Organization  
101 City Hall Plaza  
Durham, North Carolina 27701

Subject: NCDOT Ten-Year Work Plan/Draft STIP

Dear Ms. Reckhow:

Thank you for your recent letter providing comments on the draft NCDOT Ten-Year Work Plan/Draft STIP released last fall. The Department will be releasing a second draft work plan this fall to reflect programmatic changes effected by passage of the two-year Federal surface transportation reauthorization last summer, as well as be responsive to current budgetary and cash constraints.

Our staff is committed to working with the MPO to ensure that the NCDOT Work Plan and STIP reflect a reasonable balance between prioritized needs, investment targets, and statutory constraint. We intend to give full consideration to the concerns outlined in your letter as we develop the next program draft.

Thank you for your comments regarding the draft NCDOT Ten-Year Work Plan/Draft STIP. If I can provide additional information, please let me know.

Sincerely,

Anthony J. Tata

AJT/mts

cc: Chuck Watts, Board of Transportation Member  
Mike Fox, Board of Transportation Member  
David Burns, Board of Transportation Member  
Jim Trogdon, PE, Chief Operating Officer  
Nick Tennyson, Chief Deputy Secretary for Support  
Wally Bowman, PE, Division Engineer  
Mike Mills, PE, Division Engineer  
Richard Hancock, PE, Division Engineer