

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
TECHNICAL COORDINATING COMMITTEE (TCC)**

**February 26, 2014
9:00 a.m.**

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

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

CONSENT AGENDA

**4. Approval of December 18, 2013 TCC Meeting Minutes
Attachment 4**

A copy of the December 18, 2013 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the December 18, 2013 TCC meeting.

**5. Approval of January 22, 2014 TCC Meeting Minutes
Attachment 5**

A copy of the January 22, 2014 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the January 22, 2014 TCC meeting.

**6. FY 2013-2014 Unified Planning Work Program - Amendment #2
Attachment 6, 6A
Felix Nwoko, LPA Staff
Meg Scully, LPA Staff**

The Lead Planning Agency, Orange County and the Town of Chapel Hill are requesting an amendment to the FY 2014 UPWP. The TAC approved the 2013-2014 UPWP on May 8, 2013 and amended it on December 11, 2013. 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. The proposed Amendment #2 reflects the request to reallocate PL/STP-DA, FTA 5303 and FTA 5307 funds by Orange County, the Town of Chapel Hill, Chapel Hill Transit and DATA; de-obligation of STP-DA funds by the Town of Chapel Hill and reprogramming of funds carried over from FY 2013.

Attachment 6 is a memo describing Amendment #2 to the FY 2013-14 UPWP. Attachment 6A is a resolution and associated tables.

TCC Recommendation: Recommend approval of the resolution.

ACTION ITEMS

7. Prioritization 3.0 – Local Ranking Methodology

Attachment 7, 7A, 7B, 7C

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Andy Henry, LPA Staff

A memo on Prioritization 3.0 is provided as Attachment 7. The TAC approved the submission of the MPO's highway, bicycle and pedestrian, public transit, and rail projects on January 8 and February 12, 2014. A list of all highway, bicycle/pedestrian, transit, and rail projects is provided as Attachment 7A.

Attachment 7B is a report to the legislature from NCDOT which includes a summary of the Prioritization 3.0 scoring system. Attachment 7C is a set of tables outlining the proposed MPO Local Ranking Methodology. The TCC Subcommittee recommends that the TCC forward a draft Local Ranking Methodology to the TAC and direct LPA Staff to share the draft with NCDOT for comment.

TCC Action: Recommend that the TAC receive and review a draft Local Ranking Methodology. Direct LPA staff to share the draft with NCDOT for comment.

8. STP-DA and Transportation Alternatives Program (TAP)

Attachment 8, 8A, 8B, 8C, 8D

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Attachment 8 is a memo describing the proposed Call for Projects. Attachment 8A is the table of FY 2014 STPDA projects. Attachment 8B is a TIP amendment reflecting changes to FY 2014 STPDA projects. Attachment 8C displays the projects that local governments have proposed for FY 2015 and 2016. Attachment 8D is the results of the competitive scoring process for TAP funds.

TCC Recommendation: Recommend approval of the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Metropolitan Planning Area Amendment #15. Review the FY 2015-2016 STPDA and TAP funding programming.

9. Draft FY 2014-2015 Unified Planning Work Program (UPWP)

Attachment 9, 9A, 9B

Felix Nwoko, LPA Staff

Meg Scully, 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. Attachment 9 is a staff memo which provides additional information. Attachment 9A is the Executive Summary that highlights the FY15 work program and resource allocation. The draft FY 2014-2015 UPWP is presented in Attachment 9B. Tasks are identified by an alphanumeric task code and description. The final FY2014-2015 UPWP will be presented to the TAC for approval at the May meeting.

TCC Recommendation: Review schedule for development of the FY2014-2015 UPWP. Recommend that the TAC release the draft FY 2014-2015 Unified Planning Work Program for public comment.

10. FY 2013-2014 Grant Reporting Compliance

Attachment 10

Felix Nwoko, LPA Staff

Meg Scully, LPA Staff

A proposed schedule for Grant Reporting and Compliance is attached for review and discussion. The proposed schedule will allow for timely and efficient management of grants/projects.

TCC Recommendation: Receive Grant Reporting Compliance report and discuss.

11. Re-allocation of FY11 Job Access/Reverse Commute (JARC) Section 5316 Funds

Attachment 11

Felix Nwoko, LPA Staff

Meg Scully, LPA Staff

The 2011 JARC Program of Projects was approved by the TAC on 6-22-2011. Since that time, LPA staff has determined Suzie Taxi to be unable to meet contractual obligations and are recommending that the federal share of Suzie Taxi's award totaling \$163,958 be re-allocated to Chapel Hill Transit and Durham County. Re-allocations may be made only to sub-recipients within the approved Program of Projects making Chapel Hill Transit and Durham County the only eligible entities to receive re-allocated funds. Funds would be divided evenly between Chapel Hill Transit and Durham County thereby adding \$81,979 to each budget.

TCC Recommendation: Recommend the TAC approve the re-allocation of JARC funds.

12. DCHC MPO Memorandum of Understanding

Attachment 12, 12A, 12B

Ellen Beckmann, LPA Staff

A revised DCHC MPO Memorandum of Understanding (MOU) was endorsed for member jurisdiction approval by the TAC in October 2013. LPA staff requested that each jurisdiction consider approval of the MOU by February 20, 2014. Attachment 12 is a memo on the status of the MOU approval. Attachment 12A is the TAC's recommended MOU with comments and line

numbers. Attachment 12B is the resolution approved by the Town of Chapel Hill on the MOU. The TAC received this information in February and requested that the TCC develop and response and recommendation to the Town's resolution.

TCC Recommendation: Discuss if any recommended changes should be made to the MOU.

13. Comprehensive Transportation Plan

Attachment 13

Andy Henry, LPA Staff

The MPO has initiated the process to develop a Comprehensive Transportation Plan (CTP) several times over the last five years but each time has halted the process for a variety of reasons. Staff want to initiate, complete and adopt the CTP by June 2015 to avoid a staff resource conflict with the major milestones of the next Metropolitan Transportation Plan (MTP). The attached document provides background on the CTP and a proposed schedule.

TCC Recommendation: Review the schedule and make recommendations, if appropriate.

REPORTS FROM STAFF:

14. Reports from Staff

Attachment 14

Felix Nwoko, LPA Staff

TCC Action: Receive report from staff

15. Report from the Chair

No attachment

Mark Ahrendsen, TCC Chair

TCC Action: Receive report from TCC Chair

16. NCDOT Report

Attachment 16

Wally Bowman (Joey Hopkins), Division 5 – NCDOT

Mike Mills (Pat Wilson), Division 7 – NCDOT

Rob Stone (Darius Sturdivant), Division 8 – NCDOT

Julie Bollinger, Transportation Planning Branch – NCDOT

Kelly Becker, Traffic Operations – NCDOT

TCC Action: Receive report from NCDOT

INFORMATIONAL ITEMS:

17. Draft CMAQ Timeline for FY 2015-2017 from NCDOT Transportation Planning Branch

Attachment 17

Adjourn

Next meeting: March 26, 2014

PLEASE NOTE THAT THE CHAPEL HILL STREET PARKING GARAGE IS NOW OPEN FOR BUSINESS.

40 There were no comments from the public.

41 **CONSENT AGENDA:**

42 **Approval of November 20, 2013 TCC Meeting Minutes**

43 Ellen Beckmann pointed out changes to the minutes they are as follows; line 11 should be
44 John Grant, line 25 Mila Vega is a voting member, and Hillary Pace name is listed twice (delete line
45 31), Julie Bollinger requested to have the word “comprehensive plan” spelled out in the minutes.

46 A motion was made by Felix Nwoko to approve the consent agenda as amended, and
47 seconded by Margaret Hauth. The motion carried unanimously.

48 **ACTION ITEMS:**

49 **2013 Coordinated Public Transportation – Human Services Transportation Plan (CPT – HSTP)**

50 **(Attachments 5, 5A, 5B)**

51 Andy Henry provided an update on the Coordinated Public Transportation – Human Services
52 Transportation Plan (CPT – HSTP) along with attachments. Andy Henry stated the TAC released the
53 Transportation Plan in November. The TAC concerns about the program are listed on attachment 5.
54 Andy Henry confirmed the generalization the of the goals, objectives, and evaluation factors as
55 suggested by Meg Scully, and stated that the Transportation Plan will be implemented through the
56 Program Management Plan. Andy Henry referred to attachment 5 for an explanation on the project
57 selection process. Bret Martin asked about the status of updating the incorrect information in the
58 Orange Public Transportation section. Andy Henry stated that the corrections will be made.

59 Sherry Taylor-Lewis stated the online draft has not been revised, the consultant has revised
60 the draft; however it has not been finalized to be posted on the website. Felix Nwoko stated that the
61 Program Management Plan will be implemented in March.

62 A motion was made by Felix Nwoko to recommend the final Coordinated Public
63 Transportation – Human Services Transportation Plan document to the TAC, and seconded by Bret
64 Martin. The motion carried unanimously.

65 **Prioritization 3.0 (Attachment 6, 6A, 6B)**

66 Ellen Beckmann provided an introduction and update on Prioritization 3.0 along with
67 attachments. Ellen Beckmann stated the action is for the TCC to recommend a list of highway, bike
68 and pedestrian, and rail projects for submission.

69 Margaret Hauth stated per David King a contract will be signed to start the capacity study on
70 the 20th of December and will be completed by September 15, 2014.

71 Ellen Beckmann stated the Transit projects were submitted by the Transit Operators. David
72 Bonk mentioned a glitch with Durham submitting projects to the state. Bret Martin commented on a
73 glitch with Partner Connect that prevented attachments to be submitted by the deadline; however,
74 NCDOT acknowledged the issue and extended the deadline to December 8th. David Bonk stated that
75 everything has been submitted. Ellen Beckmann referred to attachment 6A and provided an update
76 on project removals and new projects. Ellen Beckmann referred to the list of projects in the MTP on
77 attachment 6B and stated there are four projects that are in the MTP that were not requested by
78 local governments and are not in for submission (Eubanks Rd widening from Millhouse Rd to NC 86,
79 NC 54 Superstreets from Burning Tree to Meadowmont Lane and from Meadowmont Lane to Barbee
80 Chapel Road, and Lystra Road Modernization. David Bonk asked if the plan was definitive for a
81 superstreet design with respect to corridor improvements. Andy Henry stated some of the projects
82 were called a “superstreet” in the 2040 MTP and the project type could change when a feasibility
83 study is done.

84 Ellen Beckmann asked Mike Kneis if he was aware of the projects that will be submitted by
85 Division 5. Mike Kneis stated that Joey Hopkins shared the list with her or Mark Ahrendsen. Ellen

86 Beckmann stated that she has not seen the list. Mike Kneis stated that he would speak with Joey
87 Hopkins. Jeff Brubaker asked if the Franklin Street project falls under division needs or regional
88 impact. Ellen Beckmann stated it would be division needs.

89 Ellen Beckmann provided an update on bike and pedestrian projects. The MPO can submit
90 20 projects. All jurisdictions were asked to submit a list of their top priorities, the subcommittee
91 discussed a ranking method for the projects, and the LPA staff applied it. Ellen Beckmann stated
92 there were 32 projects submitted, referred to attachment 6C and provided an update.

93 Dale McKeel stated that NCDOT should provide a better description between the major and
94 secondary centers category for better consistency and integrity. Dale McKeel notified the TCC of a
95 couple of errors in the data that was submitted. Dale McKeel requested to make corrections to the
96 data that was submitted to the TAC and stated that project #16-LaSalle Street may move up one or
97 two spaces and project #31 and #32 would be switched.

98 David Bonk expressed concern with swapping project #19-Pope Road/Epheusu Church Road
99 because it is the only project that has three supporting jurisdictions.

100 Felix Nwoko made a motion to endorse the highway list as proposed pending the discussion
101 about Briggs Avenue and the bike and pedestrian list with the change of swapping projects 19 and 20
102 with projects 21 and 22, and recommend this to the TAC, and seconded by Jeff Brubaker. The motion
103 carried unanimously.

104 Ellen Beckmann stated that Mark Ahrendsen asked the TCC to endorse a resolution that
105 would formally oppose NCDOT policy not to fund the right-of-way cost for bike and pedestrian
106 projects. The resolution is to go forward to the TAC in January stating the opposition to the policy
107 and the inconsistency with federal rules and how highway projects are funded.

108 Mike Kneis suggested that someone speak with Lauren Blackburn from NCDOT for
109 clarification. David Bonk suggested adopting the resolution for now until clarification is provided.

110 The resolution can be modified or withdrawn with an explanation. A motion was made by Felix
111 Nwoko to support a resolution opposing the DOT policy, seconded by Tom Altieri. The motion
112 carried unanimously.

113 **STP-DA and Transportation Alternatives Program (TAP) (Attachments 7, 7A, 7B, 7C)**

114 Ellen Beckmann provided an introduction on STP-DA and Transportation Alternatives
115 Program (TAP) along with attachments.

116 Ellen Beckmann updated the committee on the call for projects for STP-DA and TAP funding
117 in FY 2015 and 2016. Ellen Beckmann stated that the list for the FY 2014 STP-DA funding was
118 presented to the committee in November which included changes recommended by the local
119 jurisdictions. Ellen Beckmann referred to attachment 7A and provided an explanation.

120 David Bonk asked about the table on page 2 and if it reflected the last minute clarification
121 received from DOT about the status of the transit money that was thought to be flexed; but was not.
122 David Bonk stated the Chapel Hill project needed to be included on the list. Ellen Beckmann stated
123 that the money has been obligated but not flexed. David Bonk stated that the money would be used
124 for road reconstruction serving a park and ride lot in FY 2014. Ellen Beckmann stated the project is
125 subject to a separate TIP number and TAC approval.

126 Jeff Brubaker stated that the final cost estimate for the Bike Loop Detectors project will
127 exceed the available funding amount and asked what his options were? Ellen Beckmann suggested
128 reallocating funding among his current projects.

129 Ellen Beckmann referred to attachment 7B and provided an explanation on the existing
130 policy and explained the subcommittee's recommendation for changes. Ellen Beckmann referred to
131 attachment 7C –NCDOT policy for programming TAP funding and stated it was e-mailed to everyone
132 mainly for information. Ellen Beckmann stated the process would be for the TAC to approve the
133 revised policy in January. In February, the projects would be selected which will go forward with a

134 corresponding TIP Amendment also showing the FY 2014 project changes. The TAC would be
135 requested to approve the TIP Amendment showing the STP-DA and TAP for FY 2014, 2015, and 2016.

136 Patrick McDonough requested a motion to amend the policy to open the Transit category to
137 any transit provider in the MPO that receives 5307 funds. The Transit portion should be allocated the
138 same way the 5307 funds are among the 5307 eligible agencies. This would provide predictability
139 and continuity across policy between 5307 and STP-DA dollars. In addition, reduce special projects
140 from 5% back down to 3% in the policy which was discussed in a previous subcommittee meeting.
141 Bret Martin asked for a clarification about the suggestion of splitting according to the 5307 funding
142 split. Patrick McDonough provided an explanation, seconded by Bret Martin.

143 Mike Kneis suggested not inflating the total by 30% for transit. David Bonk stated that
144 Transit will use all the money they receive. Patrick McDonough expressed his concern about the
145 incompleteness of projects. Bret Martin provided an explanation of the Section 5307 sub-allocation
146 formula and stated there is an inequity of in the current Section 5307 apportionment formula that
147 the MPO is using. Felix Nwoko suggested scheduling a meeting to discuss Section 5307 in January or
148 February due to the complexity of the issue and suggested the Sub-subcommittee be involved in the
149 discussion. Bret Martin rescinded his second to the motion and stressed that this is something that
150 must be revisited sooner than later. Patrick McDonough withdrew his motion and stated that he
151 would like this to go to the subcommittee as a new item and have the Sub-subcommittee be
152 involved.

153 Andy Henry made a motion to apply 30% inflation to regional bike and pedestrian as well as
154 local discretionary, seconded by Jeff Brubaker with an amendment of eligible projects for the
155 regional bike and pedestrian category to include projects are regional routes in the 2040 MTP, and
156 other routes that are in more than one municipality and are at least one mile in length. Andy Henry
157 suggested changing the policy not amending the MTP. Ellen Beckmann will revise the language. David

158 Bonk stated the amendment made by Jeff Brubaker is to revise the language to add to the resolution.
159 David Bonk stated the recommendation to the TAC is to recommend this policy as it is revised to only
160 apply the 30% over programming factor to the regional bike and ped category and local discretionary
161 category pending a decision about a firmer number regarding the UPWP or MPO planning for next
162 year, Margaret Hauth seconded the recommendation. The motion carried unanimously.

163 David Bonk asked about the status of the CMAQ funding source. Ellen Beckmann stated the
164 applications have been submitted to NCDOT; however, they have not amended the TIP to add the
165 2016 and 2017 funding years. David Bonk requested a list be sent out to everyone.

166 **2011 Call For Projects - JARC**

167 Felix Nwoko provided an introduction on JARC Funding along with an attachment. Felix
168 Nwoko stated that this handout is a list of 2011 JARC projects that were approved by the TAC. The
169 recommendation is to have the funds reallocated within the POP between Chapel Hill Transit and
170 Durham County Access by the TAC. This item will come back to the TAC in February for review.

171 **REPORTS FROM STAFF:**

172 **Reports from Staff**

173 Ellen Beckmann stated that the MOU was sent out for approval and is due by February 20,
174 2014. Chatham County had concerns.

175 **Report from the Chair**

176 David Bonk provided information about the Public Forum on the Old Durham Chapel Hill
177 Road, Chapel Hill section.

178 **NCDOT Reports (Attachment 12)**

179 Mike Kneis, Division 5, stated the report that was provided is missing three columns;
180 however, the information will be provided at the next meeting. They are currently waiting for the
181 new controller software to activate the signals on the signal upgrades. Ellen Beckmann asked what

182 the divisions were required to do for Prioritization and public input. Mike Kneis stated that there will
183 be a public meeting on the division's criteria for assigning local points in January. Felix Nwoko asked
184 if the MPO can send a letter to each division requesting their actions. David Bonk stated we need to
185 formalize the process.

186 David Bonk stated the files on the web-site are not active they are coming up damaged.

187 David Bonk provided a Division 8 update about refining the future year traffic projection for the US
188 15-501 South corridor study. The third version was released.

189 Jeff Brubaker provided a Division 7 update on the driveway acquisition for Homestead
190 Chapel Hill multiuse path. Right-of-way authorization will be finalized within the next few months.

191 **INFORMATIONAL ITEMS:**

192 Ellen Beckmann stated she will follow up on the late June or July TAC meeting based on the
193 Prioritization schedule. There is one TAC evening meeting noted for June 11, 2014.

194 **Adjournment**

195 There being no further business before the Technical Coordinating Committee, the meeting was
196 adjourned at 11:03 a.m.

40 **CONSENT AGENDA:**41 **Approval of December 18, 2013 TCC Meeting Minutes**

42 Ellen Beckmann requested to delay the approval of the December 18, 2013 meeting minutes.

43 **ACTION ITEMS:**44 **Prioritization 3.0 - Approval of Submission of Projects (Attachment 5, 5A, 5B, 5C, 5D)**

45 Ellen Beckmann provided an introduction and an update on Prioritization 3.0 along with
46 attachments. Ellen Beckmann reminded the committee of the actions taken at the last TAC meeting
47 which were the approval of the list of highway and bike and pedestrian projects for the MPO to
48 submit and the letters sent to the Division Engineers regarding prioritization project submissions.
49 Ellen Beckmann stated the action for today is for the TCC to consider if the approved highway or bike
50 and pedestrian list need to be adjusted, approve the submission of additional transit projects, and
51 approve the submission of five rail projects for the MPO. Ellen Beckmann stated the ranking
52 methodology needs to be adjusted and suggested it be referred to the sub-committee.

53 Ellen Beckmann provided information on the transit projects and referred to attachment 5A.
54 Bret Martin asked for clarification on the additional project submission deadline. Ellen Beckmann
55 stated she will check with PTD.

56 A motion was made by Pierre Osei-Owusu to accept the transit projects as additional
57 projects to submit pending verification from PTD and seconded by Andy Henry. The motion carried
58 unanimously.

59 Ellen Beckmann provided information on the rail projects and referred to attachment 5A
60 pages 22 and 23. The grade separation of the NCRR at the Blackwell Street crossing and the grade
61 separation of the NCRR at the Mangum Street crossing projects are listed as two separate projects;
62 however, these projects would have to be done together and she will follow up the rail division
63 to notify them so the project can be considered as one opposed to two. Ellen Beckmann stated the

64 MPO can submit up to five additional projects. Garrett Davis suggested submitting the Hillsborough
65 Station. Ellen Beckmann reviewed the five projects that are recommended as the Hillsborough
66 Station, Extension of East Durham Siding, Double track Alexander Drive to Clegg, Double track
67 Funston to Durham, and Buckhorn Grade Separation and Curve Realignment. A motion was made by
68 Felix Nwoko to recommend the five projects listed for submission, and seconded by Margaret Hauth.
69 The motion carried unanimously.

70 Ellen Beckmann moved on to the Highway and Bike and Pedestrian projects and asked if the
71 Divisions had any information to share with the committee. Joey Hopkins commented on the letter
72 that was sent and stated that they were in the middle of a public comment period. Joey Hopkins
73 stated they were receiving requests for transit projects and wanted to forward the Durham projects
74 the MPO. Ellen Beckmann suggested that once the projects are reviewed and approved by the
75 transit operators, the Division can submit the projects. Joey Hopkins stated that they will consider
76 submitting bike and pedestrian projects as well as the highway project (superstreet) that was
77 requested. Joey Hopkins stated the list of projects will be available after May 2014.

78 Patrick Wilson stated that their list will not be ready as Division #7 follows the same
79 deadlines as Division #5. Ellen Beckmann requested to have the projects and comments that were
80 received by NCDOT by February 5, 2014.

81 Ellen Beckmann provided information on the local ranking methodology and referred to
82 attachment 5C. Mark Ahrendsen asked about the timeline for developing the methodology so the
83 TAC can approve it. Ellen Beckmann referred to the letter sent by NCDOT (attachment 5D) explaining
84 the enforcement of a new state law. Garrett Davis mentioned the SPOT Data is not accessible and
85 asked if the sub-committee will figure it out. Ellen Beckmann replied yes and stated the NCDOT
86 deadline for approving the methodology is May 1, 2014. Per the schedule the TCC will make a

87 recommendation on this on March 26, 2014, and the TAC approving it on April 9, 2014. Ellen
88 Beckmann stated that subcommittee will schedule a meeting.

89 **STP-DA and Transportation Alternatives Program (TAP) (Attachments 6, 6A, 6B, 6C)**

90 Ellen Beckmann provided an introduction on STP-DA and Transportation Alternatives
91 Program (TAP) along with attachments.

92 Ellen Beckmann updated the committee about the TAC approval of changes to the STP-DA
93 Policy attachment 6A. Ellen Beckmann referred to attachment 6A and 6B. Kumar Neppalli asked
94 about the deadline for project submission. Ellen Beckmann replied one week which will be January
95 29, so a recommendation can be brought to the TAC. Ellen Beckmann asked for feedback and stated
96 she will send out a memo about project submission.

97 **FY 2012-2018 TIP Amendment #14**

98 Ellen Beckmann provided an introduction on FY 2012-2018 TIP Amendment #14 along with
99 attachments. DCHC approved CMAQ funding for the TDM Program through FY 2015 that has been
100 programed in the TIP. Funding has also been approved for 2016-2017; however this funding has not
101 been added to the TIP as of yet per the direction of NCDOT. The amendment states that funding is
102 shifted out one year. The TG-5247 amendment states that Chapel Hill Transit will use the funding
103 resurface two existing parking lots.

104 A motion was made by Felix to recommend the TIP Amendments to the TAC, and seconded
105 by Margaret Hauth. The motion carried unanimously.

106 **REPORTS FROM STAFF:**

107 **Reports from Staff**

108 Felix Nwoko provided and update on the subcommittee's discussion about Section 5307.
109 Felix Nwoko stated that there were three issues and they are (1) how to deal will the JARC portion of
110 funding; (2) The formula and perhaps changing it; and (3) the MPO should review goals/priorities and

111 how they line up with Section 5307. The MPO Staff will research how other MPOs handle this. The
112 changes will take effect in FY 2016.

113 Ellen Beckmann stated that the MOU was sent out for approval and is due by February 20,
114 2014.

115 **Report from the Chair**

116 There was nothing to report from the Chair.

117 **NCDOT Reports**

118 There were no reports from NCDOT

119 **INFORMATIONAL ITEMS:**

120 **Adjournment**

121 There being no further business before the Technical Coordinating Committee, the meeting was
122 adjourned at 10:49 a.m.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: March 12, 2010

SUBJECT: FY 2014 Unified Planning Work Program (UPWP) – Amendment #2.

The Lead Planning Agency (LPA) staff is requesting an amendment to the 2013-14 Unified Planning Work Program (UPWP). The proposed amendment is necessary in order to reflect reallocation of funds by Orange County, the Town of Chapel Hill, Chapel Hill Transit and DATA; de-obligation of STP-DA funds by the Town of Chapel Hill; and reprogramming of funds carried over from FY 2013 by the LPA. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 14) must be de-obligated through an amendment in order for the funds to be available (carried over) for programming during the next fiscal year.

The proposed revisions are illustrated in amendment tables below.

Orange County - STP-DA Proposed Amendment

Description	Amendment #2	Change	Original
Dwelling Unit, Pop. & Emp. Change	\$5,000	-\$6,149	\$11,149
Forecast of Data to Horizon year	\$3,770	-\$3,478	\$7,248
Highway Element of the LRTP	\$1,970	\$1,970	\$0
Short Range Transit Planning	\$4,048	\$4,048	\$0
Planning Work Program	\$2,008	\$1,450	\$558
TIP	\$4,448	\$3,890	\$558
Special Studies	\$580	\$580	\$0
Regional or Statewide Planning	\$4,949	-\$6,200	\$11,149
Management & Operations	\$17,825	\$3,889	\$13,936
Total Revision	\$44,596	\$0	\$44,596

LPA - STP-DA Proposed Amendment #2			
Task Description	Amendment #2	Change	Original Budget
	Total 100%	Total 100%	Total 100%
-			
Management & Operations	\$258,559	\$142,315	\$116,244

Chapel Hill - PL Proposed Amendment #2			
Task Description	Amendment #2	Change	Original Budget
	Total 100%	Total 100%	Total 100%
-			
Traffic Volume Counts	\$0	-\$3,000	\$3,000
Dwelling Unit, Pop. & Emp. Change	\$13,000	\$3,000	\$10,000
Mapping	\$7,500	-\$2,500	\$10,000
Bike & Ped. Counts	\$0	-\$3,754	\$3,754
Collection of Base Data	\$0	-\$10,000	\$10,000
Forecast of Data to Horizon Year	\$13,004	\$10,004	\$3,000
Management & Operations	\$26,250	\$6,250	\$20,000
Total Changes	\$59,754	\$0	\$59,754

Chapel Hill - STP-DA Proposed Amendment #2			
Task Description	Amendment #2	Change	Original Budget
	Total 100%	Total 100%	Total 100%
-			
Dwelling Unit, Pop. & Emp. Change	\$6,250	-\$3,750	\$10,000
Bike & Ped. Counts	\$660	-\$1,840	\$2,500
Collection of Base Data	\$6,250	-\$3,750	\$10,000
Travel Models Update	\$0	-\$5,000	\$5,000
Forecast of Data to Horizon Year	\$10,000	-\$10,000	\$20,000
Management & Operations	\$12,500	-\$2,500	\$15,000
Total Changes	\$35,660	-\$26,840	\$62,500

Chapel Hill - FTA 5303 Proposed Amendment #2			
Task Description	Amendment #2	Change	Original Budget
	Total 100%	Total 100%	Total 100%
-			
Transit System Data	\$576	-\$1,424	\$2,000
Dwelling Unit, Pop. & Emp. Change	\$1,774	-\$2,226	\$4,000
Mapping	\$39,250	\$6,250	\$33,000
Collection of Network Data	\$5,596	\$596	\$5,000
Travel Models Update	\$0	-\$3,496	\$3,496
Financial Planning	\$3,250	\$1,250	\$2,000
CMS	\$5,500	\$2,500	\$3,000
Short Range Planning	\$11,250	\$1,250	\$10,000
Management and Operations	\$30,000	-\$4,700	\$34,700
Total Changes	\$97,196	\$0	\$97,196

DATA FTA 5303 Proposed Amendment #2			
Task Description	Amendment #2	Change	Original Budget
	Total 100%	Total 100%	Total 100%
-			
Transit System Data	\$22,545	\$27	\$22,518

DATA FTA 5307 Proposed Amendment #2			
Task Description	Amendment #2	Change	Original Budget
	Total 100%	Total 100%	Total 100%
-			
Transit System Data	\$101,860	\$4,309	\$97,551
Transit Element of the LRTP	\$4,729	-\$2,190	\$6,919
Financial Planning	\$100,628	\$4,310	\$96,318
Short Range Planning	\$98,538	\$0	\$98,538
TIP	\$9,492	-\$4,347	\$13,839
Title VI	\$3,433	-\$17,563	\$20,996
Public Involvement	\$9,158	-\$162,400	\$171,558
Management and Operations	\$22,417	-\$244,603	\$267,020
Total Changes	\$350,255	-\$422,484	\$772,739

RESOLUTION

TO APPROVE AMENDMENT #2 TO THE FY 2013-2014 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

March 12, 2014

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 2013-2014 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 2013-2014

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #2 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2013-2014 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 12th day of March, 2014

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 12th day of March, 2014, to affix his signature to the foregoing document.

Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

MPO-Wide STP-DA Amendment #2

	Task Description	Amendment #2	Change	Original Budget
		Total 100%	Total 100%	Total 100%
II-A	Surveillance of Change			
	1 Traffic Volume Counts	\$161,760	\$0	\$161,760
	2 Vehicle Miles of Travel	\$3,782	\$0	\$3,782
	3 Street System Changes	\$2,860	\$0	\$2,860
	4 Traffic Accidents	\$1,492	\$0	\$1,492
	5 Transit System Data	\$26,732	\$0	\$26,732
	6 Dwelling Unit, Pop. & Emp. Change	\$67,450	-\$9,899	\$77,349
	7 Air Travel	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0
	9 Travel Time Studies	\$104,537	\$0	\$104,537
	10 Mapping	\$207,232	\$0	\$207,232
	11 Central Area Parking Inventory	\$738	\$0	\$738
	12 Bike & Ped. Facilities Inventory	\$4,617	\$0	\$4,617
	13 Bike & Ped. Counts	\$22,962	-\$1,840	\$24,802
II-B	Long Range Transp. Plan			
	1 Collection of Base Year Data	\$82,956	-\$3,750	\$86,706
	2 Collection of Network Data	\$22,968	\$0	\$22,968
	3 Travel Model Updates	\$239,360	-\$5,000	\$244,360
	4 Travel Surveys	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$49,605	-\$13,478	\$63,083
	6 Community Goals & Objectives	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$12,784	\$0	\$12,784
	8 Capacity Deficiency Analysis	\$20,073	\$0	\$20,073
	9 Highway Element of the LRTP	\$15,638	\$1,970	\$13,668
	10 Transit Element of the LRTP	\$13,402	\$0	\$13,402
	11 Bicycle & Ped. Element of the LRTP	\$28,104	\$0	\$28,104
	12 Airport/Air Travel Element of LRTP	\$500	\$0	\$500
	13 Collector Street Element of LRTP	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$3,867	\$0	\$3,867
	15 Freight Movement/Mobility Planning	\$2,500	\$0	\$2,500
	16 Financial Planning	\$0	\$0	\$0
	17 Congestion Management Strategies	\$126,378	\$0	\$126,378
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0
II-C	Short Range Transit Planning			
	1 Short Range Transit Planning	\$4,048	\$4,048	\$0
III-A	Planning Work Program			
	Planning Work Program	\$4,008	\$1,450	\$2,558
III-B	Transp. Improvement Plan			
		\$8,448	\$3,890	\$4,558
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.			
	1 Title VI	\$21,605	\$0	\$21,605
	2 Environmental Justice	\$21,053	\$0	\$21,053
	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	\$105,309	\$0	\$105,309
	7 Private Sector Participation	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.			
	1 Transportation Enhancement Plng.	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$12,781	\$0	\$12,781
	3 Special Studies	\$367,439	\$580	\$366,859
	4 Regional or Statewide Planning	\$68,596	-\$6,200	\$74,796
III-E	Management & Operations			
	1 Management & Operations	\$324,945	\$143,704	\$181,241
Totals	TOTAL	\$2,160,526	\$115,475	\$2,045,051

MPO-Wide STP-DA Amendment #2

		Task Description	Amendment #2	Change	Original Budget
			Total 100%	Total 100%	Total 100%
II-A		Surveillance of Change			
	1	Traffic Volume Counts	\$161,760	\$0	\$161,760
	2	Vehicle Miles of Travel	\$3,782	\$0	\$3,782
	3	Street System Changes	\$2,860	\$0	\$2,860
	4	Traffic Accidents	\$1,492	\$0	\$1,492
	5	Transit System Data	\$26,732	\$0	\$26,732
	6	Dwelling Unit, Pop. & Emp. Change	\$67,450	-\$9,899	\$77,349
	7	Air Travel	\$0	\$0	\$0
	8	Vehicle Occupancy Rates	\$0	\$0	\$0
	9	Travel Time Studies	\$104,537	\$0	\$104,537
	10	Mapping	\$207,232	\$0	\$207,232
	11	Central Area Parking Inventory	\$738	\$0	\$738
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II-B		Long Range Transp. Plan			
	1	Collection of Base Year Data	\$82,956	-\$3,750	\$86,706
	2	Collection of Network Data	\$22,968	\$0	\$22,968
	3	Travel Model Updates	\$239,360	-\$5,000	\$244,360
	4	Travel Surveys	\$0	\$0	\$0
	5	Forecast of Data to Horizon year	\$49,605	-\$13,478	\$63,083
	6	Community Goals & Objectives	\$0	\$0	\$0
	7	Forecast of Future Travel Patterns	\$12,784	\$0	\$12,784
	8	Capacity Deficiency Analysis	\$20,073	\$0	\$20,073
	9	Highway Element of the LRTP	\$15,638	\$1,970	\$13,668
	10	Transit Element of the LRTP	\$13,402	\$0	\$13,402
	11	Bicycle & Ped. Element of the LRTP	\$28,104	\$0	\$28,104
	12	Airport/Air Travel Element of LRTP	\$500	\$0	\$500
	13	Collector Street Element of LRTP	\$0	\$0	\$0
	14	Rail, Water or other mode of LRTP	\$3,867	\$0	\$3,867
	15	Freight Movement/Mobility Planning	\$2,500	\$0	\$2,500
	16	Financial Planning	\$0	\$0	\$0
	17	Congestion Management Strategies	\$126,378	\$0	\$126,378
	18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0
II-C		Short Range Transit Planning			
	1	Short Range Transit Planning	\$4,048	\$4,048	\$0
III-A		Planning Work Program			
		Planning Work Program	\$4,008	\$1,450	\$2,558
III-B		Transp. Improvement Plan			
			\$8,448	\$3,890	\$4,558
III-C		Cvl Rgts. Cmp./Otr. Reg. Reqs.			
	1	Title VI	\$21,605	\$0	\$21,605
	2	Environmental Justice	\$21,053	\$0	\$21,053
	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	\$105,309	\$0	\$105,309
	7	Private Sector Participation	\$0	\$0	\$0
III-D		Incidental Plng./Project Dev.			
	1	Transportation Enhancement Plng.	\$0	\$0	\$0
	2	Enviro. Analysis & Pre-TIP Plng.	\$12,781	\$0	\$12,781
	3	Special Studies	\$367,439	\$580	\$366,859
	4	Regional or Statewide Planning	\$68,596	-\$6,200	\$74,796
III-E		Management & Operations			
	1	Management & Operations	\$324,945	\$143,704	\$181,241
Totals		TOTAL	\$2,160,526	\$115,475	\$2,045,051

MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 26, 2014

Subject: **FY 2016-2022 TIP – Prioritization 3.0**

Background

Prioritization 3.0 is NCDOT's third iteration of using a quantitative prioritization process for development of the State Transportation Improvement Program (STIP). In 2013, the General Assembly codified the prioritization process and set many parameters on the use and distribution of transportation funding in legislation titled Strategic Transportation Investments (H817).

The Strategic Transportation Investments legislation organized transportation funding into three categories: Statewide Mobility, Regional Impact, and Division Needs. Statewide Mobility includes highway projects mostly on Interstates and the National Highway System (e.g. I-40, US 15/501, NC 147), commercial service airports (e.g. RDU), and major freight rail corridors (e.g. the NC Railroad). Regional Impact includes Statewide Mobility projects and adds highway projects on other NC and US routes (e.g. NC 54, US 501), public bus and rail transit that crosses county lines (e.g. Durham-Orange light rail, Triangle Transit bus). Division Needs includes Statewide Mobility, Regional Impact, and adds other state roads (e.g. Fayetteville Road), federally funded municipal roads (e.g. portions of Martin Luther King Jr. Parkway), other public transit (e.g. DATA, CHT), and bicycle and pedestrian projects.

Forty percent of the funding is allocated to the Statewide Mobility category for competition statewide based fully on a quantitative analysis. Thirty percent of the funding is allocated to the Regional Impact category for competition within two paired Divisions (5&6, 7&9, 8&10) and is distributed by population of the paired Divisions. Regional Impact projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers. Thirty percent of the funding is allocated to the Division Needs category for competition within a Division and is distributed equally to each Division. Division Needs projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers.

Prioritization 3.0 will result in a draft STIP which will be released by NCDOT by December 1, 2014. The MPO will also release a draft TIP at that time and seek public input. A final STIP and TIP are expected to be approved by July 1, 2015 by the NC Board of Transportation and the MPO. The STIP and TIP will include funding for federal fiscal years 2016 through 2022.

Schedule

Steps for submission of projects:

- October 23, 2013: Deadline to modify an existing highway project
LPA staff coordinated with Division staff to make a few technical modifications to projects in the DCHC MPO
- November 29, 2013: Transit project submission deadline for Prioritization 3.0 for transit operators.
DATA, CHT, OPT, and Triangle Transit submitted projects
- January 8, 2014: DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
Completed
- February 12, 2014: DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.
- March 3, 2014: Highway, rail, bicycle/pedestrian, transit submission deadline for Prioritization 3.0.

Steps for developing local input points:

- January –April 2014: MPO develops and approves a local ranking methodology**
- February 26, 2014 TCC forwards draft local ranking methodology for TAC review
- March 12, 2013 TAC reviews draft local ranking methodology
- March 26, 2014 TCC makes recommendation on local ranking methodology
- April 9, 2014 TAC approves local ranking methodology
- April 30, 2014 NCDOT releases quantitative scores
- May 1, 2014 NCDOT deadline for approval of local ranking methodology
- May 1-May 13, 2014 LPA applies local ranking methodology
- May 14, 2014 TAC releases proposed public input points for public comment
- June 11, 2014 TAC holds public hearing on public input points ***evening meeting***
- June 18, 2014 TCC makes recommendation on local input points ***one week early***
- June 25, 2014 TAC approves local input points ***extra TAC meeting***
- July 31, 2014 MPO submits local input points

Highway

All highway projects previously submitted for earlier Prioritization processes remain in the project database for scoring. On January 8, the TAC approved the submission of 17 new highway projects and the removal of three projects. The applicable Highway Division must agree to remove projects from the database. Division 7 did not agree to remove the Hillsborough Western Bypass. As a result, on February 12, the TAC approved removing one new project from the MPO's submission of projects (the interchange improvement at NC 54/US 15-501/Raleigh Rd.). However, this project will be submitted by NCDOT Division 7.

Bicycle/Pedestrian

NCDOT has set a limitation of 20 bicycle and pedestrian projects that each MPO can submit for Prioritization 3.0. On January 8, the TAC approved the submission of 20 projects shown on the attached table and map.

Transit

Only expansion projects (e.g. expansion vehicles, new park-and-ride lots, etc.) are subject to the Prioritization 3.0 process. NCDOT has not set any limitation on the number of transit projects that the MPO can submit. Transit operators were responsible for submitting their projects into the Prioritization process by November 29, 2013. These projects are shown in the attached table. On February 12, the TAC approved the additional submission of 67 transit projects.

Rail

On January 10, the NCDOT Rail Division sent out a list of freight rail projects which will be pre-populated in the Prioritization database. The MPO's projects are shown in the attached table and an online map is available at <https://mapsengine.google.com/map/viewer?mid=zs6E7TzBsz4o.kYEV1nISrALg>. NCDOT set a limitation of five rail projects that each MPO can submit. On February 12, the TAC approved the submission of five additional rail projects.

Coordination with Division Engineers

As described above, the MPO needs to work closely with our NCDOT Division Engineers in order to get projects funded through Prioritization 3.0. The Division Engineers may be able to submit some of the highway and bicycle/pedestrian projects that could not be included in the MPO's list. And the Division Engineers have to agree with the removal of any highway projects. In addition, the next step of ranking projects and determining ranking points should be coordinated with the Division Engineers to ensure that the region's priorities receive points from both the MPO and the Division. Three letters have been sent to the Division Engineers requesting coordination for Prioritization 3.0. These letters request that the Divisions present to the TCC and TAC on the projects that they will be submitting as well as to describe the process by which they will solicit public input and rank projects. NCDOT's report to the legislature on STI includes a description of how the Division Engineers should solicit public input and rank projects.

Local Ranking Methodology

The DCHC MPO has an existing local ranking methodology used for Prioritization 2.0. The methodology needs to be revised for Prioritization 3.0. The existing methodology was dependent on data from NCDOT prioritization process for several criteria. These criteria have changed. In addition, the existing methodology is based on separate criteria for each mode, goal (mobility or modernization), and tier. For Prioritization 3.0, the MPO will need to develop a way to distribute ranking points across different modes within the regional and division categories.

According to the STI legislation, NCDOT must approve MPO's local ranking methodologies. Their deadline is for approval by May 1, 2014. There were several TCC subcommittee meetings to develop a new project ranking methodology. The attached tables describe the subcommittee's recommendation. A written narrative document will be developed to describe this in more detail. The TCC should forward a draft methodology to the TAC in March for review and request approval of the final methodology in April.

TCC Action: Recommend that the TAC receive and review a draft local ranking methodology. Direct LPA staff to share the draft methodology with NCDOT for comment.

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
Projects Already in the SPOT Database											
H090006-A	6	Statewide Mobility	1 - Widen Existing Roadway	I-0305A	I-85		SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes	Orange County; Hillsborough	
H090006-B	7	Statewide Mobility	1 - Widen Existing Roadway	I-0305B	I-85		East of SR 1709	Durham County Line	Add Additional Lanes	Orange County; Hillsborough	
H090010-A	10	Statewide Mobility	1 - Widen Existing Roadway	I-3306A	I-40		I-85	US 15/501	Add Additional Lanes	Orange County	
H090366	366	Statewide Mobility	2 - Upgrade Arterial to Freeway/Expressway	U-2807	US 15/501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	Durham, Durham County	
H110997	997	Statewide Mobility	1 - Widen Existing Roadway	FS-1205C	NC 147	Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement	Durham, Durham County	
H111013	1013	Statewide Mobility	1 - Widen Existing Roadway	FS-1205A	I-40		NC 147	Wade Avenue	Construct Managed Lanes	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111014	1014	Statewide Mobility	1 - Widen Existing Roadway	FS-1305A	I-540		I-40	US 64 Bypass	Convert Freeway to tolled Facility and Widen to 8 Lanes	Durham, Durham County	
H111097	1097	Statewide Mobility	16 - Modernize Roadway		NC 147		East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations)	Durham, Durham County	
H111131	1131	Statewide Mobility	1 - Widen Existing Roadway		I-40		NC 147	US 15/501	Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes)	Durham, Durham County	
H111143-A	1143	Statewide Mobility	4 - Upgrade Arterial to Superstreet	U-5304A	US 15/501	Fordham Boulevard	SR 1742 (Ephesus Church Road)	NC 86 (Columbia Street)	Capacity improvements and possible interchange at Manning Drive, with Sidewalks, Wide-Outside Lanes, and Transit Accommodations.	Chapel Hill	Different description: Capacity improvements with sidewalks, bicycle, and transit accommodations
H111143-B	1144	Statewide Mobility	4 - Upgrade Arterial to Superstreet	U-5304B	US 15/501	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade Road to "Superstreet"	Chapel Hill	Different description: Capacity improvements with sidewalks, bicycle and transit accommodations

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111143-C	937	Statewide Mobility	10 - Improve Intersection	U-5304C	US 15/501		SR 1742 (Ephesus Church Road)		Intersection Improvements	Chapel Hill	
H128086	8086	Statewide Mobility	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		US 70		Miami Boulevard		Upgrade Existing at-Grade intersection to interchange	Durham, Durham County	
H129603-A	9603	Statewide Mobility	1 - Widen Existing Roadway	I-4743A	I-85/US 15		US 70	SR 1675 (Glenn School Road)	Add Additional Lanes	Durham, Durham County	
H129603-B	9604	Statewide Mobility	1 - Widen Existing Roadway	I-4743B	I-85/US 15		SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes	Durham, Durham County	
H129638-A	9638	Statewide Mobility	6 - Widen Existing Roadway and Construct Part on New Location	U-4720A	US 70		Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	Durham, Durham County	
H129638-B	9639	Statewide Mobility	6 - Widen Existing Roadway and Construct Part on New Location	U-4720B	US 70		Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway	Durham, Durham County	
H090326	326	Regional Impact	5 - Construct Roadway on New Location	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, Bicycle, and Transit Facilities.	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090531-A	8067	Regional Impact	1 - Widen Existing Roadway	U-5324A	NC 54		SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	Durham, Durham County	
H090531-B	531	Regional Impact	1 - Widen Existing Roadway	U-5324B	NC 54		I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-C	532	Regional Impact	1 - Widen Existing Roadway	U-5324C	NC 54		NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-D	533	Regional Impact	1 - Widen Existing Roadway	U-5324D	NC 54		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	
H090531-E	534	Regional Impact	1 - Widen Existing Roadway	U-5324E	NC 54		SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090555-A	555	Regional Impact	1 - Widen Existing Roadway		NC 751		US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.		Widening is not in the 2040 MTP; Much of project is in TARPO; Chatham County has requested that it be ranked.
H090555-B	1018	Regional Impact	1 - Widen Existing Roadway		NC 751		Renaissance Parkway	O'Kelly Chapel Road	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	
H090558	558	Regional Impact	8 - Improve Interchange		I-85/US 70 Connector		US 70		Reconstruct interchange to Allow For Full Movements	Orange County	
H090652	652	Regional Impact	1 - Widen Existing Roadway		NC 751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) Widen to 4-Lane, Bike Lanes, and Sidewalks.	Durham, Durham County	
H090961	961	Regional Impact	16 - Modernize Roadway		NC 86		US 70A	I-40	Construct Wide Outside Lanes.		
H111011	1011	Regional Impact	1 - Widen Existing Roadway		NC 751		NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111036	1036	Regional Impact	1 - Widen Existing Roadway		NC 86		US 70 Bypass	North of NC 57	Widen Roadway to Four Lanes with a Median and Improve intersections at US 70 Bypass and NC 57 .	Orange County	Not in 2040 MTP
H128065	8065	Regional Impact	10 - Improve Intersection		NC 751	Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	Durham, Durham County	
H129645	9645	Regional Impact	1 - Widen Existing Roadway	U-4722	US 501	Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	Durham, Durham County	
H129685	9685	Regional Impact	10 - Improve Intersection	U-5516	US 501	Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	Durham, Durham County	
H090200	200	Division Needs	1 - Widen Existing Roadway	R-2825	SR 1009	South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad.	Orange County; Hillsborough	I-40 to US 70 Business.
H090239	239	Division Needs	5 - Construct Roadway on New Location	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.		REMOVE - Not in 2040 MTP; Hillsborough staff have confirmed that this is not a desired project.
H090365	365	Division Needs	16 - Modernize Roadway	U-2805	SR 1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include Bicycle Lanes, Sidewalks, Transit Accommodations, and Safety Improvements (Design May Vary Along Length).	Chapel Hill; Carrboro; Orange County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090372-B	372	Division Needs	5 - Construct Roadway on New Location	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	Durham, Durham County	Durham and Durham County have requested removal. It is not in the 2040 MTP.
H090408	408	Division Needs	10 - Improve Intersection	U-3436	SR 1148, SR 1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign intersection and Make Safety Improvements. include Bicycle Lanes and Sidewalks.	Orange County; Hillsborough	
H090487-D	487	Division Needs	1 - Widen Existing Roadway	U-4716D	SR 1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to Multi-Lanes	Durham, Durham County	
H090631	631	Division Needs	16 - Modernize Roadway		SR 1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, Bike Lanes, Sidewalks, and Safety Improvements (Design May Vary Along Length).	Chapel Hill, Durham, Durham County	
H090632	632	Division Needs	16 - Modernize Roadway		SR 1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) Safety Improvements.	Chatham County	REMOVE - Project is funded through Division.
H090637	637	Division Needs	1 - Widen Existing Roadway		SR 1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) Widen to 4-Lane Divided, Bikelanes and Sidewalks.	Durham, Durham County	
H090641	641	Division Needs	16 - Modernize Roadway		SR 1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) Widen Existing Roadway to include Two 12-Foot Travel Lanes, Four-Foot Bicycle Lanes and Sidewalks.		

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090647	647	Division Needs	5 - Construct Roadway on New Location		SR 1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes	Orange County; Hillsborough	
H090649	649	Division Needs	16 - Modernize Roadway		SR 1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate Road For Flood Control.	Chatham County	REMOVE - Not a TIP-level project.
H090651	651	Division Needs	1 - Widen Existing Roadway		SR 1004	Old Oxford Highway	US 501 Business (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) Expand Capacity, Bike Lanes, and Sidewalks.	Durham, Durham County	Durham and Durham County requested removal. NCDOT Division 5 requested it be scored. Not in 2040 MTP.
H090653	653	Division Needs	16 - Modernize Roadway		SR 1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety Improvements and 4' Bicycle Lanes.	Chatham County	
H090654	654	Division Needs	10 - Improve Intersection		SR 1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street intersection Improvements.	Chapel Hill; Carrboro	
H090655	655	Division Needs	10 - Improve Intersection		SR 1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	Carrboro	
H090826	826	Division Needs	16 - Modernize Roadway		SR 1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) Bicycle Lanes, Sidewalks, Transit Accommodations, and intersection Safety Improvements (Design May Vary Along Length)	Chapel Hill	

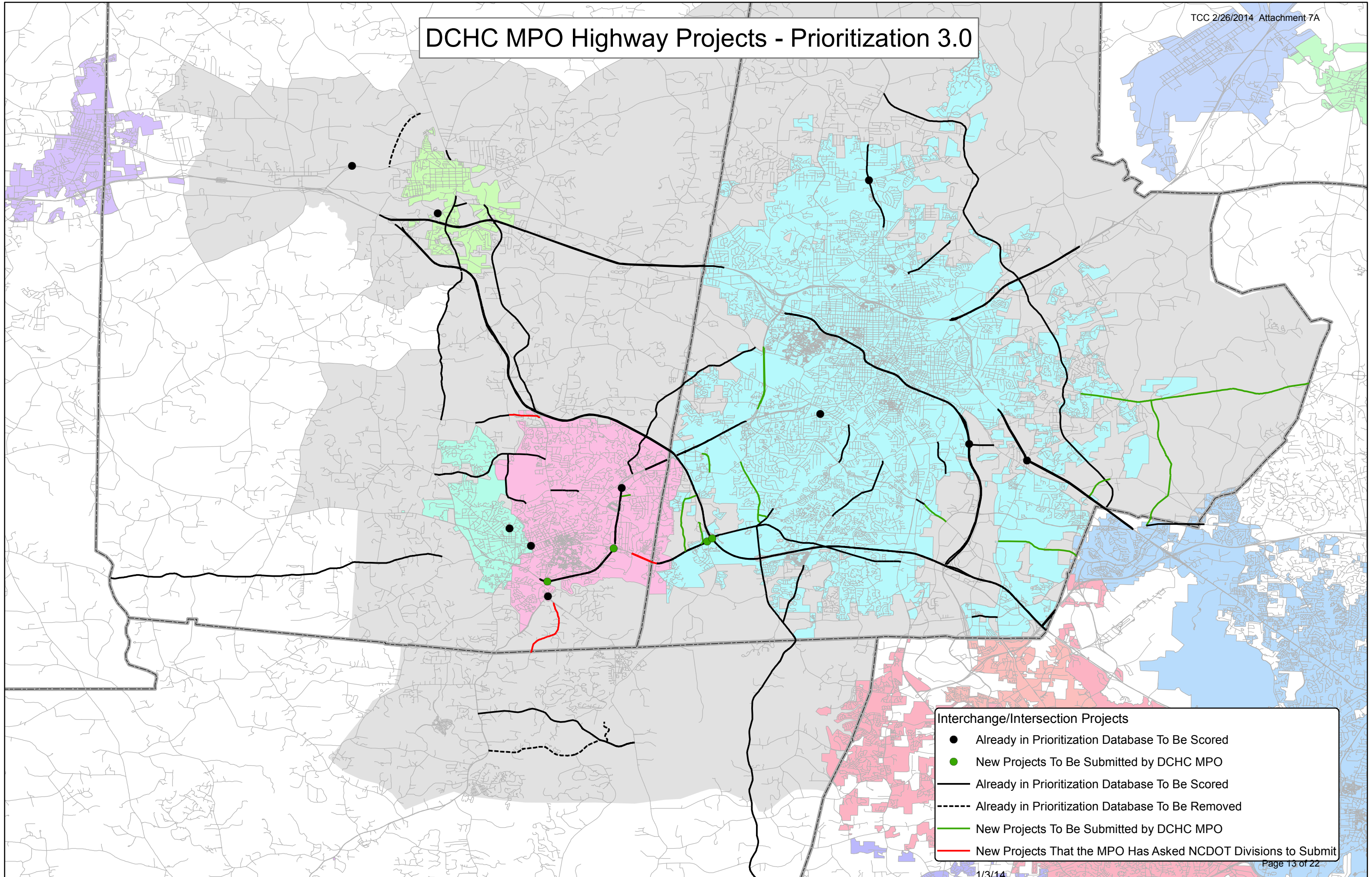
SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090859	859	Division Needs	5 - Construct Roadway on New Location			New Route - T.W. Alexander Drive Extension	ACC Boulevard	Leesville Road	Extension of Tw Alexander Drive (4 Lanes New Location)	Durham, Durham County	
H090953	953	Division Needs	16 - Modernize Roadway		SR 1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes.		
H111005	1005	Division Needs	1 - Widen Existing Roadway		SR 1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert Existing Grade Separation at NC 147 to An interchange and Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian, and Transit Facilities Asappropriate.	Durham, Durham County	Durham and Durham County requested removal. Not in 2040 MTP. Keep in database for now as we do not need to replace this project with another.
H111033	1033	Division Needs	1 - Widen Existing Roadway		SR 1118	Fayetteville Road	Renaissance Parkway	NC 751	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	Durham, Durham County	
H111034	1034	Division Needs	6 - Widen Existing Roadway and Construct Part on New Location		SR 1146	Roxboro Street	SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen Existing Roadway to Multi-Lanes and Construct on New Location Multi-Lane Roadway with Bicycle, Pedestrian	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111056	1056	Division Needs	10 - Improve Intersection		SR 1771		SR 1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct Roundabout and Related Safety Improvements at the Existing intersection of Mount Carmel Church Road and Bennett Road.	Chapel Hill	
H111096	1096	Division Needs	16 - Modernize Roadway		SR 1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct Bicycle Lanes, Sidewalks, Safety and intersection Improvements.	Orange County	Bike lanes from Old NC 86 to NC 86;
H111162	1162	Division Needs	16 - Modernize Roadway		SR 1005	Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders		
H129640-B	9641	Division Needs	5 - Construct Roadway on New Location	U-4721B		New Route - Northern Durham Parkway	US 70	NC 98	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-C	9642	Division Needs	5 - Construct Roadway on New Location	U-4721C		New Route - Northern Durham Parkway	NC 98	I-85	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-D	9643	Division Needs	5 - Construct Roadway on New Location	U-4721D		New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct Multi-Lanes on New Location	Durham, Durham County	
H129640-E	9644	Division Needs	5 - Construct Roadway on New Location	U-4721E		New Route - Northern Durham Parkway	SR 1004 (Old Oxford Road)	US 501 (Roxboro Road)	Construct Two Lanes, Part on New Location	Durham, Durham County	

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
Projects Approved by the TAC to Be Submitted for Prioritization 3.0											
New -1		Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	Raleigh Road	Interchange Improvements	Chapel Hill	2030 in 2040 MTP
New - 2		Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	NC 86	Interchange improvements. Increase capacity on northbound to eastbound movement.	Chapel Hill	Included in 2040 MTP as a TSM project. No horizon year. Or as part of Fordham Boulevard widening project.
New - 3		Division Needs	5 - Construct Roadway on New Location			Elliot Road	US 15/501	Ephesus Church Road	Construct Extension of Existing Roadway on New Location	Chapel Hill	2020 in 2040 MTP
New - 4		Statewide Mobility	8 - Improve Interchange		I-40	I-40/NC 54 (interchange)	I-40	NC 54	Upgrade interchange	Durham, Durham County	2030 in 2040 MTP
New - 5		Statewide Mobility	1 - Widen Existing Roadway		US 15/501	US 15-501 Bypass	Pickett Rd	Cameron Blvd	Widen to six lanes	Durham, Durham County	2040 in 2040 MTP
New - 6		Regional Impact	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		NC 54	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	Grade separation	Durham, Durham County	2030 in 2040 MTP
New - 7		Regional Impact	1 - Widen Existing Roadway		NC 98	NC 98 (Holloway St)	Oak Grove/Nichols Farm	Wake County Line	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP
New - 8		Division Needs	1 - Widen Existing Roadway		SR 1158	Cornwallis Rd	NC 55	Alexander Dr	Widen to four lanes	Durham, Durham County	2030 in 2040 MTP
New - 9		Division Needs	5 - Construct Roadway on New Location			Farrington Rd (realignment)	NC 54	Wendell Rd	New alignment	Durham, Durham County	2030 in 2040 MTP
New - 10		Division Needs	16 - Modernize Roadway			Garrett Rd	NC 751	Old Durham Rd	Add turn lanes, bicycle lanes, sidewalks	Durham, Durham County	2030 in 2040 MTP
New - 11		Division Needs	5 - Construct Roadway on New Location			Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	New alignment	Durham, Durham County	2030 in 2040 MTP
New - 12		Division Needs	5 - Construct Roadway on New Location			Globe Rd Ext (Brier Creek Parkway)	Miami Blvd	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 13		Division Needs	5 - Construct Roadway on New Location			Leesville Rd Ext	Northern Durham Parkway	US 70/Page Rd Ext	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 14		Division Needs	5 - Construct Roadway on New Location			Olive Branch Rd Ext	NC 98	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP

SPOTID	P2.0 SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
New - 15		Division Needs	1 - Widen Existing Roadway			SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP
New - 16		Division Needs	5 - Construct Roadway on New Location			SW Durham Dr	I-40	NC 54	New alignment	Durham, Durham County	2040 in 2040 MTP
New - 17		Regional Impact	13 - Citywide Signal System		Multiple	Multiple			City of Durham Signal System Upgrade (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.)	Late staff request	Included in 2040 MTP as a TSM project. No horizon year.

DCHC MPO Highway Projects - Prioritization 3.0



- Interchange/Intersection Projects**
- Already in Prioritization Database To Be Scored
 - New Projects To Be Submitted by DCHC MPO
 - Already in Prioritization Database To Be Scored
 - - - - - Already in Prioritization Database To Be Removed
 - New Projects To Be Submitted by DCHC MPO
 - New Projects That the MPO Has Asked NCDOT Divisions to Submit

DCHC MPO Bicycle/Pedestrian Projects to be Submitted for Prioritization 3.0

As Approved by DCHC MPO TAC on 1/8/14

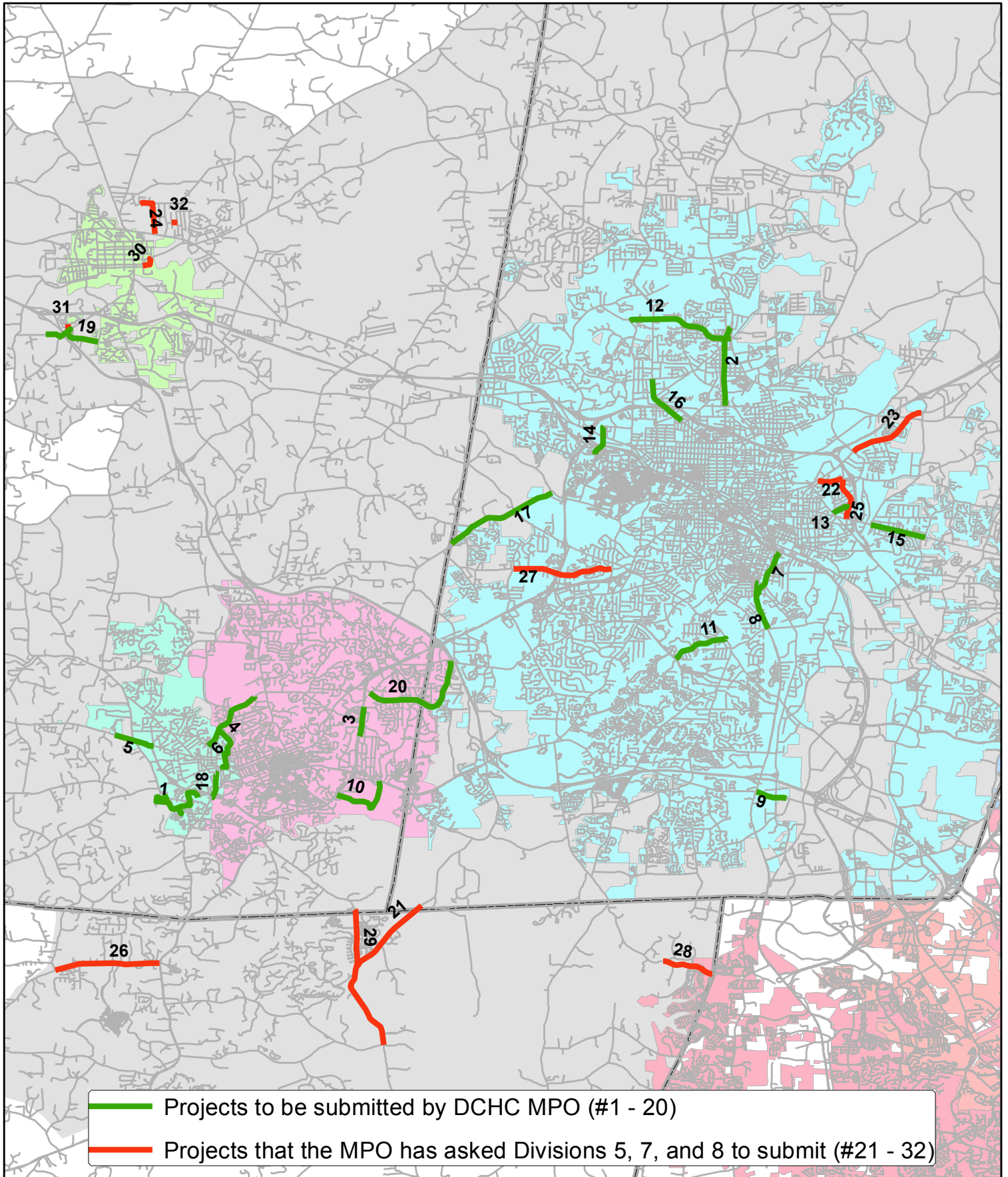
	Project Description	Submitted by	Div	# Crashes	Pts.	Posted Speed	Pts.	# Major Ctrs	Pts.	# 2ndary Ctrs	Pts.	K-8 School?	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	R/W	Pts.	Design	Pts.	Total
1	Morgan Creek Trail Phase II - multi-use path from University Lake to the western terminus of Phase I and a multi-use path spur to BPW Club Rd.	Carrboro	7	7	20	45	20	14	7	100	3	Yes	10	2523	7.6	1553	4.7	95%	9.5	25%	2.5	84.3
2	US 501 Bypass (Duke Street) (Murray Ave. to Roxboro Rd.) – sidewalks	Durham, Durham County	5	5	20	40	20	3	3	10	3	Yes	10	2661	8	2091	6.2	95%	9.5	0%	0	79.7
3	US 15-501 (Fordham Blvd) (Cleland Dr to Willow Dr) - improve existing off-road path and construct new section of sidepath	Chapel Hill	7	4	16	45	20	20	7	25	3	Yes	10	2354	7.1	1991	6	95%	9.5	0%	0	78.6
4	Campus to Campus Connector (Merritt Mill Rd to Carolina North Campus) – multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	Chapel Hill	7	4	16	35	10	20	7	20	3	Yes	10	3309	9.9	3034	9.1	95%	9.5	0%	0	74.5
5	NC 54 (James St. to Anderson Park) – sidepath on the north side of the road to accommodate two-direction bicycle transportation	Carrboro	7	4	16	45	20	9	7	100	3	Yes	10	1723	5.2	467	1.4	93%	9.3	5%	0.5	72.4
6	Estes Dr. (Greensboro St. to Carrboro Town Limits) – bicycle lanes, sidewalk (south side), and transit accommodations.	Carrboro	7	4	16	35	10	13	7	100	3	Yes	10	3396	10	2634	7.9	80%	8	0%	0	71.9
7	Bryant Bridge Trail (NC 55 to Kelly Bryant Bridge) – shared use path	Durham, Durham County	5	11	20	35	10	7	7	16	3	Yes	10	2966	8.9	1995	6	65%	6.5	0%	0	71.4
8	NC 55 (Riddle Road to Cecil Street) - sidewalks	Durham, Durham County	5	2	8	45	20	3	3	6	3	Yes	10	3122	9.4	1762	5.3	100%	10	0%	0	68.7
9	NC 54 (NC 55 to RTP) – sidewalks	Durham, Durham County	5	5	20	35	10	4	4	6	3	Yes	10	565	1.7	3179	9.5	95%	9.5	0%	0	67.7
10	Finley Golf Course Rd (US 15-501/NC 54 to NC 54) - sidepath on one side or bicycle lanes	Chapel Hill	7	0	0	45	20	20	7	20	3	Yes	10	1876	5.6	3102	9.3	95%	9.5	0%	0	64.4
11	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Construct bicycle lanes and sidewalks	Durham, Durham County	5	6	20	35	10	3	3	15	3	Yes	10	2541	7.6	456	1.4	90%	9	0%	0	64
12	Horton Road (Hilldale Rd. to Roxboro Rd.) – bike lanes and sidewalks	Durham, Durham County	5	9	20	35	10	3	3	6	3	Yes	10	1872	5.6	837	2.5	90%	9	0%	0	63.1
13	Raynor Street (Miami Blvd to Hardee St.) - sidewalks	Durham, Durham County	5	4	16	35	10	1	1	6	3	Yes	10	3812	10	1077	3.2	95%	9.5	0%	0	62.7
14	LaSalle Street (Kangaroo to Sprunt) - sidewalks	Durham, Durham County	5	4	16	35	10	4	4	6	3	No	0	3546	10	3602	10	95%	9.5	0%	0	62.5
15	NC 98 (Holloway St) (SR 1838 (Junction Rd) to Chandler Rd) sidewalks.	Durham, Durham County	5	6	20	35	10	1	1	6	3	Yes	10	2539	7.6	430	1.3	90%	9	0%	0	61.9
16	Guess Road (Hillcrest to Carver) - sidewalks	Durham, Durham County	5	4	16	35	10	2	2	6	3	Yes	10	2467	7.4	1455	4.4	90%	9	0%	0	61.8
17	Erwin Rd (NC 751 to Orange County Line) - bicycle lanes or shoulders	Durham, Durham County	5	1	4	45	20	3	3	6	3	Yes	10	1167	3.5	1815	5.4	90%	9	0%	0	57.9
18	SR 1919 (S Greensboro St) (Old Pittsboro Rd to NC 54) sidewalk on the west side	Carrboro	7	1	4	35	10	8	7	40	3	Yes	10	5179	10	2819	8.5	48%	4.8	0%	0	57.3
19	Orange Grove Road/I-40 Pedestrian Bridge and Supporting Sidewalk Improvements	Hillsborough, Orange County	7	1	4	45	20	1	1	5	2.5	Yes	10	1211	3.6	104	0.3	70%	7	0%	0	48.4
20	Pope Road / Ephesus Church Road (Old Durham-Chapel Hill Rd to Legion Road) - sidewalks and bicycle lanes	Durham, Durham Co., Chapel Hill	5, 7	2	8	35	10	11	7	20	3	Yes	10	1789	5.4	1107	3.3	90%	9	0%	0	55.7

Additional Bicycle/Pedestrian Projects to be Considered for Submission by Divisions 5, 7, and 8

As Approved by DCHC MPO TAC on 1/8/14

	Project Description	Submitted by	Div	# Crashes	Pts.	Posted Speed	Pts.	# Major Ctrs	Pts.	# 2ndary Ctrs	Pts.	K-8 School?	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	R/W	Pts.	Design	Pts.	Total
21	Farrington Point Rd / Old Farrington / Farrington Mill Rd (Durham County Line to Lystra Rd) - bicycle lanes	Chatham County	8	0	0	50	20	5	5	3	3	Yes	10	304	0.9	58	0.2	85%	8.5	0%	0	47.6
22	SR 1800 (Cheek Rd) (Geer St) to Hardee St) - sidewalks	Durham, Durham County	5	2	8	35	10	0	0	6	3	Yes	10	2903	8.7	1263	3.8	90%	9	0%	0	52.5
23	Geer Street (Midland Terrace to Glen School Rd) - bicycle lanes and sidewalks	Durham, Durham County	5	2	8	35	10	1	1	10	3	Yes	10	1248	3.8	425	1.3	90%	9	0%	0	46.1
24	Orange High School Road/Harold Latta Road Sidewalk Improvements	Orange County	7	0	0	40	20	1	1	6	3	Yes	10	712	2.1	272	0.8	85%	8.5	0%	0	45.4
25	Hardee Street (Holloway St. to Cheek Rd.) - sidewalks	Durham, Durham County	5	0	0	35	10	1	1	6	3	Yes	10	2781	8.3	1204	3.6	90%	9	0%	0	44.9
26	Mann's Chapel Rd (US 15-501 to Poythress Rd) - bicycle lanes	Chatham County	8	1	4	45	20	12	7	9	3	No	0	312	0.9	59	0.2	85%	8.5	0%	0	43.6
27	Pickett Road (Garrett Rd to Academy) - sidewalks and bicycle lanes	Durham, Durham County	5	0	0	35	10	2	2	6	3	Yes	10	2045	6.1	1098	3.3	90%	9	0%	0	43.4
28	O'Kelley Chapel Road (Wake County Line/Yates Store Rd to American Tobacco Trail) - sidepath	Chatham County	8	0	0	50	20	4	4	3	1.5	Yes	10	610	1.8	82	0.2	45%	4.5	0%	0	42
29	Mt. Carmel Church Rd (Orange County Line to Old Farrington Point Road) - bicycle lanes	Chatham County	8	0	0	45	20	5	5	3	1.5	No	0	467	1.4	96	0.3	85%	8.5	0%	0	36.7
30	Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road.	Hillsborough	7	0	0	25	5	2	2	6	3	Yes	10	642	1.9	581	1.7	100%	10	0%	0	33.6
31	Trail Connection from Patriots Pointe to Timbers Drive	Orange County	7	1	4	30	10	1	1	5	2.5	Yes	10	603	1.8	267	0.8	0%	0	0%	0	30.1
32	Trail Connection from English Hill Lane to Buttonwood Drive	Orange County	7	0	0	30	10	1	1	4	2	Yes	10	615	1.9	256	0.8	0%	0	0%	0	25.7

DCHC MPO Bicycle/Pedestrian Projects - Prioritization 3.0



PTD Strategic Transportation Investment Project Information List						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130062	Durham Cty FY16 Northgate Shelter	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 72 boardings daily and 193 alightings.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130063	Durham Cty FY18 Expansion Vehcile Route 4	Two expansion buses are needed to increase the frequency for Route 4 and provide 15 minute service to riders along this route. Presently, it is just 30 minute headway. This route serves a major shopping center, Duke Regional Hospital, the Durham Center for Senior Life, connects to park and rides, and also train service.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130001	Durham FY16 VillageBusShelter	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130002	Durham FY19 NorthDurhamBusShelter	This is for a Neighborhood Transit Center (NTC) in Northern Durham to work in conjunction with routes 4 and 9, serving Durham, Duke, the hospitals, and providing connections to Durham Station and Amtrak.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130024	TTA Durham & Orange Co. FY 2016 Expansion Vehicle RT: Mebane, Hillsborough, Durham	2 expansion buses are needed for a new route to serve Mebane, Hillsborough, & Durham. Presently, areas of Orange County are underserved by public transit and these expansion buses would provide a link between cities in Orange County and Durham County to help remedy that. This route is due to a partnership between Triangle Transit, the City of Durham, and Orange County. If implemented in 2016, ridership is projected to be over 30,000 per day by 2020.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130025	TTA Orange - Durham - Wake - CRX Expansion FY 2016	2 expansion buses are needed for additional service on the route that travels between Chapel Hill & Raleigh. This midday service was adopted in the Orange County Transit Plan and is expected to be implemented in 2016, adding an average yearly 753 revenue hours to our system total.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130026	TTA Durham Co. Vehicle Expansion RT: Hospital-Rougemont FY 2016	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130027	TTA Durham Co. South Durham Neightborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130028	TTA Durham-Wake Co. DRX Expansion FY 2017	2 expansion buses are needed to increase peak frequency between Durham and Raleigh. The added buses will be used to implement 15 minute frequency between these two key Triangle cities.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130030	TTA Durham Co - Patterson Place Neighborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130033	TTA Durham Co - Westgate at Target Shelter FY 2017	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 30 boardings daily.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130034	TTA Wake & Durham Co. - RTP Expansion Vehicles RT: 700 FY 2018	3 expansion buses are needed to increase the frequency of Route 700 between Durham & RTP to 15 minute frequency during morning & afternoon peak hours. This route also serves Durham Technical Community College and serves as one the major transit links between Durham and RTP.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional

PTD Strategic Transportation Investment Project Information List						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130038	Chapel Hill FY16 Route F Vehicle Expansion	This project will add additional peak hour service for 1 year on route F (Colony Woods, Frnaklin St. and McDougale School) in response to ridership growth, resulting in headway reduction . This route provides 240,627 rides a year.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130037	Chapel Hill FY16 UNC campus Bus Shelter	Install new bus shelter at Bus stop 3233 on Manning Dr that serves routes A,CCX,CM,N AND RU.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130039	Chapel Hill FY16 RouteCWEExpansionVehicle	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver St) in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130040	Chapel Hill FY16 Route J Vehicle Expansion	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, Jones Ferry Rd in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130041	Chapel Hill FY17 CL&D RouteVeh1Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130042	Chapel Hill FY17 CL&D RouteVeh2Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130043	Chapel Hill FY17 CL&DRouteVeh3Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130044	Chapel Hill FY17 CL&Route Veh4Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130045	Chapel Hill FY18 54 Corridor Vehicle1Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130046	Chapel Hill FY18 54 CorridorVehicle2Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130047	Chapel Hill FY18 54 CorridorVeh3Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130048	Chapel Hill FY18 54 CorridorVeh4Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130003	Chapel Hill , NC	Add additional peak hour buses on existing Chapel Hill Transit routes in response to ridership growth.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130004	Chapel Hill FY19 CW Route Expansion Vehicle	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver ST) in response to ridership growth, resulting in headwy reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130005	Chapel Hill FY19 G Route Expansion Vehicle	This project will add additional service on the G Chapel Hill Transit route which serves Booker Creek, University Mall and UNC Hospitlas	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130006	Chapel Hill FY19 J Route Expansion Vehicle	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, Jones Ferry Rd in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130007	Chapel Hill FY19 Pitts EXP Expansion Vehicle	Increase frequency of the existing Pittsboro express route to 30 minutes during the peak commute.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division

PTD Strategic Transportation Investment Project Information List						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130008	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter	Install new block length bus shelter at Manning Drive / UNC Hospital	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130009	Chapel Hill FY20 MLK Corridor Veh1Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130011	Chapel Hill FY20 MLK CorridorVeh3Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130012	Chapel Hill FY20 MLK CorridorVeh4Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130013	Hillsborough FY16 CirculatorHeadwayVehicleExpansion	Request for 18+ passenger light transit vehicle (LTV) for continuation and increased frequency of fixed-route service throughout Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130014	Hillsborough FY17 CirculatorVehicleExpansion	Request 18+ passenger light transit vehicle (LTV) for service expansion of fixed-route service throughout Town of Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130015	Hillsborough FY16 MebaneVehicleExpansion	Request one, 25-foot, 18+ passenger light transit vehicle (LTV) for new fixed-route service from Mebane to Efland to Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130032	TTA Orange Co. - South Rd at Coker Shelter FY 2017	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 46 boardings daily.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional
T130035	TTA Durham - Orange Co Light Rail FY 2016	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional
T130010	Chapel Hill FY20 MLK CorridorVeh2Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional

Requested Enhanced Bus Shelters and Park and Ride Lot

Project Code	Agency	Project	Year	Cost	Category
16-30	DATA	Duke Hospital Enhanced Shelter	2016	\$ 65,600	Division
16-2	DATA	South Square Enhanced Shelter	2016	\$ 65,600	Division
17-5	TTA	Patterson Place Enhanced Shelter	2017	\$ 65,600	Regional
16-35	TTA	Northern Durham Enhanced Shelter	2016	\$ 65,600	Regional
16-7	TTA	Rougemont Park and Ride	2016	\$ 350,000	Regional
16-40	TTA	Southpoint Enhanced Shelter	2016	\$ 65,600	Regional

Requested Standard Bus Shelters

STOP ID	Agency	STOPNAME	Year	Cost	Category
6506	DATA	E MAIN ST AT QUEEN ST	2016	\$ 20,000	Division
5484	DATA	CHAPEL HILL ST AT UNDERWOOD	2016	\$ 20,000	Division
5331	DATA	DEARBORN DR AT OLD OXFORD RD	2016	\$ 20,000	Division
6499	DATA	TRENT DR AT ERWIN RD	2016	\$ 20,000	Division
6551	DATA	MORREENE RD AT GLASSON ST	2016	\$ 20,000	Division
5793	DATA	FAYETTEVILLE RD AT CROOKED C	2016	\$ 20,000	Division
5291	DATA	HOLLOWAY ST AT CHESTER ST	2016	\$ 20,000	Division
5741	DATA	E MAIN ST AT ROXBORO ST	2016	\$ 20,000	Division
5038	DATA	LIBERTY ST AT QUEEN ST	2016	\$ 20,000	Division
6431	DATA	E MAIN ST AT QUEEN ST	2016	\$ 20,000	Division
6552	DATA	MORREENE RD AT ERWIN RD	2016	\$ 20,000	Division
6307	DATA	E MAIN ST AT MANGUM ST OUTBO	2016	\$ 20,000	Division
6435	DATA	HOLLOWAY ST AT ALMA ST	2016	\$ 20,000	Division
5337	DATA	LAKEWOOD AVE AT HERITAGE SQU	2016	\$ 20,000	Division
5733	DATA	LAWSON ST AT WABASH ST WESTB	2016	\$ 20,000	Division
5420	DATA	E MAIN ST AT CORCORAN ST	2016	\$ 20,000	Division
6390	DATA	MAIN ST AT IREDELL ST	2016	\$ 20,000	Division
5851	DATA	LAWSON ST AT RIDGEWAY AVE WB	2016	\$ 20,000	Division
5138	DATA	ANGIER AVE AT DRIVER ST	2016	\$ 20,000	Division
5480	DATA	FLOWERS DR AT DUKE GARDEN	2016	\$ 20,000	Division
6503	DATA	MAIN ST AT HOOD ST	2017	\$ 20,000	Division
6248	DATA	RIGSBEE AVE AT SEMINARY ST	2017	\$ 20,000	Division
5907	DATA	FAYETTEVILLE ST AT OLD FAYET	2017	\$ 20,000	Division
6522	DATA	ROXBORO RD AT NEWSOM ST	2017	\$ 20,000	Division
5407	DATA	TOM WILKINSON RD AT NORTHERN	2017	\$ 20,000	Division
5811	DATA	SERVICE RD AT DAVIDSON AVE	2017	\$ 20,000	Division
6548	DATA	MORREENE RD AT AMERICAN DR	2017	\$ 20,000	Division
5896	DATA	ROXBORO RD AT OLD OXFORD RD	2017	\$ 20,000	Division
6317	DATA	PETTIGREW ST AT MANGUM ST	2017	\$ 20,000	Division
6579	DATA	NC 54 AT GARRETT RD	2017	\$ 20,000	Division
5165	DATA	ERWIN RD AT DOWNING ST	2017	\$ 20,000	Division
5224	DATA	FAYETTEVILLE ST AT BURLINGTO	2017	\$ 20,000	Division
5106	DATA	ERWIN RD AT RESEARCH DR	2017	\$ 20,000	Division
5678	DATA	MOREHEAD AVE AT CORNELL ST	2017	\$ 20,000	Division
6297	DATA	ROXBORO ST AT LIBERTY ST	2017	\$ 20,000	Division
6544	DATA	LEON ST AT BUCHANAN BLVD	2017	\$ 20,000	Division

5080	DATA	FAYETTEVILLE ST AT HOMELAND	2017	\$ 20,000	Division
6167	DATA	CHAPEL HILL RD AT COLONIAL A	2017	\$ 20,000	Division
5518	DATA	FAYETTEVILLE ST AT PEKOE ST	2017	\$ 20,000	Division
5575	DATA	ROXBORO ST AT CHARLES ST	2018	\$ 20,000	Division
6486	DATA	HARDEE ST AT LANDON ST	2018	\$ 20,000	Division
5505	DATA	HOLLOWAY ST AT ALSTON AVE	2018	\$ 20,000	Division
5479	DATA	CORNWALLIS RD AT WEAVER ST	2018	\$ 20,000	Division
6306	DATA	E MAIN ST AT CORCORAN ST OUT	2018	\$ 20,000	Division
5039	DATA	FAYETTEVILLE ST AT E PIEDMON	2018	\$ 20,000	Division
1901	DATA	MCFARLAND DR AT WITHERSPOON	2018	\$ 20,000	Division
6574	DATA	LIBERTY ST AT ELIZABETH ST	2018	\$ 20,000	Division
6550	DATA	MORRENE RD AT SHERWOOD DR	2018	\$ 20,000	Division
6016	DATA	LAWSON ST AT BACON ST	2018	\$ 20,000	Division
6032	DATA	FAYETTEVILLE ST AT CECIL ST	2018	\$ 20,000	Division
6495	DATA	MLK PKWY AT BAY CAMP DR	2018	\$ 20,000	Division
5646	DATA	ROXBORO RD AT DAVIDSON AVE	2018	\$ 20,000	Division
1871	DATA	NC 54 AT S ALSTON AVE - EOL	2018	\$ 20,000	Division
5121	DATA	UNIVERSITY DR AT KINDER CARE	2018	\$ 20,000	Division
6154	DATA	ROXBORO ST AT CORNWALLIS RD	2018	\$ 20,000	Division
6490	DATA	HOLLOWAY ST AT ELIZABETH ST	2018	\$ 20,000	Division
6096	DATA	ROXBORO RD AT HIGBEE ST	2018	\$ 20,000	Division
6161	DATA	DOWD ST AT ALSTON ST	2018	\$ 20,000	Division
5169	DATA	MOREHEAD AVE AT MORELAND AVE	2018	\$ 20,000	Division
1613	TTA	NC 54 at Falconbridge 1613	2016	\$ 20,000	Regional
1144	TTA	NC 54 at Falconbridge 1144	2016	\$ 20,000	Regional

Rail SPOT ID (tentative)	STI Tier	Specific Improvement Type	Railroad	Project Description	MPO/RPO	NCDOT Division	Estimated Total Project Cost	Estimated NCDOT Cost
R140007	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern D line	Upgrade of the Oxford - Durham line in order to serve Certainteed with unit trains and the 6-axle locomotives such trains require. Current traffic is supported on a local basis with 4-axle locomotives.	Durham Chapel Hill Carrboro MPO/Kerr Tar RPO	5	\$7,000,000	\$3,500,000
R140012	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Blackwell St crossing in Durham	Durham Chapel Hill Carrboro MPO	5	TBD	TBD
R140013	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Mangum St crossing in Durham	Durham Chapel Hill Carrboro MPO	5	TBD	TBD
R140014	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Ellis Road - north end crossing in Durham	Durham Chapel Hill Carrboro MPO	5	\$14,000,000	TBD
R140029	Division Needs	Construct Facility and/or Station Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Durham Station- Provide parking to accommodate ridership increases including, but not limited to, structures.	Durham Chapel Hill Carrboro MPO	5	\$500,000	\$500,000
	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	NCRR/Norfolk Southern H line	Extension of East Durham Siding	Durham Chapel Hill Carrboro MPO	5	\$41,000,000	
	Regional Impact	Construct Track and/or Structure Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Double track Alexander Drive to Clegg	Durham Chapel Hill Carrboro MPO	5	\$30,000,000	
	Regional Impact	Construct Track and/or Structure Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Double track Funston to Durham	Durham Chapel Hill Carrboro MPO	5	\$53,000,000	
	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	NCRR/Norfolk Southern H line	Buckhorn grade separation and curve realignment	Durham Chapel Hill Carrboro MPO	7	\$8,000,000	
	Division Needs	Construct Facility and/or Station Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Hillsborough Station (new stop)	Durham Chapel Hill Carrboro MPO	7	\$8,000,000	

Strategic Transportation Investments Implementation

FINAL REPORT

December 31, 2013

Executive Summary

In 2013 the North Carolina General Assembly (General Assembly) created the Strategic Transportation Investments Act (STI) to strengthen the state's economy and provide a new formula to direct construction funds through strategic transportation investments. Governor Pat McCrory signed the Act on June 26, 2013. The law required the North Carolina Department of Transportation (the Department) to submit a series of reports to the Joint Legislative Transportation Oversight Committee (JLTOC) and the Fiscal Research Division on August 15th, October 1st and a final report by January 1, 2014, on the Department's formulas that will be used in the prioritization process to rank highway and non-highway projects. The Department's Strategic Prioritization Office (SPOT), along with input from a key group of partners known as the Prioritization 3.0 (P3.0) Workgroup, developed the prioritization processes, criteria, and formulas for all modes of transportation. This final report includes the Department's Board of Transportation (BOT) approved scoring criteria, associated percent weights, formulas and a summary of both the process used by the Department to develop these recommendations and how these recommendations are being implemented as required by the STI.

On August 15th and October 1st, the Department submitted reports to the Joint Legislative Transportation Oversight Committee (JLTOC) and the Fiscal Research Division on the Department's recommended formulas that will be used in the prioritization process to rank highway and non-highway projects. These reports included statements on the process used by the Department to develop the criteria and formulas, including a listing of external partners consulted during this process, and including feedback from a group of key planning partners, known as the P3.0 Workgroup. The entire contents of the August 15th and October 1st reports are not included in this final report. However, a synopsis of differing recommendations (from what the Department previously submitted) is outlined in this report.

The October 1st report recommended a change in the local input point distribution from the August 15th report. The Department's August 15th recommendation was an equal distribution of local points between the Department's Division Engineers (DE's) and the Metropolitan and Rural Planning Organizations (MPOs/RPOs) in the Regional Impact and Division Needs categories. Following a presentation to the JLTOC on September 10th, the Department was asked to review this recommendation with the P3.0 Workgroup. As outlined in the October 1st report, the P3.0 Workgroup revisited this item and recommended the MPOs/RPOs have a greater share of the local point distribution for both the Regional Impact and Division Needs categories.

The BOT was made aware of the P3.0 Workgroup recommendations at its November 2013 meeting. The BOT considered those recommendations but believed an equal partnership and a more global view of meeting transportation needs of moving people and goods and connecting people and places necessitated an equal split in the local input distribution. The BOT believes the Division Engineers (DE's) will score projects based on an unbiased assessment of transportation needs in each local area and trusts the DE's to identify and

rate those high priority projects. Also, the cascading effect built into the STI enhances the ability for DE's to take a broader view of how to address transportation needs across all modes, individual planning organization boundaries and support the interests of the traveling public. Based on these views, the BOT approved an equal split in the local input point distribution between the MPOs/RPOs and Division Engineers. Thus, the approved local input distribution split is:

Regional Impact category: 15% Division Engineers; 15% MPO/RPO
Division Needs category: 25% Division Engineers; 25% MPO/RPO

The BOT did not make any other changes to the Department's recommended scoring criteria, weights and measures as outlined in the October 1st report. The final approved criteria are outlined in Section II and a summary table providing the detailed descriptive criteria is found in Appendix A.

The STI law also included provisions outlining how Transportation Division Engineers local input scoring will be accomplished. Specifically, public involvement, consideration of public comments and public hearings must be incorporated into the DE's process. The DE's have developed a comprehensive project solicitation and local input methodology for all transportation projects (highway, bicycle and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding within the Regional Impact and Division Needs categories. This solicitation and methodology is outlined in Appendix B.

Finally, the STI law requires the publication of the Department's recommended scoring criteria, formulas, resulting points and scores associated with projects and all other STI resources on a stand-alone webpage linked to the Department's main website. The link and a screenshot of the associated webpage are found in Appendix C.

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SECTION I. P3.0 WORKGROUP RECOMMENDATIONS

When House Bill 817 was introduced on April 11, 2013 the proposed legislation clearly outlined the use of the P3.0 Workgroup recommendations in implementing the prioritization process under the new law. Therefore the P3.0 Workgroup focused its efforts on reviewing their role and providing recommendations consistent with proposed requirements. In response to those requirements the P3.0 Workgroup meetings increased both in frequency (once per week) and in length (most meetings required full day commitments from workgroup members). This aggressive schedule and the constantly evolving bill proceedings led to the need to also expand the P3.0 Workgroup to ensure members were as up-to-date as possible on potential bill changes. Representatives of the Governor's Office, Department of Commerce, and NC Legislative staff (from the Senate, House, and the non-partisan Fiscal Research Division) were invited to participate as advisory members of the P3.0 Workgroup. The SPOT office facilitated the weekly meetings, provided agenda topics and presentations, and circulated summaries of each meeting. Due to the number of topics required to review under the draft requirements of the bill, many meetings resulted in lengthy discussions and a number of meetings extended beyond their scheduled end times. The long deliberations did not deter P3.0 Workgroup members from staying committed to the process. The August 15th and October 1st reports to the JLTOC outlined the roles and responsibilities of the P3.0 Workgroup.

The P3.0 Workgroup's recommendations to the Department regarding STI have been adopted by the Board of Transportation final approved criteria with two exceptions. Those exceptions are outlined below:

1. Local Input Methodology

As outlined in the Department's August 15th report, the P3.0 Workgroup recommended an equal distribution of local points between the Division Engineers (DE's) and the Metropolitan and Rural Planning Organizations (MPOs/RPOs) in the Regional Impact and Division Needs categories. Following the September 10th presentation to the JLTOC, the Department was asked to review this recommendation with the P3.0 Workgroup. Subsequently, a survey of the P3.0 Workgroup indicated there was some concern that the DE's were allowed to have too much share of the local input distribution. The concerns referenced the fact that the Department already has representation at a local level through the Technical Coordinating Committees and Technical Advisory Committee of the MPOs/RPOs and therefore has a vote on those committees. Others noted that an equal distribution indicated a true partnership with the MPOs/RPOs and the DE's provide a more global view of transportation needs that transcend individual geographic boundaries. The STI law specifies the local input share as 30% in the Regional Impact Category and 50% in the Division Needs Category. The P3.0 Workgroup revisited this item and at their September 23rd meeting reached consensus recommending the following percentage splits for local input scoring between MPOs/RPOs and NCDOT DE's:

Regional Impact category: 10% Division Engineers; 20% MPO/RPO
 Division Needs category: 20% Division Engineers; 30% MPO/RPO

The BOT reviewed the P3.0 Workgroup's revised recommendations at their November 2013 meeting. The BOT concluded an equal partnership and a more global view of meeting transportation needs of moving people and goods and connecting people and places necessitated an equal split in the local input distribution. The BOT relies upon the Division

Engineers (DE's) to score projects based on an unbiased view of transportation needs in each local area and trusts the DE's to identify and rate those high priority projects. Also, the cascading effect built into the STI enhances the ability for DE's to take a broader view of how to address transportation needs across all modes, individual planning organization boundaries and support the interests of the traveling public. Based on these views, the BOT approved an equal split in the local input point distribution between the MPOs/RPOs and Division Engineers. Thus, the approved split is:

Regional Impact category: 15% Division Engineers; 15% MPO/RPO
 Division Needs category: 25% Division Engineers; 25% MPO/RPO

2. Normalization minimums (90% highways, 4% non-highways).

As outlined in the August 15th report, the P3.0 Workgroup recommended to the Department to establish a minimum or floor for highway investment (90%) and non-highway investment (4%) to be applied to the combined funding available in both the Regional Impact and Division Needs categories. These minimums would not apply to the Statewide Mobility category. At the September 10th JLTOC meeting, members requested the Department staff revisit this item with the P3.0 Workgroup.

After further review, the P3.0 Workgroup reached consensus at their September 23rd meeting to clarify the programming application of the 4% minimum for non-highways to be applicable to the full funding under the STI law (i.e., across all three funding categories – Statewide Mobility, Regional Impact, and Division Needs).

The BOT reviewed and considered the impacts of this change recommended by the P3.0 Workgroup. Freight rail, aviation, and highway projects are eligible for funding in the Statewide Mobility category. If any freight rail or aviation project receives high scores and are programmed, their costs will count towards the 4% non-highway minimum approach advocated by the P3.0 Workgroup. Depending on the costs of these projects, the potential exists that fewer funds (and therefore fewer projects) would be available for non-highway investment in the Regional Impact and Division Needs categories. Also, applying the 4% minimum across the entire STI funding amount would equate to a sizable increase (up to \$24 million more per year) in programming dollars required to be spent on non-highway projects. This could result in less flexibility for the Department's staff to program the highest scoring projects to where the needs are the greatest. Therefore, the BOT did not change their initial recommendations and their final approved criteria is outlined below:

For Prioritization 3.0 Only (Initial Implementation of Strategic Transportation Investments)

- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- Regional Impact & Division Needs – Allocate funds to Highway and Non-Highway modes based on minimum floor or percentages

Mode	NCDOT Recommendation	Historical Budgeted	Historical Expenditure
Highway	90% (minimum)	93%	96%
Non-Highway	4% (minimum)	7%	4%

Note: The Department will continue to research and seek recommendations on the topic of Normalization with national experts. The Department will also request the assistance of an outside agency to conduct a statistical analysis of project scores after all quantitative scores are completed in 2014. Any conclusive findings from this research and analysis will be incorporated into Prioritization 4.0.

SECTION II. DEPARTMENT'S FINAL APPROVED CRITERIA

The BOT approved the Department's final scoring criteria, weights, measures, normalization process and local input distribution at its November 7th, 2013 meeting. A brief description of those is listed below. A more detailed description of each criteria is found in Appendix A.

Board of Transportation - Prioritization 3.0 – November 7, 2013 Scoring Criteria, Weights, Normalization and Local Input Point Distribution for All Modes

Objective: The Board of Transportation approved the following criteria, weights and measures resulting from the Strategic Transportation Investments Law signed by Governor McCrory on June 26, 2013.

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [& Freight + Military] = 20%</u> Total = 100%	--	--
Regional Impact	[Travel Time] Benefit/Cost = 25% Congestion = 25% Accessibility/Connectivity = 10% <u>Safety = 10%</u> Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 20% Congestion = 20% <u>Safety = 10%</u> Total = 50%	25%	25%

Note: NCDOT Divisions 1, 2, 3, 4 have approved different criteria and weights for their respective areas as follows:

Alternate Criteria for Divisions 1 & 4 - Prioritization 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [& Freight + Military] = 20%</u> Total = 100%	N/A	N/A
Regional Impact	[Travel Time] Benefit/Cost = 20% Congestion = 15% Safety = 15% Lane Width = 10% <u>Shoulder Width = 10%</u> Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 10% Congestion = 10% Safety = 10% Lane Width = 10% <u>Shoulder Width = 10%</u> Total = 50%	25%	25%

Alternate Criteria for Divisions 2 & 3 - Prioritization 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% Multimodal [& Freight + Military] = 20% Total = 100%	N/A	N/A
Regional Impact	[Travel Time] Benefit/Cost = 20% Safety = 25% Multimodal [& Freight + Military] = 25% Total = 70%	15%	15%
Division Needs	Congestion = 20% Safety = 20% Multimodal [& Freight + Military] = 10% Total = 50%	25%	25%

The non-highway mode scoring tables are as follows:

Aviation Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	NCDOA Project Rating = 40% FAA Airport Capital Improvement Plan = 40% Local Investment Index = 10% <u>Federal Investment Index = 10%</u> Total = 100%	--	--
Regional Impact	NCDOA Project Rating = 40% FAA Airport Capital Improvement Plan = 20% Local Investment Index = 5% <u>Federal Investment Index = 5%</u> Total = 70%	15%	15%
Division Needs	NCDOA Project Rating = 30% FAA Airport Capital Improvement Plan = 10% Local Investment Index = 5% <u>Volume/Demand Index = 5%</u> Total = 50%	25%	25%

Bicycle & Pedestrian Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Division Needs	Access = 10% Constructability = 5% Safety = 15% Demand Density = 10% <u>Benefit/Cost = 10%</u> Total = 50%	25%	25%

Ferry Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact <i>(Note: all vessels are excluded from this category)</i>	Safety [Route Health Index] = 15% Benefit/Cost [Travel Time] = 15% Accessibility/Connectivity = 10% Asset Efficiency = 10% <u>Capacity/Congestion = 20%</u> Total = 70%	15%	15%
Division Needs	Safety [Route Health Index] = 15% Benefit/Cost [Travel Time] = 15% Accessibility/Connectivity = 10% <u>Asset Efficiency = 10%</u> Total = 50%	25%	25%

Public Transit Scoring (Expansion)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	Benefit/Cost = 45% Vehicle Utilization Data = 5% System Safety = 5% Connectivity = 5% <u>System Operational Efficiency = 10%</u> Total = 70%	15%	15%
Division Needs	Benefit/Cost = 25% Vehicle Utilization Data = 5% System Safety = 5% Connectivity = 5% <u>System Operational Efficiency = 10%</u> Total = 50%	25%	25%

Public Transit Scoring (Facilities)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40% Benefit-Cost = 5% System Operational Efficiency = 5% <u>Facility Capacity = 20%</u> Total = 70%	15%	15%
Division Needs	Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30% Benefit-Cost = 5% System Operational Efficiency = 5% <u>Facility Capacity = 10%</u> Total = 50%	25%	25%

Public Transit Scoring (Fixed Guideway)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	Mobility = 20% Cost Effectiveness = 15% Economic Development = 20% <u>Congestion Relief = 15%</u> Total = 70%	15%	15%
Division Needs	Mobility = 15% Cost Effectiveness = 15% Economic Development = 10% <u>Congestion Relief = 10%</u> Total = 50%	25%	25%

Rail Scoring (Track and Structures)

Funding Category				Local Input	
	Quantitative Data	Freight	Passenger	Division Rank	MPO/RPO Rank
Statewide Mobility (Class I Freight Only)	Benefit/Cost = Econ. Comp. = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility =	20% 10% 15% 15% 10% 10% <u>20%</u> Total = 100%	--	--	--
Regional Impact (Freight & Passenger)	Benefit/Cost = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility =	10% 15% 15% 10% 5% <u>15%</u> Total = 70%	10% 25% 15% -- -- <u>20%</u> Total = 70%	15%	15%
Division Needs (Freight & Passenger)	Benefit/Cost = Capacity/Congestion = Safety = Accessibility = Connectivity = Mobility =	10% 10% 10% 5% 5% <u>10%</u> Total = 50%	10% 15% 10% -- -- <u>15%</u> Total = 50%	25%	25%

Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations)

Funding Category				Local Input	
	Quantitative Data	Freight	Passenger	Division Rank	MPO/RPO Rank
Regional Impact (Intercity Passenger Service Only)	Benefit/Cost = Capacity/Congestion = Connectivity = Mobility =	---- -- --	15% 25% 10% <u>20%</u> Total = 70%	15%	15%
Division Needs (Facilities/ Intercity Passenger Service & Stations)	Benefit/Cost = Capacity/Congestion = Connectivity = Mobility =	10% 15% 10% 15% Total = 50%	10% 15% 10% 15% Total = 50%	25%	25%

Normalization –BOT Approval**Prioritization 3.0 Only (Initial Implementation of Strategic Transportation Investments)**

- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- Regional Impact & Division Needs – Allocate funds to Highway and Non-Highway modes based on minimum floor or percentages

Mode	Board of Transportation Recommendation	Historical Budgeted	Historical Expenditures
Highway	90% (minimum)	93%	96%
Non-Highway	4% (minimum)	7%	4%

Note: The Department will continue to research and seek recommendations on the topic of Normalization with national experts. The Department will also request the assistance of an outside agency to conduct a statistical analysis of project scores after all quantitative scores are completed in 2014. Any conclusive findings from this research and analysis will be incorporated into Prioritization 4.0.

SECTION III. NORMALIZATION AND PROGRAMMING

Normalization describes the process of evaluating and comparing project scores from one transportation mode to another. In the P3.0 process, each mode uses different quantitative scoring criteria, different measures for those criteria and then assigns different weights to those criteria. The result is a variety of quantitative scores that are generated. Therefore, a methodology must be developed to effectively compare the value of projects in one mode against the value of project scores in another mode. Since more than one mode can

compete for the same funding, a normalization methodology is needed to help determine which projects move from prioritization to programming.

Lengthy discussions within the workgroup and research provided by the SPOT office resulted in several options for normalization. One option was to have no normalization, i.e., each project score (regardless of mode) would stand on its own with one score compared directly against another score. However, the basis for comparison would be weak due to the fact that different modes use different scoring criteria, weights and measures. Another option was to review a group of the top projects from each mode and conduct a benefit-cost analysis to essentially arrive at a comparison between modes. This was rejected by the P3.0 workgroup due to an over-reliance on a single criteria and the inconsistency produced based on the requirements of the proposed projects. Another option was to conduct a statistical analysis of the scores within each mode and then conduct a “normalization” procedure between modes based on accepted statistical analysis practice. This option showed the most promise. However, for the analysis to be statistically valid, the entire set of project scores in each mode would need to be available. Due to the pending submittal of new projects in early 2014, this option could not be applied. The workgroup however did reach consensus that a statistical analysis approach be considered for use in the next generation of Prioritization (P4.0).

Another option presented to the workgroup was to use an interim solution for P3.0. The Department reviewed historic spending of highway and non-highway modes. The data was reported from the financial office of the Department. Table 1 below indicates the percentage of recent historical construction dollars budgeted for highways and non-highways. Table 1 also indicates the percent of dollars actually expended (compared to the budget amount) for highway and non-highway projects.

Table 1

Mode	Proposed Minimums for Regional Impact and Division Needs Categories	Historical Budgeted	Historical Expenditures
Highway	90% (minimum)	93%	96%
Non-Highway	4% (minimum)	7%	4%

The differences between budget and expenditure amounts are the result of varying rates of project delivery success, and the Department’s “cash flow” management process. These numbers are not likely to be the same over any period of time however this past historical spending pattern does provide an indicator for how funding percentages could be used in the future. This information provided the context for the P3.0 Workgroup to propose the following interim solution - no normalization would be used in the Statewide Mobility category since so few modes compete for those funds. Therefore, the quantitative scores (compared against each other) and funds available would form the basis for programming projects from this category.

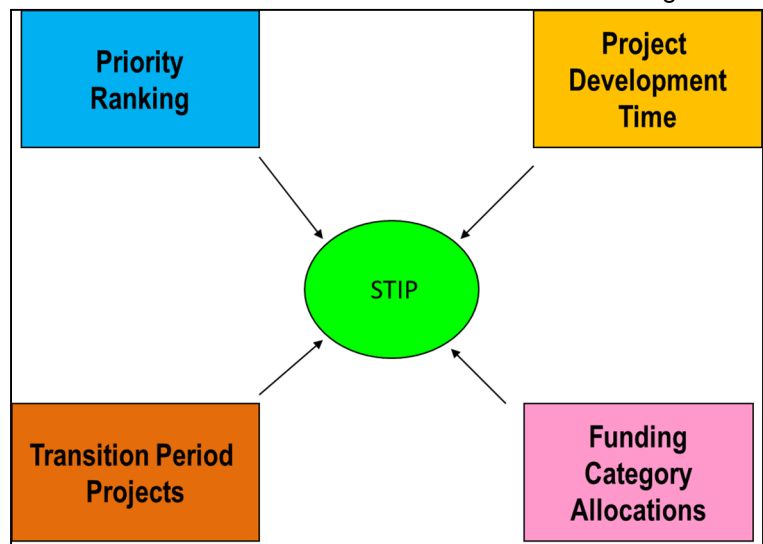
However, a minimum percentage of funding (or floor) will guide the programming process in the combined Regional Impact and Division Needs categories. As reflected in Table 1 the anticipated funding for the highway mode will be a minimum of 90% of the combined programmed funds for the Regional Impact and Division Needs categories. The anticipated combined funding for these same two categories for non-highway modes will be a minimum of 4%.

This interim solution for P3.0 includes the expectation that the Department will pursue an independent consultant to review and provide recommendations on a normalization procedure later in 2014 and in preparation for P4.0. The BOT approved this initial normalization solution on November 7, 2013.

All available funds will be programmed. The results of the P3.0 process will govern the project priority. Over a 10-year time frame, funding will be provided to the highest scoring projects. However, as in the past, we will adjust the project schedule to fill early year “gaps” left by high scoring projects requiring extensive preconstruction work. A major factor in deciding when the top scoring projects are funded is the project development time (see Figure A). Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

Figure A

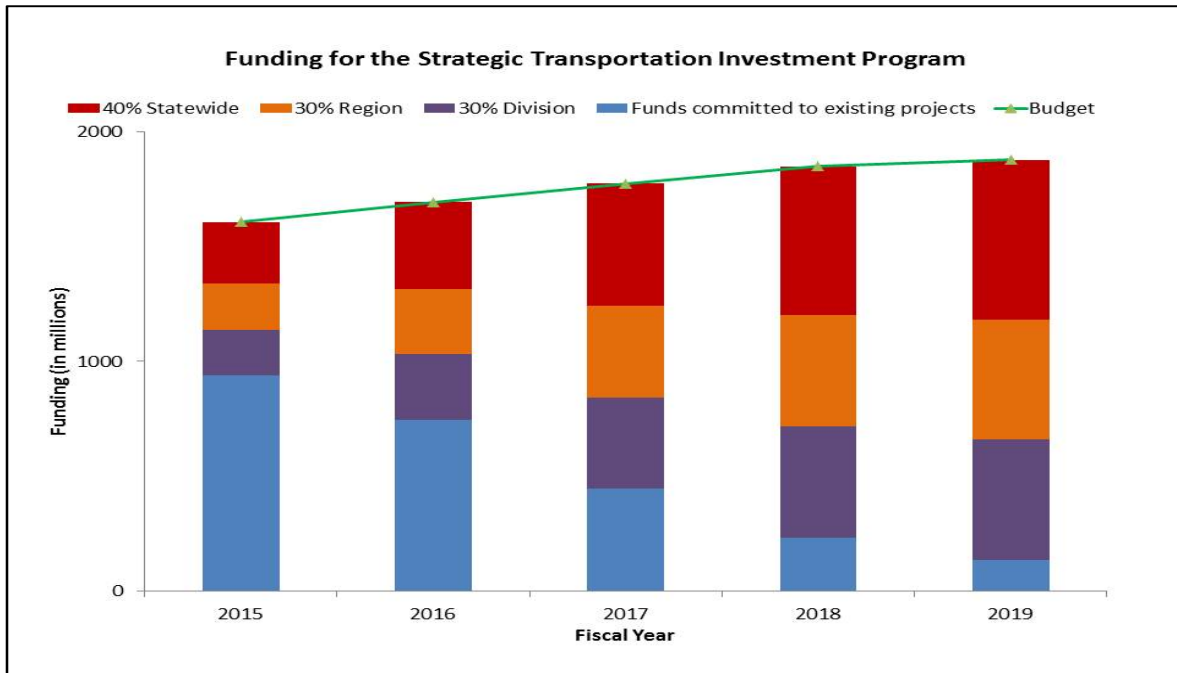
Funding constraints in state and federal statutes also direct that certain projects are only eligible for certain funding categories. Projects in these special categories need to be scheduled and their budget requirements accounted for in the appropriate STI category and year to achieve a fiscally constrained program. Finally (per the law) there are a select number of projects (Transition Period Projects) that are scheduled to be obligated for construction prior to July 1, 2015. The funding required for these projects need to be accounted for when budgeting for other projects.



The Department “cash flows” projects to advance its State Transportation Improvement Program (STIP). That is, major projects are not fully funded when let for construction. Instead these projects are budgeted for over 2 to 4 years to allow the funds allocated to a project to more closely match the expected payouts to contractors.

The Department closely monitors and projects cash needs for the future to ensure that there will be adequate future funds to meet these commitments. It is currently anticipated that over 50% of the funds anticipated to be available in fiscal years 2015-2016 will be spent paying for contracts let in prior years. The projects scheduled to be let by July 2015, will represent a significant commitment of future STI program dollars (see Figure B). These funds will be taken “off the top” and the remaining funds will be distributed under the 40% Statewide, 30% Regional, and 30% Division formula. This is a normal business practice and allows the Department to effectively manage their cash balances. New projects added will benefit from this practice, as the full cost of the project doesn’t get added to the program – only the portion required to cover the designated period.

Figure B



The above factors will be considered when ensuring the minimum percentages for highway and non-highway modes will be met. Using the above constraints, the intended approach is to develop draft programming schedules by mode. The total programmed amounts by mode will be then be reviewed and compared to the minimum percentages. Since the number of submitted projects and costs far exceed anticipated budget it is not expected to be a concern about meeting the minimums outlined above.

One of the benefits the Department will realize from Session Law 2013-183 is the ability to align the federal and state required STIP with the five- and ten-year NCDOT Work Plan. While federal requirements only require a minimum of 4 years for a STIP, state requirements have driven the Department to use a seven-year time frame for the STIP. Under the STI the Department can make the federal STIP a five-year document and use the remaining 5 years (i.e., years 6-10) as the basis for a Developmental Work Plan. This sets up the Department to meet both state and federal statutory budget requirements for the first five years, and apply fiscal constraint targets to the second five-year period.

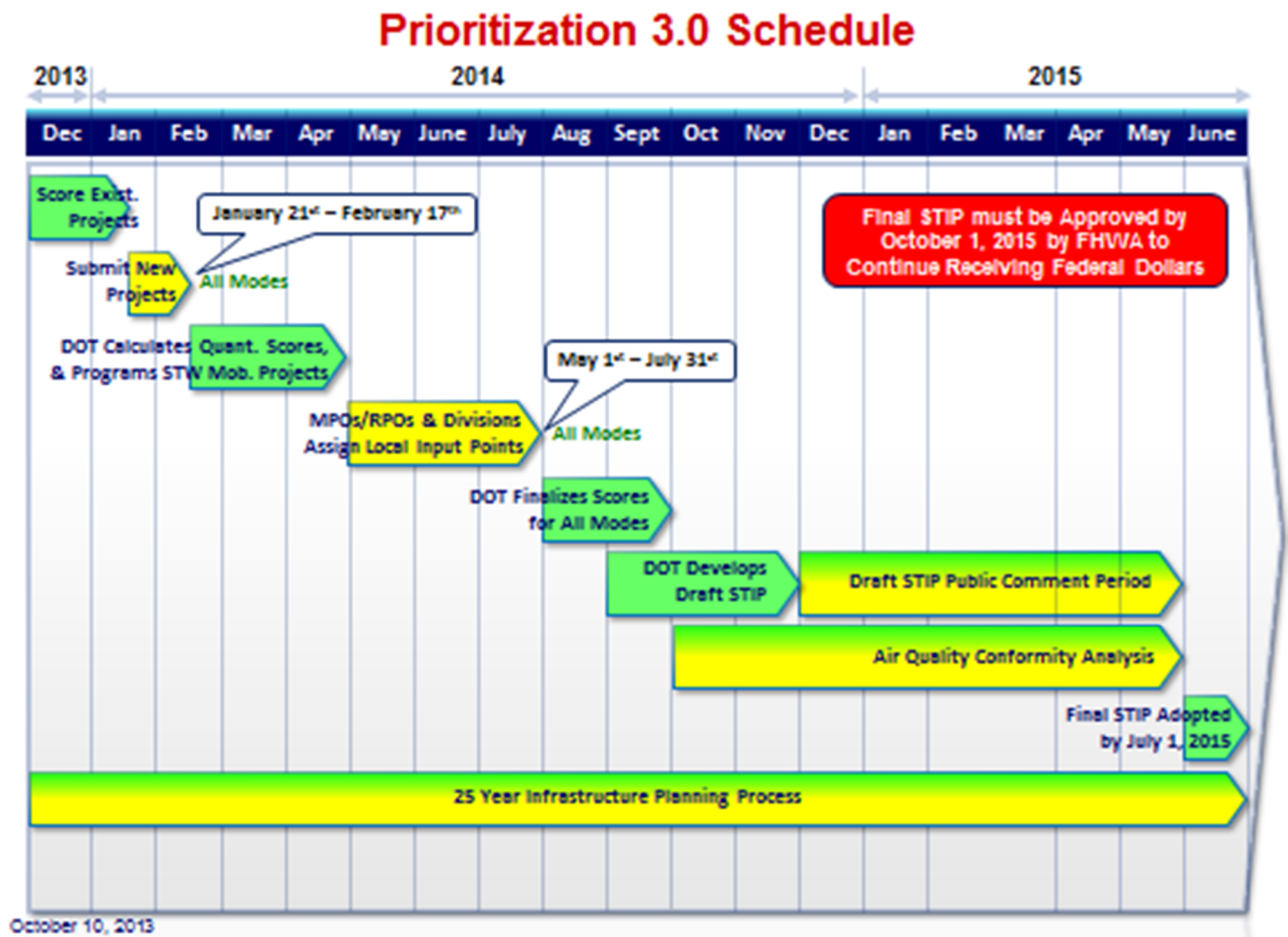
SECTION IV. P3.0 PRIORITIZATION SCHEDULE AND PRIORITIZATION 4.0

Figure C below outlines the timeline to implement P3.0. The Department will continue to coordinate between internal staff and key planning partners to meet the timelines established in the schedule. A series of technological enhancements are being implemented by the Department to streamline how projects are submitted, scored, and published both as input into the programming process and for public consumption.

The technical corrections bill contained provisions to improve the prioritization process. The Department has been directed to use the workgroup to develop these improvements and representation requirements were outlined. The Department will follow these requirements in assembling a P4.0 Workgroup.

Beginning on December 1, 2016, the Department will report annually to the JLTOC on any changes made to the prioritization process and resulting impact to the STIP.

Figure C



October 10, 2013

APPENDIX A

Prioritization 3.0

Detailed Description of Scoring Criteria, Weights, and Definitions for All Modes

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transp. terminals <p>Total = 100%</p>	--	--
Regional Impact	<p>[Travel Time] Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 25%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Three component formula using commute times by census tracts, upgrade of travel function of roadway, and Department of Commerce County Tier designations <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Total = 70%</p>	15%	15%
Division Needs	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT <p>Congestion = 20%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Total = 50%</p>	25%	25%

Note: Divisions 1, 2, 3, 4 have approved different criteria and weights for their respective areas – see bottom of Appendix A.

Aviation Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>NCDOA Project Rating = 40%</p> <ul style="list-style-type: none"> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the project and need of the project <p>FAA Airport Capital Improvement Plan = 40%</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS) <p>Local Investment Index = 10%</p> <ul style="list-style-type: none"> A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds) <p>Federal Investment Index = 10%</p> <ul style="list-style-type: none"> A measurement of the project's federal funds compared to state funds and provides greater points for projects with higher % of federal funds verses state funds <p>Total = 100%</p>	--	--
Regional Impact	<p>NCDOA Project Rating = 40%</p> <ul style="list-style-type: none"> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the project and need of the project <p>FAA Airport Capital Improvement Plan = 20%</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS) <p>Local Investment Index = 5%</p> <ul style="list-style-type: none"> A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds) <p>Federal Investment Index = 5%</p> <ul style="list-style-type: none"> A measurement of the project's federal funds compared to state funds and provides greater points for projects with higher % of federal funds verses state funds <p>Total = 70%</p>	15%	15%
Division Needs	<p>NCDOA Project Rating = 30%</p> <ul style="list-style-type: none"> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on <u>priority</u> of the project and <u>need</u> of the project <p>FAA Airport Capital Improvement Plan = 10%</p> <ul style="list-style-type: none"> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating <p>Local Investment Index = 5%</p> <ul style="list-style-type: none"> A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds) <p>Volume/Demand Index = 5%</p> <ul style="list-style-type: none"> Index representing traffic (aircraft operations) plus employment density (jobs near the airport). Identifies projects where there is more traffic and in areas with more user demand <p>Total = 50%</p>	25%	25%

Bicycle & Pedestrian Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Division Needs	<p>Access = 10%</p> <ul style="list-style-type: none"> This criterion measures community benefit as a result of constructing the proposed project, and is measured by the quantity and significance of destinations associated with the proposed project. Access benefit is also measured by the proximity of the proposed project to the most important end destination <p>Constructability = 5%</p> <ul style="list-style-type: none"> This criterion measures the readiness of a project to be constructed in the near term. Factors such as secured right-of-way, environmental impact, and preliminary engineering work complete are used to calculate this score <p>Safety = 15%</p> <ul style="list-style-type: none"> This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need <p>Demand Density = 10%</p> <ul style="list-style-type: none"> This criterion measures user benefit as a result of constructing the proposed project, and it is measured by the density of population and employment within a walkable or bike-able distance of the proposed project <p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> This criterion adds the Access and Demand scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT <p>Total = 50%</p>	25%	25%

Ferry Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact <i>(Note: all vessels are excluded from this category)</i>	<p>Safety [Route Health Index] = 15%</p> <ul style="list-style-type: none"> The safety analysis of the ferry route based an Asset Health Index that is determined based on the condition ratings of the vessels and the ramps & gantries <p>Benefit/Cost [Travel Time] = 15%</p> <ul style="list-style-type: none"> Travel time savings determined by comparing the travel hours saved by utilizing the various ferry routes instead of taking the shortest available alternative route <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> A measurement of the accessibility and connectivity provided by the various routes based on the number of points of interest within travel radii of 10, 20, & 30 miles <p>Asset Efficiency = 10%</p> <ul style="list-style-type: none"> An evaluation of the cost effectiveness of asset operations in respect to continued maintenance on an asset versus the replacement costs of the subject asset <p>Capacity/Congestion = 20%</p> <ul style="list-style-type: none"> A measure of the capacity/congestion by an evaluation of the vehicles that are left behind each time a ferry vessel departs compared to the total numbers of vehicles carried by the route in a year <p>Total = 70%</p>	15%	15%
Division Needs	<p>Safety [Route Health Index] = 15%</p> <ul style="list-style-type: none"> The safety analysis of the ferry route based an Asset Health Index that is determined based on the condition ratings of the vessels and the ramps & gantries <p>Benefit/Cost [Travel Time] = 15%</p> <ul style="list-style-type: none"> Travel time savings determined by comparing the travel hours saved by utilizing the various ferry routes instead of taking the shortest available alternative route <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> A measurement of the accessibility and connectivity provided by the various routes based on the number of points of interest within travel radii of 10, 20, & 30 miles <p>Asset Efficiency = 10%</p> <ul style="list-style-type: none"> An evaluation of the cost effectiveness of asset operations in respect to continued maintenance on an asset versus the replacement costs of the subject asset <p>Total = 50%</p>	25%	25%

Public Transit Scoring (Expansion)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	<p>Benefit/Cost = 45%</p> <ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state <p>Vehicle Utilization Data = 5%</p> <ul style="list-style-type: none"> Examines how systems are maximizing current fleet <p>System Safety = 5%</p> <ul style="list-style-type: none"> Compares system safety statistics to the national average <p>Connectivity = 5%</p> <ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to destinations (education, medical, employment, retail, other transfers) <p>System Operational Efficiency = 10%</p> <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported <p>Total = 70%</p>	15%	15%
Division Needs	<p>Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state <p>Vehicle Utilization Data = 5%</p> <ul style="list-style-type: none"> Examines how systems are maximizing current fleet <p>System Safety = 5%</p> <ul style="list-style-type: none"> Compares system safety statistics to the national average <p>Connectivity = 5%</p> <ul style="list-style-type: none"> Measures the connectivity of the proposed expansion of service to vital destinations <p>System Operational Efficiency = 10%</p> <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported <p>Total = 50%</p>	25%	25%

Public Transit Scoring (Facilities)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact	<p>Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40%</p> <ul style="list-style-type: none"> Age: examines the age of the facility compared to the useful life of the facility Facility Demand: measures the demand for new or expanded maintenance and operations facilities Park & Ride: compares utilization to cost to state to construct Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location <p>Benefit-Cost = 5%</p> <ul style="list-style-type: none"> Examines the benefit (trips) relative to the cost of the project to the state <p>System Operational Efficiency = 5%</p> <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported <p>Facility Capacity = 20%</p> <ul style="list-style-type: none"> Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity <p>Total = 70%</p>	15%	15%
Division Needs	<p>Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30%</p> <ul style="list-style-type: none"> Age: examines the age of the facility compared to the useful life of the facility Facility Demand: measures the demand for new or expanded maintenance and operations facilities Park & Ride: compares utilization to cost to state to construct Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location 	25%	25%

	<p>Benefit-Cost = 5%</p> <ul style="list-style-type: none"> Examines the benefit (trips) relative to the cost of the project to the state <p>System Operational Efficiency = 5%</p> <ul style="list-style-type: none"> Compares the number of trips to revenue hours reported <p>Facility Capacity = 10%</p> <ul style="list-style-type: none"> Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity <p>Total = 50%</p>		
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Public Transit Scoring (Fixed Guideway)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
<p>Regional Impact</p>	<p>Mobility = 20%</p> <ul style="list-style-type: none"> Measures the project usage (annual trips) <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measures the cost effectiveness of the project per trip over the life of the project <p>Economic Development = 20%</p> <ul style="list-style-type: none"> Measures the new employment and population growth in the fixed guideway corridor over 20 years <p>Congestion Relief = 15%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project <p>Total = 70%</p>	<p>15%</p>	<p>15%</p>
<p>Division Needs</p>	<p>Mobility = 15%</p> <ul style="list-style-type: none"> Measures the project usage (annual trips) <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measures the cost effectiveness of the project per trip over the life of the project <p>Economic Development = 10%</p> <ul style="list-style-type: none"> Measures the new employment and population growth in the fixed guideway corridor over 20 years <p>Congestion Relief = 10%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project <p>Total = 50%</p>	<p>25%</p>	<p>25%</p>

Rail Scoring (Track and Structures)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility (Class I Freight Only)	<p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> High-level relative measure of the anticipated statewide benefits of project improvements in numbers of jobs <p>Capacity/Congestion = 15%</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity <p>Safety = 15%</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 10%</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 20%</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 100%</p>	--	--
Regional Impact (Freight / Passenger)	<p>Benefit/Cost = 10% (freight) / 10% (passenger)</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Capacity/Congestion = 15% (freight) / 25% (passenger)</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity <p>Safety = 15% (freight) / 15% (passenger)</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 10% (freight only)</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 5% (freight only)</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 15% (freight) / 20% (passenger)</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 70%</p>	15%	15%
Division Needs (Freight / Passenger)	<p>Benefit/Cost = 10% (freight) / 10% (passenger)</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Capacity/Congestion = 10% (freight) / 15% (passenger)</p> <ul style="list-style-type: none"> Percentage that the existing track segment is over-capacity <p>Safety = 10% (freight) / 10% (passenger)</p> <ul style="list-style-type: none"> Crash potential for railroad/highway at-grade crossings <p>Accessibility = 5% (freight only)</p> <ul style="list-style-type: none"> Measures the potential for new or improved accessibility to rail service for industries by a freight rail project <p>Connectivity = 5% (freight only)</p> <ul style="list-style-type: none"> Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic <p>Mobility = 10% (freight) / 15% (passenger)</p> <ul style="list-style-type: none"> Measures either the change in percentage of available capacity or travel time savings provided by project <p>Total = 50%</p>	25%	25%

Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations)

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Regional Impact (Intercity Passenger Service Only)	<p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Capacity/Congestion = 25%</p> <ul style="list-style-type: none"> Percentage that the existing facility is over-capacity <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Values projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking <p>Mobility = 20%</p> <ul style="list-style-type: none"> Values daily volumes in relation to catchment area population <p>Total = 70%</p>	15%	15%
Division Needs (Facilities/ Intercity Passenger Service & Stations)	<p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state <p>Capacity/Congestion = 15%</p> <ul style="list-style-type: none"> Percentage that the existing facility is over-capacity <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Values passenger projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking Values projects serving military, port, intermodal and transload traffic and % of NC population in catchment area <p>Mobility = 15%</p> <ul style="list-style-type: none"> Values daily volumes in relation to catchment area population <p>Total = 50%</p>	25%	25%

Alternate Criteria for Divisions 1 & 4 - Prioritization 3.0**Highway Scoring**

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from a project will reduce the cost to NCDOT and therefore increase the score in this criteria.</i> <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals <p>Total = 100%</p>	N/A	N/A

Regional Impact	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from a project will reduce the cost to NCDOT and therefore increase the score in this criteria</i> <p>Congestion = 15%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Safety = 15%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Lane Width = 10%</p> <ul style="list-style-type: none"> Comparison of existing lane width to NCDOT Design standards. The greater the difference the higher the points awarded <p>Shoulder Width = 10%</p> <ul style="list-style-type: none"> Comparison of existing paved shoulder width to NCDOT Design standards. The greater the difference the higher the points awarded <p>Total = 70%</p>	15%	15%
Division Needs	<p>[Travel Time] Benefit/Cost = 10%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from a project will reduce the cost to NCDOT and therefore increase the score in this criteria</i> <p>Congestion = 10%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway <p>Lane Width = 10%</p> <ul style="list-style-type: none"> Comparison of existing lane width to NCDOT Design standards. The greater the difference the higher the points awarded <p>Shoulder Width = 10%</p> <ul style="list-style-type: none"> Comparison of existing paved shoulder width to NCDOT Design standards. The greater the difference the higher the points awarded <p>Total = 50%</p>	25%	25%

Alternate Criteria for Divisions 2 & 3 - Prioritization 3.0

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Rank	MPO/RPO Rank
Statewide Mobility	<p>[Travel Time] Benefit/Cost = 30%</p> <ul style="list-style-type: none"> Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from a project will reduce the cost to NCDOT and therefore increase the score in this criteria</i> <p>Congestion = 30%</p> <ul style="list-style-type: none"> Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Estimate of the number of long-term jobs and the % change in economic activity within the NCDOT Division the project is expected to provide over 30 years <p>Safety = 10%</p> <ul style="list-style-type: none"> Evaluation of the number, severity, and frequency of crashes along the roadway 	N/A	N/A

	<p>Multimodal [& Freight + Military] = 20%</p> <ul style="list-style-type: none"> • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals <p>Total = 100%</p>		
Regional Impact	<p>[Travel Time] Benefit/Cost = 20%</p> <ul style="list-style-type: none"> • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT. <i>Toll revenues anticipated from a project will reduce the cost to NCDOT and therefore increase the score in this criteria</i> <p>Safety = 25%</p> <ul style="list-style-type: none"> • Evaluation of the number, severity, and frequency of crashes along the roadway <p>Multimodal [& Freight + Military] = 25%</p> <ul style="list-style-type: none"> • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals <p>Total = 70%</p>	15%	15%
Division Needs	<p>Congestion = 20%</p> <ul style="list-style-type: none"> • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) <p>Safety = 20%</p> <ul style="list-style-type: none"> • Evaluation of the number, severity, and frequency of crashes along the roadway <p>Multimodal [& Freight + Military] = 10%</p> <ul style="list-style-type: none"> • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals <p>Total = 50%</p>	25%	25%

APPENDIX B

NCDOT Division Engineer Project Solicitation and Local Input Scoring Methodology Methodology

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division Engineers have developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

Subject to Secretary of Transportation approval and Board of Transportation review.

Schedule Overview

January 1 - February 17, 2014

- DE announces 30-day comment period (project submittal)
- DE schedules and hosts public hearing
- DE reviews comments and consults with MPOs, RPOs, NCDOT staff, local operators
- DE submits new candidate projects to SPOT

February 18 - NLT May 31, 2014

- SPOT computes quantitative scores
- PD prepares tentative statewide mobility project list

May - July, 2014

- DE receives quantitative project scores for regional impact and division needs projects
- DE publishes local input methodology
- DE prepares and publishes local input point assignment proposal
- DE announces 30-day comment period (local input)
- DE schedules and hosts drop-in session/workshop
- DE reviews comments and consults with MPOs, RPOs, NCDOT staff, local operators
- DE submits final local input point assignments to SPOT

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the February 17th, 2014 project submittal deadline. **The results of this process will be reviewed with each of the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and public transit operators prior to submitting new candidate projects.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT Online tool (web based system) for quantitative scoring no later than February 17th, 2014.

Project Ranking:

The Division Engineer will evaluate the full list of new and previously evaluated projects for the Division between May and July 2014 assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by July 31st, 2014.

Public Input Process

Project Solicitation:

Each Division Engineer's office will announce the 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, each Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing, and specific methods for providing input (email, phone, mail, etc.), will be advertised to stakeholders using methods approved by the NCDOT Communications Office. Comments received via public hearings and other methods approved by the NCDOT Communications Office will be posted to the NCDOT website. **The results of the 30 day project solicitation period and the public input received will be reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT transit division staff, and local aviation, rail and transit operators.** Through this collaboration, the Division Engineer will determine the list of candidate projects to submit for technical evaluation, while avoiding duplicate project submissions and ensuring the maximum number of project submittals is not exceeded. The Division Engineer will be able to submit new transportation projects (across all modes) based upon the P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. The Division Engineer will be responsible for assigning local input points to regional impact and division needs projects for their area (statewide mobility projects will be evaluated based solely on their technical scores). The Division Engineer will publish his/her local input methodology which will be used as the basis to assign preliminary points to all regional impact and division needs projects within their division and/or adjacent divisions using methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (May 1-July 31, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by July 31, 2014. Advertisement soliciting input during the 30 day comment period, and for the drop-in/workshop sessions, will be made to the public, and to MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **Through this evaluation and collaboration, the Division Engineer will determine the final local input point assignments per eligible regional impact and division needs project within their division and/or to projects in adjacent divisions to submit for final evaluation.** All final point assignments will be published using methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that will be used by the Division Engineer in determining preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. **The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects.**

Below is a standardized list of criteria available for use in developing a set of ranking criteria for each division. For each criterion, a detailed description is provided (including any pertinent information regarding data sets to be used). A standard set of ranking criteria has been provided to each Division Engineer for use in the regional impact and division needs ranking processes, and each Division Engineer will determine the combination of criteria that is most reflective of the needs and priorities for their respective area. In developing the

list of criteria for their division, the Division Engineer will select a minimum of four criteria from the standardized list and weight each such that the total possible points for a given project is equal to 100, subject to Secretary approval and Board review. Each Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score:** a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in Appendix B1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **Freight Volume:** the number of trucks or equivalent vehicles that utilize the facility on a daily basis. Percentage of truck volume of average daily traffic converted to a number of trucks or equivalent.
- **Transportation Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Project Feasibility:** a qualitative measure of ROW, environmental justice and/or environmental problems on the project based on Transportation Planning Branch data or a completed feasibility study.
- **Public Support:** Strong public support for the project as documented through feedback received through public outreach efforts.
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.
- **Shoulder Width:** a measure of the existing paved shoulder width versus the DOT design standard.
- **Lane Width:** a measure of the existing lane width versus the DOT design standard
- **Airport Passenger Service:** a yes or no measure of the project materially improving an airport's ability to increase passenger service capacity.
- **Airport Safety:** a yes or no measure of the project improving safety at an airport.
- **Transit Expansion:** a yes or no measure of the project expanding passenger service on existing routes or opening new routes for increased service.

Regional Impact Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category. Each Division Engineer will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the regional impact category.

Below is a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the regional impact category. Each Division Engineer will determine the combination of criteria (minimum of four) and criteria weights that best reflect the needs and priorities of their respective area. The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. Each Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points.

Regional Impact Standard Ranking – Criteria and Weights					
<i>(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)</i>					
Criteria	0 Points				
Existing Congestion (% weight)	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Safety Score (% weight)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Cost Effectiveness (% weight)	Cost per Vehicle/equivalent greater than \$1500 per mile	Cost per Vehicle/equivalent between \$1000-\$1500 per mile	Cost per Vehicle/equivalent between \$500-\$999 per mile	Cost per Vehicle/equivalent less than \$499 per Mile	
Freight Volume (% weight)	Less than 500 trucks/equivalent per day	Between 500-1000 trucks/equivalent per day	More than 1000 trucks/equivalent per day		
Transportation Plan Consistency (% weight)	Project is not in CTP of TP	Project is in CTP or TP			
Corridor Continuity (% weight)	Project does not complete of continue corridor improvement	Project does continue corridor improvement			
Multimodal Accommodations (% weight)	Project does not include ped/bike/transit facilities	Project does include ped/bike/transit facilities			
Project Feasibility (% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns			
Public Support (% weight)	Minimal public support	Strong public support			
Serves Activity Center (% weight)	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma		

		or tourist centers	centers, institutions of higher learning or tourist centers		
Shoulder Width (% weight)	Project does not widen shoulder	Project widens shoulder to 50%> of DOT standard	Project widens shoulder to DOT standard		
Lane Width (% weight)	Project does not increase lane width	Project widens lane width to DOT standard			
Airport Passenger Service (% weight)	Project does not increase capacity	Project increases capacity			
Airport Safety (% weight)	Does not improve airport safety	Does improve airport safety			
Transit Expansion (% weight)	No service expansion	Expands service			

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category. Each Division Engineer will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the division needs category.

Below is a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the division needs category. Each Division Engineer will determine the combination of criteria (minimum of four) and criteria weights that best reflect the needs and priorities of their respective area. The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. Each Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points.

Division Needs Standard Ranking – Criteria and Weights					
<i>(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)</i>					
Criteria	0 Points				
Existing Congestion (% weight)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to capacity between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)	Volume to capacity over 0.75 (roads and rail), no facilities/transit available (other modes)		
Safety Score (% weight)	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Cost-Effectiveness (% weight)	Cost per daily user greater than \$4,000 per user per unit per mile	Cost per daily user between \$2,000-\$4,000 per user per unit per mile	Cost per daily user between \$1,500-\$1,999 per user per unit per mile	Cost per daily user between \$1,000-\$1,499 per user per unit per mile	Cost per daily user less than \$999 per user per unit per mile
Transportation Plan Consistency (% weight)	Project is not in adopted land use, transportation, transit or other plan	Project is in an adopted land use, transportation, transit or other plan			
Multimodal Accommodations (% weight)	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			
Project Feasibility (% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns			
Public Support (% weight)	Minimal Public Support	Strong Public Support			
Serves Activity Center (% weight)	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma		

	tourist centers	higher learning or tourist centers	centers, institutions of higher learning or tourist centers		
Shoulder Width (% weight)	Project does not widen shoulder	Project widens shoulder to 50%> of DOT standard	Project widens shoulder to DOT standard		
Lane Width (% weight)	Project does not increase lane width	Project widens lane width to DOT standard			
Airport Passenger Service (% weight)	Project does not increase capacity	Project increases capacity			
Airport Safety (% weight)	Does not improve airport safety	Does improve airport safety			
Transit Expansion (% weight)	No service expansion	Expands service			

Appendix B1

SAFETY SCORES FOR PRIORITIZATION 3.0

The calculation of safety scores varies depending on whether the project is located along a roadway segment or at an intersection:

Segments → (Crash Density x 33%) + (Severity Index x 33%) + (Critical Crash Rate x 33%)

Intersections → (Crash Frequency x 50%) + (Severity Index x 50%)

Safety scores for segment projects will be calculated automatically in the SPOT On!line tool, based on a GIS safety score data layer provided by the Mobility and Safety Division. This layer contains the Crash Density, Severity Index, and Critical Crash Rate scores for all segments on state-maintained roadways (each safety component is scored using a 0-100 point scale). Scores are based on a 2010-2012 crash data.

Intersection safety scores will be calculated manually by the Mobility and Safety Division.

Definitions for each safety component are as follows:

- **Crash Density:** Number of reported crashes per mile.
- **Severity Index:** Locations with a high severity index have higher than average injury rates and/or more severe injuries. This index uses the reported “Crash Severity” data described below. NCDOT has established “Equivalent Property Damage Only” (EPDO) coefficients which are used to compare crash severity types among each other. One “B-injury” crash or “C-injury” crash is equivalent to 8.4 “PDO” crashes. One “K-injury” crash or “A-injury” crash is equivalent to 76.8 “PDO” crashes. The severity index of a location is equal to the total EPDO divided by the number of crashes.
 - Crash Severity:** Crash severity is reported based on the “KABCO” scale. The crash injury status is the most severe injury to a person involved in the crash.
 - K-Fatal – A death results from injuries within 12 months after the crash.
 - A-Disabling – Prevents the person from performing normal activities for at least one day.
 - B- Evident – Obvious injury.
 - C- Possible – No visible injury may have momentary loss of consciousness.
 - O- Property Damage Only (PDO).
- **Critical Crash Rate:** A statistically derived number, which is often used a screening tool to identify locations where crash rates are higher than should be expected for a given facility type and where further engineering investigations may be considered. Crash Rate is defined for a section of highway as the number of crashes per 100 million vehicle miles travelled.
- **Crash Frequency:** The number of reported crashes during a given timeframe.

APPENDIX C

NCDOT STI Webpage

The Department has established a stand-alone website (accessible both by the public and its partners) to access STI information and resources. Along with ongoing outreach efforts by Department staff, the website is helping to educate local officials (government, system operators and staff) and the public about the types of transportation projects eligible for STI funding and how they will be scored and shared. The webpage includes STI eligible transportation maps, videos and presentations made at statewide summits and gives answers to frequently asked questions. More information can be found at the following link.

<https://connect.ncdot.gov/projects/planning/Pages/ResourcesMPO-RPO.aspx>

The screenshot shows a web browser window displaying the NCDOT Connect website. The browser's address bar shows the URL: <https://connect.ncdot.gov/projects/planning/Pages/ResourcesMPO-RPO.aspx>. The website header includes the text "Connect NCDOT BUSINESS PARTNER RESOURCES" and navigation links for "Home", "Help", and "Site Map". A main navigation menu contains "Doing Business", "Bidding & Letting", "Projects", "Resources", and "Local Governments". A secondary menu below it includes "Planning", "Construction", "Roadway Design", "Work Zone", "Contracts", "High Profile Projects", and "Bicycle & Pedestrian". A search bar is located on the right side of the main navigation menu.

The main content area features the following text:

Strategic Transportation Investments Resources for MPOs and RPOs

Information about the new Strategic Transportation Investments Bill.

A breadcrumb trail reads: [Home](#) > [Projects](#) > [Planning](#) > Strategic Transportation Investments Resources for MPOs and RPOs.

The main content area is divided into two columns. The left column contains the following text:

About Strategic Transportation Investments Bill

The Transportation Planning Branch is partnering with the MPOs, RPOs and Division Planning Engineers to provide outreach and training to TCC and TAC members and other interested groups regarding the new Strategic Transportation Investments Bill.

The right column contains a blue box with the following text:

Contact Form
For questions & feedback about this area of Connect NCDOT, contact *Transportation Planning Branch*.

The browser's taskbar at the bottom shows the Windows Start button, several application icons, and the system tray with the time 10:14 AM and a 125% zoom level.

Highway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Congestion	$((\text{exist. V/C ratio} \times 100) \times 60\%) + ((\text{exist vol.}/1,000) \times 40\%)$	30%	25%	20%	Congestion	Use SPOT scoring	30%	30%	Prioritize projects that relieve congestion and are on higher volume roads
Safety	Segment: (Crash Density x 33%) + (Severity Index x 33%) + (Critical Crash Rate x 33%); Intersections: (Crash Frequency x 50%) + (Severity Index x 50%)	10%	10%	10%	Safety	Use SPOT scoring	20%	20%	Prioritize projects with higher more severe crashes
Benefit/Cost	Travel time savings over 30 years in \$/Project Cost to NCDOT	30%	25%	20%	Benefit/Cost	$((\text{Travel time savings over 30 years in } \$/\text{total of all public funding}) \times 25\%) + ((\text{Average of congestion, safety, and complete street scores}^*/\text{total of all public funding}) \times 75\%)$	25%	20%	Modify NCDOT's method to reflect a broader consideration of project benefits. Use total of all public money (local, state, and federal). *the congestion, safety, and complete street scores will be multiplied by a factor to ensure that they are on a scale comparable to the travel time savings score.
Economic Competitiveness	Primary inputs are Travel Time Savings, Location, and Freight Traffic; Output is # of long-term jobs created (50%) + Value added in \$ (50%) based on % change in NCDOT Div. Economy	10%			Do not include				Subcommittee considered including this, but could not develop a metric that would reflect transportation projects' role to support our current and desired economic development.
Multi-modal (Freight & Military)	25% - V/C Ratio on projects on Non-Interstate STRAHNET Routes; 25% - V/C Ratio on projects on routes that provide direct connection to a transportation terminal; 50% - Truck Volumes / 100	20%			Do not include				Most freight traffic is on interstates which are on the statewide tier
Accessibility/Connectivity	20% County tier designation and volume; 40% if the project upgrades how the roadway functions, volume/200; 40% (average commute time-20)*5			10%	Do not include				All DCHC MPO counties are Tier 3; Bigger roads are not always the appropriate solution; Prioritizing projects in areas with higher average commute time may reward sprawl
not included					Complete Street	25% project adds pedestrian facility; 25% project adds bicycle facility; 25% variable based on number of buses per day on facility; 25% project serves future rail station	10%	20%	Direct resources towards implementing NCDOT's Complete Streets policy and providing access to future rail stations.
not included					Environmental and Community Impacts	Air quality impacts and GIS analysis of wetlands, streams, species habitat, water supply watershed, parks, historic resources, and cemeteries. Fewer impacts = more points	15%	10%	The scoring methodology presumes all highway projects have negative environmental impacts. Environmental justice is not included as it is difficult to analyze the impacts (positive or negative) or projects at this stage of development.
MPO Rank		-	15%	25%					
Division Rank		-	15%	25%					
Total		100%	100%	100%			100%	100%	

BikePed

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology			Green font = SPOT data used fully or partially		
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division category	Criteria	Metric	% of Score - Division category	Reasoning		
Benefit/Cost	(Access + Demand Scores)/Cost	Per STI legislation, no Bike/Ped is categorized as Statewide.	Per STI legislation, no Bike/Ped is categorized as Regional	10%	Benefit/Cost	(Access+Safety+Demand/Density+Speed Limit+Environmental Justice Scores)/Total of all public funding	10%	Include all project benefit scores. Include all costs, including any costs incurred by local government, as it is all public money.		
Constructability	Amount of right-of-way acquired, preliminary work completed, environmental impact			5%	not included				Do not include. Most projects will be similar: most R/W acquired, no design completed, CE expected	
Access	Number of major centers and secondary centers within 0.5 miles of ped, 1.5 miles of bike + Distance to Prime Destination			10%	Access	Number of major centers (add schools and future rail transit stations) and secondary centers within 0.5 miles of ped, 1.5 miles of bike + Distance to Prime Destination	20%	NCDOT defines schools only as a secondary center. Future transit stations are also not included as centers.		
Safety	Number of Bike/Ped crashes + Posted speed limit			15%	Safety	Number of Bike/Ped crashes	30%	Prioritize projects with more crashes		
Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility			10%	Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility	20%	Prioritize projects in more dense areas.		
not included					Speed Limit	100 points for routes > 35 mph; 50 points for routes 25-35 mph; 0 points <25 mph	10%	Fatality rates are highest for crashes over 35 mph.		
not included					Environmental Justice	GIS analysis of benefit to minority and low-income population	10%	Prioritize projects in EJ communities.		

Divison Rank 25%
 MPO Rank 25%
 Total 100% 100%

Transit - Expansion

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)	Per STI legislation, no public transit is categorized as Statewide.	45%	25%	Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)	32%	25%	Include all SPOT metrics to make the composite SPOT quantitative score equal to half of the MPO score. Want consistency between the MPO score and SPOT quantitative score.
Vehicle Utilization Data	Max vehicles utilized during peak hr/total fleet size (DR); # vehicles operated at max service/# vehicles available at max service (FR)		5%	5%	Vehicle Utilization Data	Max vehicles utilized during peak hr/total fleet size (DR); # vehicles operated at max service/# vehicles available at max service (FR)	4%	5%	
System Safety	(National average reportable incidents/PMT – System reported incidents/PMT) + (National average reportable injuries/PMT – System reported injuries/PMT) + (National average reportable fatalities/PMT – System reported fatalities/PMT) = Safety Result.		5%	5%	System Safety	(National average reportable incidents/PMT – System reported incidents/PMT) + (National average reportable injuries/PMT – System reported injuries/PMT) + (National average reportable fatalities/PMT – System reported fatalities/PMT) = Safety Result.	4%	5%	
Connectivity	Projected increase in ridership weighted according to the types of destinations the expansion of service will serve. (20% per destination: medical, employment, commercial, education, and other transportation terminal/transfer): (Ridership Increase x Facility Destination) / System Ridership = Weighted % Increase in Ridership		5%	5%	Connectivity	Projected increase in ridership weighted according to the types of destinations the expansion of service will serve. (20% per destination: medical, employment, commercial, education, and other transportation terminal/transfer): (Ridership Increase x Facility Destination) / System Ridership = Weighted % Increase in Ridership	4%	5%	
System Operational Efficiency	Annual ridership / total hours. Demand Response = Trips / Service Hours Fixed Route = Trips / Revenue Hours		10%	10%	System Operational Efficiency	Annual ridership / total hours. Demand Response = Trips / Service Hours Fixed Route = Trips / Revenue Hours	7%	10%	
not included					Fleet Age	Variable points based on average fleet age.	10%	10%	Older fleets will benefit from new expansion vehicles.
not included					Transit Dependency Index Percentage	TDIP includes: no vehicle households, elderly population, youth population, persons with disabilities population, below-poverty population.	10%	10%	Direct transit resources towards transit dependent population areas.
not included					Local System Priority	Allow each transit agency to prioritize their projects and identify which projects they expect to be able to provide federal funding towards.	30%	30%	Almost all projects require significant federal funding which is directly allocated to the transit agencies through the MPO. Transit systems will decide how to allocate the federal funding among their priorities. Want consistency between the MPO score and the local priority.

Division Rank	15%	25%
MPO Rank	15%	25%
Total	100%	100%

Transit - Facilities

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Age of Facility, Facility Demand, Park-n-Ride, Bus Shelters	Facility Age/Useful life (Age); Peak Service/Capacity (Demand); (Number of Spaces x Utilization) / State Match (P&R); Avg. Boardings + Avg. Alightings (Shelters)	Per STI legislation, no public transit is categorized as Statewide.	40%	30%	Age of Facility, Facility Demand, Park-n-Ride, Bus Shelters	Facility Age/Useful life (Age); Peak Service/Capacity (Demand); (Number of Spaces x Utilization) / State Match (P&R); Avg. Boardings + Avg. Alightings (Shelters)	29%	30%	Include all SPOT metrics to make the composite SPOT quantitative score equal to half of the MPO score. Want consistency between the MPO score and SPOT quantitative score.
Benefit/Cost	Annual Trips/State Match		5%	5%	Benefit/Cost	Annual Trips/State Match	4%	5%	
System Operational Efficiency	Demand Response = Trips / Service Hour Fixed Route = Trips / Revenue Hour		5%	5%	System Operational Efficiency	Demand Response = Trips / Service Hour Fixed Route = Trips / Revenue Hour	4%	5%	
Facility Capacity	Facility (Transit & Admin) = ((proposed capacity – current usage)/existing design capacity) x 33% Park & Ride = ((proposed capacity – current usage)/existing design capacity) x 33%; Shelters = ((proposed capacity – current usage)/existing design capacity) X 33%		20%	10%	Facility Capacity	Facility (Transit & Admin) = ((proposed capacity – current usage)/existing design capacity) x 33% Park & Ride = ((proposed capacity – current usage)/existing design capacity) x 33%; Shelters = ((proposed capacity – current usage)/existing design capacity) X 33%	14%	10%	
not included					Transit Dependency Index Percentage	TDIP includes: no vehicle households, elderly population, youth population, persons with disabilities population, below-poverty population.	10%	10%	Direct transit resources towards transit dependent population areas.
not included					Local System Priority	Allow each transit agency to prioritize their projects and identify which projects they expect to be able to provide federal funding towards.	40%	40%	Almost all projects require significant federal funding which is directly allocated to the transit agencies through the MPO. Transit systems will decide how to allocate the federal funding among their priorities. Want consistency between the MPO score and the local priority.
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%			100%	100%	

Transit - Fixed Guideway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Mobility	1 point for every 250,000 trips	Per STI legislation, no public transit is categorized as Statewide.	20%	15%	not included				DCHC MPO only has one fixed guideway project (D-O LRT) in P 3.0 which is categorized as Regional. If the project cascades down to Division, there is not enough funding available in Division category to provide a meaningful contribution to the project so do not recommend developing a Division ranking methodology. May not even need a ranking methodology for Regional since there is only one project. Federal funding availability will largely determine priority.
Cost Effectiveness	100 points for a cost of \$4.00 or less per trip; decreasing by 1 point for each \$0.11 increase per trip.		15%	15%	not included				
Economic Development	1 point per 1,000 new employees and 1 point per 500 new residents in the fixed guideway corridor over 20 years.		20%	10%	not included				
Congestion Relief	Travel time savings. 0-100 point scale TBD; Max points = 100 (values over 100 are capped)		15%	10%	not included				
not included					Federal Funding Availability	Use FTA's project scoring system.	100%	DCHC MPO has no Division category fixed guideway projects in P 3.0	
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%	100%				

NCDOT SPOT Prioritization 3.0							Proposed DCHC MPO Project Ranking Methodology							Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category		% of Score - Division Category			Criteria	Metric	% of Score - Regional Category		% of Score - Division Category		Reasoning	
		Freight Only	Freight	Passenger	Freight	Passenger			Freight	Passenger	Freight	Passenger		
Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	20%	10%	10%	10%	10%	Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	15%	15%	15%	15%	Include all SPOT metrics to ensure consistency between SPOT ranking and MPO ranking. The MPO does not have previous experience with ranking rail projects and thus will heavily rely on the SPOT system for P 3.0.	
Economic Competitiveness	Long-term economic benefits	10%					Not included. No SPOT data will be available for Regional or Division Category projects.							
Capacity/ Congestion	Volume-to-capacity	15%	15%	25%	10%	15%	Capacity/ Congestion	Volume-to-capacity	15%	20%	15%	20%		
Safety	RR/Hwy crossing incidents	15%	15%	15%	10%	10%	Safety	RR/Hwy crossing incidents	15%	15%	15%	15%		
Accessibility	New or enhanced accessibility	10%	10%		5%		Accessibility	New or enhanced accessibility	10%		10%			
Connectivity	Multimodal improvement	10%	5%		5%		Connectivity	Multimodal improvement	10%		10%			
Mobility	Service improvement	20%	15%	20%	10%	15%	Mobility	Service improvement	15%	20%	15%	20%		
not included							TSS Recommendation	Maximum points if the project is in a Traffic Separation Study.	10%	15%	10%	15%		Prioritize projects that have been through a public input process through a TSS.
not included							Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.	10%	15%	10%	15%		Prioritize projects that may make future commuter rail more viable.
Division Rank			15%	15%	25%	25%								
MPO Rank			15%	15%	25%	25%								
Total			100%	100%	100%	100%			100%	100%	100%	100%		

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
			Intercity Passenger Service Only	Facilities/ Intercity Passenger Service & Stations			Intercity Passenger Service Only	Facilities/ Intercity Passenger Service & Stations	
Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	Per STI legislation, no rail facilities are categorized as Statewide	15%	10%	Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	Unclear on what type of rail facilities projects would be considered Regional	15%	Include all SPOT metrics to ensure consistency between SPOT ranking and MPO ranking. The MPO does not have previous experience with ranking rail projects and thus will heavily rely on the SPOT system for P 3.0. Prioritize projects that may make future commuter rail more viable.
Economic Competiveness	Long-term economic benefits				Not included.				
Capacity/ Congestion	Volume-to-capacity		25%	15%	Capacity/ Congestion	Volume-to-capacity		25%	
Connectivity	Multimodal improvement		10%	10%	Connectivity	Multimodal improvement		15%	
Mobility	Service improvement		20%	15%	Mobility	Service improvement		25%	
Not included					Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.		20%	
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%			0%	100%	

Point Assignment

The DCHC MPO has 1800 points for Regional projects and 1800 points for Division projects.

Statewide projects can cascade down to Regional

Statewide and Regional projects can cascade down to Division

The TCC Subcommittee generally recommends that more points be assigned to fewer projects to maximize the total score.

The TCC Subcommittee recommends coordinating point assignment with the Division Engineers.

	Estimated Number of Projects Eligible in DCHC MPO*	Estimated Amount of Funding Available Over 10 Years of the TIP	Recommended Minimum Points
Statewide	27	\$6 billion	n/a
Highway	21		n/a
Non-Highway	6		n/a
Rail - Freight	6		n/a
Aviation - Commercial Service	0		n/a
Regional	43	Total of \$2.642 billion for all 3 DCHC MPO Regions	1800
Region 5+6	34	\$978 million (includes Raleigh and Fayetteville areas)	
Region 7+9	11	\$766 million (includes Greensboro and Winston-Salem areas)	
Region 8+10	1	\$898 million (includes Charlotte area)	
Highway	23	Subject to "Normalization" limits described below	900
Region 5+6	17		
Region 7+9	7		
Region 8+10	1		
Non-Highway		Subject to "Normalization" described below	
Rail - Passenger Track	2		0
Region 5+6	2		
Region 7+9	0		
Region 8+10	0		
Public Transit - Expansion and Facilities (Triangle Transit bus only eligible)	17	Capped at 10% of Each Region's Funding	200
Region 5+6	14	Capped at \$98 million	
Region 7+9	3	Capped at \$77 million	
Region 8+10	0	Capped at \$90 million	
Public Transit - Fixed Guideway (D-O LRT only eligible)	1	Capped at 10% of Each Region's Funding	100
Region 5+6	1	Capped at \$98 million	
Region 7+9	1	Capped at \$77 million	
Region 8+10	0	Capped at \$90 million	
Will consider Statewide projects	27		0
Total Number of Points Allocated With Minimums			1200
Additional Points to be Allocated at TAC's Discretion			600

Division	165	\$736 million for all 3 Divisions (excludes estimated STPDA+TAP)	1800
Division 5	107	\$160 million	
Division 7	59	\$259 million	
Division 8	1	\$318 million	
Highway	54	Subject to "Normalization" described below	300
Division 5	29		
Division 7	25		
Division 8	1		
Non-Highway	111	Subject to "Normalization" described below	
Transit	89		600
Division 5	65		
Division 7	24		
Division 8	0		
Bike/Ped	20	Following historical funding levels, \$60 million total across state	300
Division 5	12		
Division 7	9		
Division 8	0		
Rail - Stations	2		100
Division 5	1		
Division 7	1		
Division 8	0		
Will consider small cost (under \$5M) Statewide or Regional projects	Unsure of number of projects under \$5M		0
Total Number of Points Allocated With Minimums			1300
Additional Points to be Allocated at TAC's Discretion			500

*Estimate - Numbers may not include Division Engineers' Submittals

NCDOT "Normalization" applies only to the \$9 billion available in Regional and Division Categories

	minimum	maximum
Highway	90% of Regional + Division = \$8.1 billion over 10 years	96% of Regional + Division = \$8.64 billion over 10 years
Non-Highway	4% of Regional + Division = \$360 million over 10 years	10% of Regional + Division = \$900 million over 10 years

MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 26, 2014

Subject: **STP-DA and Transportation Alternatives Program**

Background

Surface Transportation Program – Direct Attributable (STP-DA) and Transportation Alternatives Program (TAP) funds are directly allocated to the DCHC MPO annually based on the population of the urbanized area. The DCHC MPO receives approximately \$4.3 million annually in STP-DA and \$351,000 annually in TAP.

STP-DA can be used for many different planning, highway, transit, or bicycle/pedestrian projects. The MPO has a policy not to use STP-DA for highway projects. In 2008, the DCHC MPO held a Call for Projects for STP-DA for FY 2009-2015. A distribution policy was developed and followed at that time for the distribution of funding among project types and recipients. The programming approved in 2008 has been modified and adjusted many times over the past five years. Projects inevitably fall behind schedule, new priorities arise, estimated project costs change, etc. Currently, the MPO does not have any projects programmed with STP-DA beyond FY 2014 in the TIP.

TAP is a new funding source included in the MAP-21 federal transportation legislation. Transportation Management Areas, such as the DCHC MPO, receive a direct allocation of TAP annually based on the population of the urbanized area. NCDOT also receives TAP funding. Federal legislation requires that TAP projects be selected through a competitive process, and State DOTs are not eligible recipients of TAP funding. TAP can only be used for “transportation alternatives” including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation, and safe routes to school programs. NCDOT plans to program much of its TAP funding through the Prioritization 3.0 process.

The MPO requested that all of its member jurisdictions review the STP-DA projects currently programmed in FY 2014 to assess if the funding will be obligated in FY 2014. Jurisdictions were asked to submit any requested changes to FY 2014 projects. Any funding not expected to be obligated in FY 2014 would be subject to the FY 2015-2016 Call for Projects process.

One attachment is a set of tables displaying the current FY 2014 STP-DA programming, the requested changes to FY 2014 programming, and the expected funding for the FY 2015-2016 Call for Projects.

As shown, the MPO has approximately \$13 million of STP-DA programmed for FY 2014. This is equivalent to approximately three years of the MPO's annual allocation. Due to a variety of reasons, many of these projects have been delayed by several years. Reasons for delays include the time consuming federal approval process, insufficient local staff available to manage projects, lack of local matching funds, changes to project scopes, etc. While the MPO's STP-DA policy includes a one-year grace period for the obligation of funding, the MPO has been very lenient on this and has tried to work with its member governments to maintain funding for projects that are local priorities and are making progress. Simultaneously, over the past several years, the MPO has approved several new projects and requests to cover cost over-runs. Lack of STP-DA funding has not been a hindrance to getting projects completed.

The MPO wants to work with our member governments to get more of our STP-DA obligated so the funding is safe from potential federal rescissions and so that the funding can be put to use to improve bicycle, pedestrian, and transit facilities in the MPO. The table displays a revised program of projects that local governments believe can be completed in FY 2014. Carrboro, Chapel Hill, and Durham have all pledged to obligate \$13 million of STP-DA funding in FY 2014. Several projects are expected to proceed as currently programmed, a few projects are expected to proceed to the next phase of project development but won't be constructed in FY 2014, a few projects are being canceled and the funding reallocated to different projects, and some bicycle and pedestrian funding will be reallocated to needed replacement transit vehicles.

TAC approval of the FY 2014 programming in a TIP amendment will be requested in March. The TCC Subcommittee has recommended moving forward with this TIP amendment for FY 2014 funding only at this time in order to make sure these projects can proceed expeditiously.

FY 2015 and 2016 Call for Projects

The TAC adopted a policy for programming STP-DA and TAP funding in FY 2015 and 2016 at the January meeting. This included a policy for the required competitive process to select projects for TAP funding. The TAP funding is included in the "Regional Bicycle and Pedestrian" project category.

LPA staff sent the resulting funding to member jurisdictions and requested lists of which projects should be funded. LPA staff also sent a request for which projects are requested to be considered for the TAP competitive process. Local jurisdictions responded with their project requests. The TCC subcommittee reviewed these project requests and developed a recommendation for funding in all categories. However, Carrboro, Chapel Hill, and Durham have requested additional time to provide more specific funding request amounts and project schedules for the three projects that ranked highest in the Regional Bicycle and Pedestrian funding category. The TCC subcommittee has recommended that the TCC proceed with the TIP amendment to approve the FY 2014 funding and only share the TCC subcommittee's recommendation for FY 2015-2016 funding at this time. A TIP amendment will likely be brought forward in March for FY 2015-2016.

Currently Programmed STPDA Funding in FY 2014

Jurisdiction	TIP No	T-2	Project Description	Federal Funding	Amount Obligated	Project Phase	Federal Fiscal Year		Status
							Org. Year (May 2008)	Ext. Year	
Carrboro	U-4726	DF	Bicycle Loop Detectors	\$ 30,000	\$ 6,000	Construction	2011	2014	Scheduled to be bid March 2014
Carrboro	EL-4828		Morgan Creek Greenway –Carrboro	\$ 396,636	\$ -	Construction	2007	2014	Scheduled to be bid July 2014.
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$ 723,184	\$ -	Construction	2008	2014	Scheduled to be bid summer 2014.
Carrboro	U-4726	DD	Rogers Road- Sidewalk (Homestead to Meadow Run)	\$ 363,960	\$ -	Construction	2010	2014	Scheduled to be bid April 2014.
Carrboro	U-4726	Dx	South Greensboro St. - Sidewalk	\$ 46,640	\$ -	Construction	2012	2014	Cancel.
Carrboro	U-4726	Dx	Bel-Arbor Plantation Acres Multi-use Path	\$ 67,000	\$ -	Construction	2013	2014	Cancel.
Chapel Hill	T-5109		NC-86/US 15-501 BRT Improvements	\$ 452,000	\$ 452,000	Capital	2010	2014	Cancel. NEED TO DEOBLIGATE FUNDS.
Chapel Hill	U-4726	Ix	NC-86/Other Locations of Pedestrian Safety Improvements	\$ 150,000	\$ -	Construction	2009	2014	Cancel.
Chapel Hill	U-4726	Ix	CH- Chapel Hill Sidewalks	\$ 320,000	\$ -	Construction	2007	2014	Cancel.
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson bicycle lanes and sidewalks)	\$ 200,800	\$ -	Construction	2009	2014	Scheduled to bid in March 2014.
Durham	U-4726	HL	Barbee Road (Orindo to Pearsontown Elementary) Sidewalk	\$ 15,680	\$ -	Construction	2009	2014	Scheduled to bid in April 2014
Durham	C-4928		Morreene Road Bike/Ped Facilities	\$ 1,269,045	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4724		Cornwallis Road Bike/Ped Facilities	\$ 1,846,245	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	HK	Hillandale Road Bike/Ped Facilities	\$ 1,077,433	\$ -	Construction	2011	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	HO	Carpenter Fletcher Road Bike/Ped Facilities	\$ 984,819	\$ -	Construction	2010	2014	Planning underway. Funding design in FY 14.
Durham	U-4726	HM	Avondale Road Bike/Ped Facilities	\$ 412,000	\$ -	Construction	2011	2014	Scheduled to bid in October 2014
Durham	U-4726	HK	Holloway Street Sidewalks	\$ 125,685	\$ -	Construction	2006	2014	Cancel.
NCDOT	EB-4707	B	Old Durham-Chapel Hill Road (Durham)	\$ 2,412,000	\$ 1,320,000	Right-of-Way	2009	2012	Underway
NCDOT	EB-4707	B	Old Durham-Chapel Hill Road (Durham)	\$ 3,947,035	\$ -	Construction	2010	2014	Scheduled to be bid September 2014
				\$ 14,840,162	\$ 1,778,000				

Recommended STPDA Funding in FY 2014

Carrboro	U-4726	DF	Bicycle Loop Detectors	\$ 30,000	\$ 6,000	Construction	2011	2014	No change.
Carrboro	EL-4828		Morgan Creek Greenway –Carrboro	\$ 396,636	\$ -	Construction	2007	2014	No change.
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$ 723,184	\$ -	Construction	2008	2014	No change.
Carrboro	U-4726	DD	Rogers Road- Sidewalk (Homestead to Meadow Run)	\$ 477,600	\$ -	Construction	2010	2014	Increased STPDA. Reallocated from two canceled projects.
Chapel Hill	U-4726	Ix	Friday Center Drive Bike Lanes (NC 54 to UNC Park and Ride Lot)	\$ 452,000	\$ 452,000	Construction	new	2014	Add STPDA funding. Reallocate funding from other projects. NEED TO DEOBLIGATE FUNDS.
Chapel Hill	U-4726	Ix	Tanyard Branch Greenway	\$ 100,000	\$ -	Design	new	2014	Add STPDA funding. Reallocate funding from other projects.
Chapel Hill	U-4726	Ix	Estes Drive Bike/Ped Facilities	\$ 176,000	\$ -	Design	new	2014	Add STPDA funding. Reallocate funding from other projects.
Chapel Hill	?		Variable Message Signs	\$ 75,000		Design	new	2014	Add STPDA funding. Reallocate funding from other projects.
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson bicycle lanes and sidewalks)	\$ 200,800	\$ -	Construction	2009	2014	No change.
Durham	U-4726	HL	Barbee Road (Orindo to Pearsontown Elementary) Sidewalk	\$ 15,680	\$ -	Construction	2009	2014	No change.
Durham	C-4928		Morreene Road Bike/Ped Facilities	\$ 425,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4724		Cornwallis Road Bike/Ped Facilities	\$ 275,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4726	HK	Hillandale Road Bike/Ped Facilities	\$ 455,000	\$ -	Design	2011	2014	Changed to design phase and decreased funding
Durham	U-4726	HO	Carpenter Fletcher Road Bike/Ped Facilities	\$ 422,000	\$ -	Design	2010	2014	Changed to design phase and decreased funding
Durham	U-4726	HM	Avondale Road Bike/Ped Facilities	\$ 412,000	\$ -	Construction	2011	2014	Although past the FY 14 deadline, recommend keeping funding in FY 14 in order to ensure project can proceed as quickly as possible.
Durham	U-71		East End Connector Enhancements	\$ 237,590	\$ -	Construction		2014	Add STPDA funding. Reallocate funding from other projects.
DATA	TA-4923		9 Replacement Buses	\$ 3,218,400		Capital		2014	Add STPDA funding. Reallocate funding from other projects.
DATA	TA-5019	A	7 Replacement Vans	\$ 266,000		Capital		2014	Add STPDA funding. Reallocate funding from other projects.
NCDOT	EB-4707	B	Old Durham-Chapel Hill Road (Durham)	\$ 2,412,000	\$ 1,320,000	Right-of-Way	2009	2014	No change.
NCDOT	EB-4708	B	Old Durham-Chapel Hill Road (Durham)	\$ 3,947,035	\$ -	Construction	2010	2014	No change.
				\$ 14,716,925	\$ 1,778,000				

Estimated Funding for FY 15-16 Programming

Current unobligated balance	\$	14,077,615
FY 14 expected obligations	\$	12,938,925
Carry-over to FY 15-16 Call for Projects	\$	1,138,690
FY 15 Estimated STPDA	\$	4,367,271
FY 16 Estimated STPDA	\$	4,367,271
Total for FY 15-16 Call for Projects - STPDA	\$	9,873,231
FY 13 TAP	\$	351,000
FY 14 TAP	\$	351,000
FY 15 Estimated TAP	\$	351,000
FY 16 Estimated TAP	\$	351,000
Total for FY 15-16 Call for Projects - TAP	\$	1,404,000
Grand Total for Call for Projects (no inflation)	\$	11,277,231

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

**AMENDMENT #15
March 12, 2014**

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 Metropolitan Planning 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 sheets; 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 May 8, 2013; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2040 Metropolitan Transportation Plan (MTP); 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 “Attachments to Resolution for Amendment #15 to DCHC 2012-2018 MTIP” provided here on this, the 12th day of March, 2014.

Ellen Reckhow, TAC Chair

Durham County, North Carolina

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

Date: March 12, 2014

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

Attachment to Resolution for Amendment #15 to DCHC 2012-2018 MTIP

Modifications

Location	ID #	Description		Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Various	U-4726	DCHC Urban Area Bicycle and Pedestrian Allocation	Planning	STPDA		1085				
Durham			Planning	C		271				
Orange			Construction	STPDA		2089				
Chatham			Construction	C		522				

Location	ID #	Description		Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Durham	U-4724	Cornwallis Road, Roxboro Road to SR 1183 (University Drive) in Durham. Bicycle and Pedestrian Features.	Design	STPDA		275				
			Design	C		69				
			Construction	STPDA				tbd		
			Construction	C						

Location	ID #	Description		Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Durham	C-4828	Morreene Road, Neal Road to SR 1320 (Erwin Road) in Durham. Construct Bike Lanes and Sidewalks.	Design	STPDA		425				
			Design	C		106				
			Construction	CMAQ				444		
			Construction	C				111		

Location	ID #	Description		Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Durham	U-71	East End Connector	Mitigation	T	81					
			Construction	T		29750	29750	29750	29750	
			Construction	STPDA		238				
			Construction	C		60				

Location	ID #	Description		Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
DATA	TA-4923	9 Replacement Buses	Capital	STPDA		3218				
			Capital	L		805				

Location	ID #	Description		Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
DATA	TA-5019A	7 Replacement Vans	Capital	STPDA		266				
			Capital	L		67				

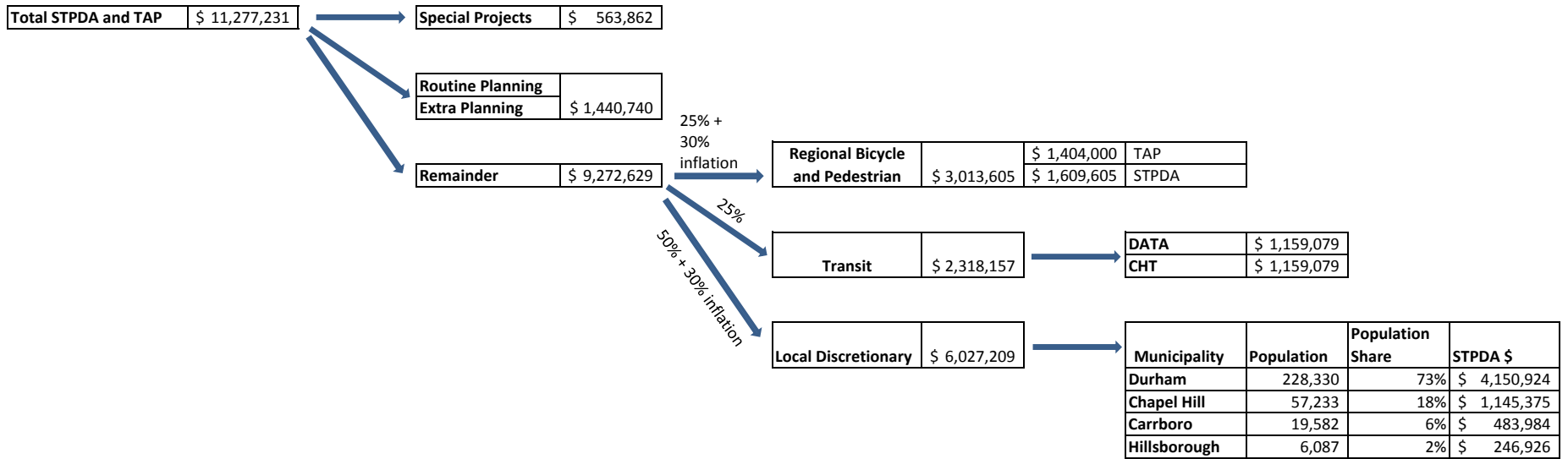
Amendments**Add Project**

Location	ID #	Description		Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Chapel Hill	?	Variable Message Signs	Design	STPDA		75				
			Design	C		19				
			Construction	STPDA			tbd			
			Construction	C						

Cancel Project

Location	ID #	Description		Funding Source	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Chapel Hill Transit	TT-5109	Bus Rapid Transit Operational Improvements in Chapel Hill	Capital	STPDA	452					
			Capital	L	113					

STPDA/TAP Distribution Policy - Approved January 8, 2014



Total STPDA Programmed	\$ 11,959,573
Total TAP Programmed	\$ 1,404,000
Total	\$ 13,363,573

Special Projects \$ 563,862

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
Hillsborough/TTA		Park and ride	Construction	STPDA	\$ 49,249	\$ -
				Local	\$ 24,764	\$ -
Rougemont/TTA		Park and ride	Planning	STPDA	\$ 12,061	\$ -
				Local	\$ 6,064	\$ -
Rougemont/TTA		Park and ride	Property Acquisition	STPDA	\$ 49,249	\$ -
				Local	\$ 24,764	\$ -
Rougemont/TTA		Park and ride	Construction	STPDA	\$ -	\$ 49,249
				Local	\$ -	\$ 24,764
TTA		Refurbished Buses	Capital	STPDA	\$ 279,289	\$ -
				Local	\$ 140,436	\$ -
TTA		Refurbished Paratransit	Capital	STPDA	\$ 24,953	\$ -
				Local	\$ 12,547	\$ -
Orange County/Orange		Light Transit Vehicle	Capital	STPDA	\$ -	\$ 49,906
				Local	\$ -	\$ 25,094
Orange County/Orange		Light Transit Vehicle	Capital	STPDA	\$ -	\$ 49,906
				Local	\$ -	\$ 25,094

67%
33%

\$ 563,862

All projects recommended for funding at a 67% federal, 33% local share.

Routine Planning

Location/System	TIP #	Description	Funding Source	Phase	FY 2015	FY 2016
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To be determined by UPWP process

Extra Planning

Location/System	TIP #	Description	Funding Source	Phase	FY 2015	FY 2016
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To be determined by UPWP process

Regional Bicycle
and Pedestrian \$ 3,013,605

Rank	Requested for TAP Funds By:	Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Notes/Funding After 2016
Likely Recommended for Funding Pending Cost Estimates and Schedule Refinements									
1	Carrboro	Carrboro	EL-4828	Morgan Creek Greenway - Construction of Phase 2	Construction	STPDA/TAP Local	Unsure		Phase 1 and 2 are at 90% plans. Only a few small pieces of R/W needed.
2	Chapel Hill	Chapel Hill	EB-4707A	Old Durham-Chapel Hill Road (Pope Road to US 15-501)	Right-of-Way Construction	STPDA/TAP Local	Unsure		Local match is limiting factor. Estimate total of \$1,500,000 STPDA requested.
3	Durham	Durham	C-4928	Morreene Road (Erwin Road to Neal Road)	Right-of-Way	STPDA/TAP Local		\$ 500,000 \$ 125,000	
Other Projects Considered, Not Recommended									
4	Chapel Hill	Chapel Hill	EB-4707A	Old Durham-Chapel Hill Road (Pope Road to US 15-501)	Planning/Design	STPDA/TAP Local	Unsure		If Project Redesign is Pursued
5	Durham	Durham	U-4724	Cornwallis Road (S. Roxboro St. to Chapel Hill Rd.)	Construction	STPDA/TAP Local	\$ 1,989,056 \$ 497,264		
6	Durham	Durham	U-4726HO	Carpenter-Fletcher Road (Woodcroft Parkway to Alston Avenue)	Right-of-Way Construction	STPDA/TAP Local	\$ 150,000 \$ 37,500		Unsure
7	Chapel Hill	Chapel Hill	EL-4828	Morgan Creek Greenway Phase 2 - from Smith Level Rd. to Parking Lot (end of Phase I)	Design Construction	STPDA Local	\$ 250,000 \$ 62,500		\$ 2,250,000 \$ 562,500
8	Carrboro	Carrboro	EL-4828	Morgan Creek Greenway - PE for Phase 3 & 4	Planning/Design	STP-DA Local			\$ 100,000 \$ 25,000
9	Orange County	Orange County, Chapel Hill		Mt. Carmel Church Road: Sidewalks and bike lanes from U.S. 15-501 to Bennett Road; bike lanes from Bennett Road to Chatham County line	Planning/Design Right-of-Way Construction	STPDA/TAP Local		\$160,000 \$40,000	\$ 184,800 \$ 46,200 \$ 1,980,000 \$ 495,000
10	Cary	Town of Cary (in Chatham County)		O'Kelley Chapel Road (NC 751 to Wake County Line/Yates Store Rd) - sidepath between Wake County Line and American Tobacco Trail	Planning/Design Right-of-Way Construction	STPDA/TAP Local	\$ 93,160 \$ 23,290		\$ 293,600 \$ 73,400 \$ 840,000 \$ 210,000

Transit \$ 2,318,157

DATA \$ 1,159,079

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Total
DATA		Purchase 3 40-foot diesel replacement buses	Capital	STPDA		\$ 1,068,000	
			Capital	Local		\$ 267,000	
DATA		Purchase 1 15-passenger ADA van	Capital	STPDA	\$ 56,682		
			Capital	Local	\$ 14,171		

\$ 1,124,682

Chapel Hill Transit \$ 1,159,079

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
Chapel Hill Transit	TA-4726A	3 Replacement Buses	Capital	STPDA	\$ 1,068,000	
				Local	\$ 267,000	

\$ 1,068,000

Local Discretionary \$ 6,027,209

City of Durham \$ 4,150,924

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
NC 751 / NC 54 Sidewalk	ER-2971E	Sidewalk on NC 751 and NC 54 between Garrett Rd and Dresden Dr	Construction	STPDA	\$ 158,000	
			Construction	Local	\$ 39,500	
Alston Ave Widening Project (NC 147 to Holloway) - Enhancements	U-3308	Enhancements and streetscape elements to Alston Ave project not covered by NCDOT.	Construction	STPDA	\$ 400,000	
			Construction	Local	\$ 100,000	
Cornwallis Rd	U-4724	Sidewalks and bicycle facilities from Chapel Hill Rd to S. Roxboro Rd	Construction	STPDA	\$ 1,989,056	
			Construction	Local	\$ 497,264	
Morreene Rd	C-4928	Sidewalks and bicycle facilities from Erwin Rd to Neal Rd	R/W	STPDA	\$ 150,000	
			R/W	Local	\$ 37,500	
			Construction	STPDA		*
			Construction	Local		\$ -
Hillandale Rd	U-4726HK	Sidewalks and bicycle facilities from I-85 to NC 147	R/W	STPDA	\$ 150,000	
			R/W	Local	\$ 37,500	
			Construction	STPDA		\$ 1,153,868
			Construction	Local		\$ -
Carpenter-Fletcher Rd	U-4726HO	Sidewalks and bicycle facilities from Woodcroft Pkwy to Alston Ave	R/W	STPDA	\$ 150,000	
			R/W	Local	\$ 37,500	
			Construction	STPDA		*
			Construction	Local		\$ -
						\$ 4,150,924

Note: It is likely that funds will be re-allocated among the Cornwallis, Morreene, Hillandale, and Carpenter-Fletcher projects based on detailed cost estimates that are currently being prepared.

Town of Chapel Hill \$ 1,145,375

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
Variable Message Signs		Install Variable Messenger signs along major corridors in Chapel Hill to transmit special event information, inclement weather and other public safety messages. This function is currently served by portable messenger signs which are less effective and cannot be controlled by the Town's Traffic Operations Center.	Construction	STPDA	\$419,000	
			Construction	Local	\$104,750	
Booker Creek Greenway Improvments (aka Creekside Connector)		Improve existing greenway and connectivity by constructing a bike and pedestrian bridge to link two commercial areas in a redevelopment zone that are currently separated by the Lower Booker Creek.	Design	STPDA	\$100,000	
			Design	Local	\$25,000	
			Construction	STPDA		\$ 745,375
			Construction	Local		\$ 186,344

\$1,264,375

Town of Carrboro \$ 483,984

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016
S. Greensboro St. – north end of Old Pittsboro Rd. to Public Works Driveway	U-4726-Dx?	Construct sidewalk on the west side of the road - north end of Old Pittsboro Rd. to south end of Old Pittsboro Rd.	PE	STP-DA	\$ 84,104	
				Local	\$ 21,026	
			Construction Phase 1	STP-DA		\$ 395,257
				Local		\$ 98,814

\$ 479,361

Town of Hillsborough \$ 246,926

Location/System	TIP #	Description	Phase	Funding Source	FY 2015	FY 2016	Total
Various	U-4726	Pedestrian Improvements on US 70 from Lakeshore to Orange High, North Churton Street from Corbin to US 70, and South Churton Street from Nash/Kollock Street to Orange Grove Street	Planning	STPDA	\$ 120,000		
				Local	\$ 30,000		
Downtown Access Improvements		Construct curb relocations, remove on-street parking, ADA compliant intersection improvements	Construction	STPDA		\$ 125,000	
				Local		\$ 31,250	\$ 245,000

\$ 245,000

DCHC MPO STPDA / TAP Bicycle/Pedestrian Projects

Project Description	Submitted by	Div	Phase	Pts.	# Crashes	Pts.	Pop. Density	Pts.	Emp. Density	Pts.	# Jurisdictions	Pts.	Total
Carrboro Morgan Creek Trail Phase 2 - multi-use path from end of Phase 1 to Chapel Hill Tennis Club.	Carrboro	7	Right-of-way	20	4	30	6012	7.5	885	1.1	2	7.5	66.1
Old Durham-Chapel Hill Road - bicycle lanes and sidewalk between Pope Road and Lakeview Rd	Chapel Hill	7	Right-of-way	20	2	20	3180	4.0	3611	4.4	2	7.5	55.9
Morreene Road - bicycle lanes and sidewalk between Erwin Rd and Neal Rd	Durham	5	Planning	10	6	30	3757	4.7	3227	4.0	1	0	48.7
Old Durham-Chapel Hill Road - sidepath between Pope Rd and west side of BCBS property	Chapel Hill	7	Planning	10	2	20	3180	4.0	3611	4.4	2	7.5	45.9
Cornwallis Road - bicycle lanes and sidewalk between Chapel Hill Rd and Roxboro Rd	Durham	5	Planning	10	2	20	4046	5.0	901	1.1	1	0	36.2
Carpenter-Fletcher Road - bicycle lanes and sidewalk between Woodcroft Parkway and Alston Ave	Durham	5	Planning	10	1	10	1617	2.0	6102	7.5	1	0	29.5
Chapel Hill Morgan Creek Trail Phase 2 - multi-use path from Smith Level Rd to western terminus of Phase 1	Chapel Hill	7	Planning	10	0	0	4431	5.5	1057	1.3	2	7.5	24.3
Carrboro Morgan Creek Trail Phases 3 and 4 - multi-use path from end of Phase 2 to Rosewalk and a multi-use path spur to BPW Club Rd.	Carrboro	7	Planning	10	0	0	4374	5.5	490	0.6	2	7.5	23.6
Mt. Carmel Church Rd (US 15-501 to Chatham County Line) - bicycle lanes and sidewalk between US 15-501 and Bennett Rd	Orange County	7	Planning	10	0	0	606	0.8	96	0.1	2*	7.5	18.4
O'Kelley Chapel Road (Wake County Line/Yates Store Rd to American Tobacco Trail) - sidepath	Cary	8	Planning	10	0	0	529	0.7	16	0.0	1	0	10.7

* Assumes Chapel Hill participates in project funding

MEMORANDUM

TO: **Transportation Advisory Committee**
 DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **February 19, 2014**

SUBJECT: **2014-2015 Unified Planning Work Program (UPWP)**

INTRODUCTION

The DCHC MPO is required by federal regulations to prepare an annual 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 Authority, & 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 Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The Lead Planning Agency (LPA) 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, Parking Survey/Study, special projects, 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 2015 UPWP Federal Funding at a Glance

Agency	FHWA	FTA Transit Planning			Total
	Planning	5303	5307	5309	
Lead Planning Agency	\$1,547,124				\$1,547,124
Carrboro	\$142,154				\$142,154
Chapel Hill	\$175,675	\$106,951			\$282,626
Durham City	\$190,880				\$190,880
Durham County	\$48,115				\$48,115
Orange County	\$44,248				\$44,248
TJCOG	\$55,000				\$55,000
Chapel Hill Transit			\$283,621	\$210,000	\$493,621
DATA		\$112,612	\$286,026		\$398,638
TTA			\$684,000		\$684,000
Total	\$2,203,197	\$219,563	\$1,253,647	\$210,000	\$3,886,407
Note: Federal Funds = 80%					

Unified Planning Work Program (UPWP) Development Process

The development schedule for the 2014-15 UPWP is presented below. The work program contains any new initiatives for FY2015 and a continuation of the FY2014 initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

DATES	DCHC MPO ACTIVITY DESCRIPTION
27-Jan-14	Deadline for funding request to be submitted to MPO by member agencies. (deadline extended to 7-Feb-14)
December 2013 - January 2014	Development of Draft 2014-2015 UPWP and coordination with the Oversight Committee & local agencies.
26-Feb-14	TCC receives Draft 2014-2015 UPWP.
12-Mar-14	TAC receives Draft 2014-2015 UPWP & releases for public comment. Draft sent to FTA for review & comments.
26-Mar-14	TCC receives updated DRAFT-FY2014-2015 UPWP.
9-Apr-14	TAC holds public hearing. TAC considers adoption of FY 2015 UPWP.
23-Apr-14	TCC recommends that TAC adopt FINAL FY2014-2015. TCC recommends MPO complete self-certification UPWP planning process.

14-May-14	TAC adopts FINAL FY2014-2015 UPWP and self certifies MPO planning process.
16-May-14	Final FY2014-2015 UPWP submitted to NCDOT/FHWA/FTA for approval.
16-Jun-14	Final FY2014-2015 UPWP approved by NCDOT/FHWA/FTA.

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

Federal regulations require that the DCHC MPO prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the 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* is hereby referenced as an element of the UPWP and is available upon request from any member agency of the DCHC MPO.

The UPWP also contains supplemental project descriptions for special projects and Federal Transit Administration (FTA) projects. Special project descriptions are provided by the responsible agency. FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables (a subset of the funding source table) are also included in this work program.

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. Federal Highway Administration (FHWA) Section 104(f) funds, FHWA Section 133(b)(3)(7) funds, FTA Section 5303 (formerly Section 8) funds, FTA Section 5307 (formerly Section 9) funds, and Section 5309 (formerly Section 3) funds are designated for MPO use. The Section 5303 and Section 5307 funds have historically been used for transit planning tasks while other MPO transportation planning tasks have been funded with Section 104(f) and Section 133(b)(3)(7) funds. The Section 104(f) funds and the Section 133(b)(3)(7) funds, also known as Surface Transportation Program – Direct Attributable (STP-DA) funds are set by congressional authorization on an annual basis. With the exception of FTA Section 5307 and 5309 funds, these funds can only be used for MPO transportation planning purposes. FTA Section 5309 funds are used for transit capital expenses, and Section 5307 funds are used for transit capital and operating expenses as reflected in the Transportation Improvement Program.

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative, and comprehensive. The certification resolution is included as part of this work program (FY 2014-2015 UPWP).

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

I Proposed FY 2015 UPWP Lead Planning Agency (LPA) Budget

FY-2015 LPA funding (\$1,673,124, federal (\$1,933,905, total)).

Funding for MPO local agencies for MPO Planning activities

Jurisdiction	Planning	Special Projects	Total Federal funding (80%)
Carrboro	\$22,154	\$120,000	\$142,154
Chapel Hill	\$115,675	\$60,000	\$175,675
Durham City	\$70,880	\$120,000	\$190,880
Durham County	\$48,115		\$48,115
Orange County	\$44,248		\$44,248
TJCOG	\$55,000		\$55,000
Total			\$656,073

II Proposed FY 2015 UPWP Highlights & Synopsis of Work Program

1. Data and Data Management System
2. Model Update and Enhancement
3. Survey (Travel Behavior & Transit Onboard)
4. GIS (GIS online & enterprise GIS portals)
5. Regional Rail –County Transit Plans
6. Comprehensive Transportation Plan
7. 2045 MTP
 - a. Socio-Economic/Demographic Data Analysis & Forecasting
 - b. Land-use Scenario Planning
8. SPOT3-STI
9. Grants and Financial Management
10. Interactive Web-comprehensive web presence (social media)
11. Title VI/LEP/EJ

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

12. Map-21 implementation regulation & requirements (performance measures and targets, asset management, Freight, etc.)
13. State and Regional Planning/Coordination
14. Project Development & Planning/NEPA
15. Administration of the 3-C Process
16. Service Requests
17. ADA Transition Plan (See attached audit questionnaire)
18. Freight Plan (regional – DCHCMPO/CAMPO/NCDOT –NCDOT picking 50% of total cost)
19. Community Viz 2.0 (DCHCMPO/CAMPO)
20. Continuation of routine planning- TIP, UPWP, Data monitoring, GIS, Public Involvement, AQ, etc.
21. Regional Transit and implementation of County transit plans

III FY 2015 Emphasis/Special Projects Descriptions

Triangle Regional Model (TRM) - Major Model Enhancement

Upon completion of the 2040 MTP and air quality conformity determination modeling operation, the Triangle Regional Model Service Bureau (TRM-SB) and the regional model stakeholders began substantial revisions and enhancements in order to better respond to the evolving needs and policies of the DCHC MPO and other model stakeholders. One of the first tasks will be to identify and select model enhancements for implementation based on the needs of the various partners, which include local governments, and, on the feasibility and costs of desired enhancements. Enhancements specifically discussed within the DCHC MPO include; enhancing model precision for small area studies, improving non-motorized models, increasing sensitivity to travel demand management policies, network quality checks, improved transit ridership forecasting, incorporating tools for policy analysis and responding to policy questions, improving HOV/HOT tools and parking sensitivity enhancements. Additional technical enhancements have also been proposed relative to trip generation, destination choice and mode choice. Integrated land use and transportation modeling is addressed in a separate item below. Specific activities to develop model enhancements include; staff time preparing and evaluating technical proposals for model revision and developing the model, negotiating the scope of enhancements with regional model partners (NC-DOT, TTA, CAMPO), consultant assistance in preparing technical specifications and in developing the model, and research and peer contact aimed at assessing the technical merits and operational challenges of the various modeling strategies that will be under consideration. The TRM is a regional project, and it is possible that some enhancements sought by DCHC will not be included in the regional model plan, such as the enhancement of the non-motorized trip. In that case, additional specific activities may include developing extensions to the regional model to meet DCHC's remaining policy needs.

Enhancement of the Non-Motorized Trip Model funding NOT included in the proposed FY 2015 budget.

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

Travel Behavior Survey (Household Survey)

The existing Triangle Regional Model was calibrated with Travel Behavior Survey (TBS) data collected in 2006. Since then, the region has undergone substantial development and demographic changes. While some of these changes are captured in updates to socio-economic data that is input to the model, including Census 2010, there is much more information from the 2006 survey that needs to be updated in order to prepare more accurate forecasts and also to meet the federal requirements for using “the latest planning assumptions. The TBS will collect detailed information on personal and household travel patterns from approximately 4,000 households across the Triangle. The sample size for the DCHC planning area will be based on the population. Information about trip purposes, mode choice, travel routes, time of day when travel is undertaken, response to road congestion, average trip distances and durations, and neighborhood and work destination characteristics will likely be gathered in these surveys.

In addition, the new TBS will allow better prediction of transit and non-motorized transportation. Despite the comprehensive character of the current TBS, it under-represents persons who travel by modes other than automobile. Consequently, in order to provide sufficient high-quality data to pursue the MPO's goal of understanding and increasing use of transit and non-motorized travel, the proposed budget also includes a separate transit on-board survey (survey of bus riders) and surveys of bicycle and pedestrian activity and facilities.

The benefit to the MPO will be a more accurate and reliable travel demand model that represents and captures local travel behavior and travel patterns.

Transit Onboard Survey (Pre-test in FY15 Survey/analysis in FY 2016)

The TRM Service Bureau along with the DCHCMPO, CAMPO and TTA will conduct a transit onboard survey of riders of Capital Area Transit (CAT), Chapel Hill Transit (CHT), Triangle Transit, Cary Transit (C-Trans), Durham Area Transit Authority (DATA), Duke, and the Wolf line systems. The purpose of the survey is to better understand the travel pattern of transit users in the Triangle region, particularly, the impact that the proposed Durham-Orange Light Rail (D-O LRT) will have on metropolitan and regional travel patterns. The primary objective for the proposed FY 2015 transit onboard survey are summarized as follows; 1) Update travel pattern data for the TRM to reflect current transit system ridership; Recalibrate the TRM mode choice model; and 2) collect on transit ridership as part of the “Before and After Assessment of D-O LRT” as required by the federal Transit Administration (FTA) Final Rule on Major Capital Investment Projects. The survey results will be shared with the aforementioned regional transit operators to help them gain a better understanding of how their services are being used. The proposed survey will be conducted on approximately 115 bus routes with the goal of obtaining useable surveys from approximately 14,000 passengers. TTA will be conducting a survey in 2014 for the Durham-Orange Light Rail project.

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Community Viz 2.0

The DCHC MPO in concert with CAMPO will undertake the development of Community Viz 2.0. The primary purpose of the project is to implement a partnering strategy and create a spatial data planning model framework and scenario planning using Community Viz software that will mimic development patterns and intensities and allocate future year socioeconomic data for the jurisdictions within the Triangle Region. The model will be used by DCHC MPO staff to identify regional goals and community values, and explore alternatives for growth, development, and transportation investment. Results from the model will be used in developing the DCHC MPO's next Long Range Transportation Plan; the 2045 Metropolitan Transportation plan.

During FY 2012-13, the DCHC MPO and CAMPO joined together to initiate the first Community Viz 1.0 scenario planning initiative called Imagine 2040. That study provided an opportunity to explore and debate regional visions for growth, their trade-offs, and alternative development futures. Scenario planning tools, and specifically, CommunityViz 1.0 was used throughout the planning process to measure and evaluate the impacts of competing development scenarios and major investments in the regional transportation system. Results of the scenario planning initiative were the development of the 2040 MTP socio-economic forecasts. Community Viz 2.0 will build upon that effort.

FY 2015 Data Collection and Data Management

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and traffic 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 2015 UPWP period:

- 48 hour traffic volume –hourly, bi-directional, classified and 85th percentile speed.
- Turning Movement Count during AM, Noon and PM peak periods for cars, trucks, bikes and pedestrians.
- Travel time and speed survey
- Pedestrian and bikes counts at mid-block and intersections (peak counts and 12-hour counts).

Transportation models, Congestion Management Programs, federally mandated performance management/targets and Prioritization are critically dependent on comprehensive, detailed, high-quality input data. In the past, such data have been gathered through an ad-hoc, short-term work effort, and have been used to produce model output for multiple years. As the region grows toward more sophisticated models, and, as NCDOT and FHWA move toward detailed data-driven processes, it becomes increasingly desirable to undertake comprehensive and systematic data collection and management for the MPO. The on-going MPO data management program is

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intended to link the model's input directly to existing databases. More broadly, it is proposed to integrate these external data with existing and new geographic information so that they can be overlaid easily with transportation improvement projects, thoroughfare and corridor plans, updated street centerline locations and other information that will assist policy makers and the public to envision the impact of proposed projects and policies. Specific products to be output by staff and/or consultants include; designing work flow processes and data access strategies to support routine access to relevant information, continue designing and updating a centralized database for information that will be used by transportation and land use models, developing presentation tools for the data (using ArcGIS Online), and adjusting the travel demand model so that it can use such detailed data directly.

Freight Planning/Urban Good Movement – Regional Freight Plan

DCHCMPO, CAMPO and NCDOT will jointly develop a regional freight plan as mandated by federal regulations. The cost of the freight study will be shared among the aforementioned stakeholders as follows: 50% NCDOT, CAMPO 30% and DCHCMPO 20%.

American's with Disability Act (ADA) Transition Plan

The ADA requires public agencies with more than 50 employees to make a transition plan [28 CFR §35.150(d)]. The transition plan must include a schedule for providing access features, including curb ramps for walkways [28 CFR §35.150(d)(2)]. The ADA transition plan is intended to identify system needs and integrate them with the MPOs planning process. The transition plan and its identified needs will be fully integrated into the Metropolitan Transportation Improvement Program (MTIP).

IV Funding (Budget) Distribution by Tasks

No.	Task/Project	Hours	Funding	Percent
1	Data Collection & Monitoring/Surveillance	4,062	\$379,372	19.6%
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	3,415	\$425,673	22.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	3,546	\$167,294	8.7%
4	Congestion Management Process -CMP	1,120	\$54,815	2.8%
5	Air Quality Planning & Conformity	130	\$6,795	0.4%
6	Short Range Transit Planning / TDP	0	\$0	0.0%

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7	UPWP & Fiscal/Grant Management/oversight & Audit	1,320	\$62,180	3.2%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Project Development	790	\$37,411	1.9%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Planning for Elderly	636	\$32,781	1.7%
10	Safety Planning/Drug Control Planning & Private Sector participation	310	\$15,374	0.8%
11	Public Involvement/ Website/Social media & interactive mapping	778	\$41,291	2.1%
12	Special Studies & State/Regional Coordination	1,125	\$247,555	12.8%
13	MPO Management and Operations	3,400	\$463,365	24.0%
	Total	20,632	\$1,933,905	100%

Insert Graphs

V. FY 2015 Local Agencies Funding Requests : Planning and Special Projects

A. City of Durham – \$155,000

1. Durham Bike and Hike Map. Total request: \$15,000 (\$12,000 federal, \$3000 local).

Description: Update map (estimate \$7500) and print \$10,000 copies (estimate \$7500). It is likely that we will be able to overmatch based on past contributions to map printing from Duke, DCVB, and other city departments.

2. Durham Bicycle Boulevard and Bike Lane Study. Total request: \$60,000 (\$48,000 federal, \$12,000 local)

Description: The purpose of this study would be to develop a comprehensive toolbox of strategies and best practices for bicycle boulevards in Durham and to develop specific recommendations for a network of bicycle boulevards in Durham with a focus on alternatives to streets for which on-street bicycle facilities are challenging and/or to

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provide connections between key destinations. The study will include a public input process, cost estimates, and functional level design for at least four bicycle boulevard projects (two east-west and two north-south routes). The study will also assess some current bike lane projects in Durham and make recommendations for improvements to the design to increase safety and usage of the facilities.

3. Durham Bike Share Feasibility Study. Total request: \$80,000 (\$64,000 federal, \$16,000 local).

Description: The study will conduct a comprehensive analysis of the bike-share concept and will determine the likely success of a bike-share program in Durham. The project will consist of two separate phases. The first phase will conduct a feasibility study for a bike share system for Durham that includes a minimum number of stations, ridership potential, cost and revenue estimates, and governance/ownership models. If phase one determines that such a system is feasible, phase two will create an implementation plan for a bike-share system in Durham.

B Town of Chapel Hill, \$75,000 – Pedestrian Planning

Description to be provided by the Town.

C: Town of Carrboro

\$150,000 for the development of Parking Plan

VI. Schedule and Timeline

February 26 – TCC receives Draft FY 2015 UPWP

February 28 - Draft UPWP to NCDOT

March 12 - TAC receives Draft FY 2015 UPWP and releases for public comment Period

March 26 – TCC authorized approval of FY2015 UPWP

April TAC – Hold Public Hearing and Approve

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VIII. Synopsis of Accomplishments

The Main emphases of the FY 2013 and FY 2014 Unified Planning Work Programs (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, implementation of the regional 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.), development of the regional transit plan and the implementation of the County transit plans. 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:

1. 2040 Metropolitan Comprehensive Plan (MTP): The MPO completed tasks associated with the development of the 2040 MTP. The Transportation Advisory Committee (TAC) adopted the 2040 MTP and Air Quality Conformity Determination in May 2013.
2. Comprehensive Transportation Plan (CTP): The MPO along with NCDOT began work on the development of the Comprehensive Transportation Plan as mandated by the North Carolina General Status. Work accomplishments include CTP model setup, preparation of base maps, definition of roles and responsibilities.
3. 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
4. Limited English Proficiency Plan : The MPO) updated a 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.

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5. Demographic Profiles for Environmental Justices (EJ) and Civil Rights Title VI: The MPO updated and enhanced 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.

6. 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 - 400 locations
 - b. Turning Movement Counts (TMC) - 300 locations
 - c. Truck classification counts - 400 locations
 - d. Signal and detector data - 450 signal locations
 - e. Roadway geometric information - 300 segments
 - f. Transit system data (stop, route system wide reports, including boarding alighting, load, run time, costs, passenger/miles, etc.) all routes for CHT, DATA, TTA and Duke
 - g. Travel time 162 - facilities/segments
 - h. Bicycle pedestrian counts (peak period and 12-hour)
 - i. Development activities, permits and certificates of occupancy
 - j. ACS demographic data
 - k. Employment/ land-use

7. GIS Online Framework: Continued work on a repository for local, regional and State GIS data for use by the public and local and regional officials. The GIS On-line will support MPO short and long-range transportation planning by providing a visualization capability required by federal regulations as well as provide interactive mapping and geo-spatial information to the public and policy makers.

8. STI Analysis & SPOT3 Prioritization. The LPA prepared analysis of the Strategic Transportation Investment (STI) and summary reports for the elected officials and the public. Staff made several presentations to the TCC and TAC. Additionally, the LPA developed highway, transit, bike-pedestrian and rail projects list for SPOT-3 and updated modal ranking methodology.

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9. The LPA developed and finalized the 2014-2020 Metropolitan Transportation Improvement Program (MTIP) and subsequently NCDOT notified the MPO about the suspension of the 2014-2020 TIP due to MAP-21 funding shortfall, new State legislative issues and uncertainties surrounding revenue forecasts.
10. Amendments and Administrative Modifications of the MTIP: The MPO processed several administrative modifications to the 2012-18 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.
11. Congestion Management Process (CMP): Completed CMP data collection and some analysis. Draft reports for various components of the CMP were completed: Draft MPO Mobility Report Card, Safety Evaluation Report, draft multi-modal LOS for evaluating Complete Streets capacity/LOS, etc.
12. UPWP Financial Reporting and Management: The LPA processed 7 UPWP amendments (FHWA and FTA funds) and quality invoices to NCDOT. The LPA successfully completed an annual audit review for LPA planning grants.
13. 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.
14. 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, etc.
15. 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.
16. 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.
17. Other Project Development Planning and NEPA: The LPA continued to participate in on-going NCDOT project planning and the NEPA process for several 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, South Columbia, several bridge replacement projects, resurfacing projects, etc.
18. 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.
19. Ramp Metering project was completed and report presented to the TAC.

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20. Agency Service Request – LPA staff often assist with customer service requests several times a month with issues regarding UPWP allocation, sub-recipient reporting training and guidance, technical assistance, etc.

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

VII. FY2015 UPWP Resource Allocation, Organization Chart & Budget

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2015 Local Match Cost Sharing - Distribution										
No. Agency	2010 Census Population	Pop Share	LPA routine & TRM	Total Special Planning	Household Survey	FY 2015 Tier-1 Data	Transit OnBoard Survey	ADA - Freight CommViz	TOTAL	
1	Durham City	228,330	0.57	\$149,546	\$51,845	\$13,176	\$15,750	\$22,920	\$201,392	
2	Durham County	39,287	0.10	\$25,731	\$18,387	\$2,267	\$12,176	\$3,944	\$44,118	
3	Chapel Hill	57,233	0.14	\$37,485	\$13,878	\$3,303	\$4,830	\$5,745	\$51,363	
4	Carrboro	19,582	0.05	\$12,825	\$5,700	\$1,130	\$2,604	\$1,966	\$18,525	
5	Hillsborough	6,087	0.02	\$3,987	\$3,222	\$351	\$2,260	\$611	\$7,209	
6	Orange County	34,202	0.09	\$22,401	\$6,555	\$1,974	\$1,148	\$3,433	\$28,956	
7	Chatham County	14,160	0.04	\$9,274	\$3,948	\$817	\$1,710	\$1,421	\$13,223	
8	TTA			\$18,750	\$3,246	\$0	\$0	\$3,246	\$21,996	
	Totals Local 20%	398,881		\$280,000	\$106,781	\$23,017	\$40,478	\$43,286	\$386,781	
	80% Federal Share			\$1,120,000	\$427,124				\$1,547,124	
	Total 100%			\$1,400,000	\$533,905				\$1,933,905	

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2015 Local Match Cost Sharing - Distribution -Without Chatham County										
No. Agency	2010 Census Population	Pop Share	Total FY 2015 Base	ITRE -SB	Household Survey	FY 2015 Tier-1 Data	Transit OnBoard Survey	ADA - Freight CommViz	TOTAL	
1 Durham City	228,330	0.59	\$137,246	\$17,805	\$13,660	\$15,750		\$20,587	\$205,048	
2 Durham County	39,287	0.10	\$23,615	\$3,064	\$2,350	\$12,176		\$3,542	\$44,747	
3 Chapel Hill	57,233	0.15	\$34,402	\$4,463	\$3,424	\$4,830		\$5,160	\$52,279	
4 Carrboro	19,582	0.05	\$11,770	\$1,527	\$1,172	\$2,604		\$1,766	\$18,839	
5 Hillsborough	6,087	0.02	\$3,659	\$475	\$364	\$2,260		\$549	\$7,306	
6 Orange County	34,202	0.09	\$20,558	\$2,667	\$2,046	\$1,148		\$3,084	\$29,503	
7 Chatham County	0	0.00	\$0	\$0	\$0	\$1,710		\$0	\$1,710	
8 TTA			\$18,750					\$2,813	\$21,563	
Totals Local 20%	384,721		\$250,000	\$30,000	\$23,017	\$40,478	\$0	\$37,500	\$380,995	
80% Federal Share			\$1,000,000						\$1,523,980	
Total 100%			\$1,250,000						\$1,904,975	

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2014-2015 UPWP - Resource Allocation
Summary of LPA Staff Hours and Total Funding

The Lead Planning Agency (LPA) Staff Hours														
No.	Task/Project	Trans. Pl. -- MPO		Trans. Pl. -- L RTP/CTP		Trans. Pl. -- Bike/Ped		Fiscal Mngt- Grant		Engineer - Modelling Landuse		Engineer - CMP / Tech Serv		Tot Staff Hours
1	Monitoring/Surveillance Data Collection & Travel Model Updates & Survey Activities (including base year, intermediate years and horizon model data)	0	300	72	0	0	0	0	0	830	140	900	560	4,062
2	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	170	826	460	0	500	440	100	100	500	400	180	0	3,415
3	Congestion Management Process -CMP	0	0	0	0	240	550	80	0	0	0	0	0	1,120
4	Air Quality Planning & Conformity	0	0	80	0	0	0	0	0	0	0	0	0	130
5	Short Range Transit Planning / TDP	0	0	0	0	0	0	0	0	0	0	0	0	0
6	UPWP & Fiscal/Grant Management/Oversight & Audit	0	0	0	1,000	0	0	0	0	0	0	0	0	1,320
7	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	400	0	190	100	0	0	20	0	0	0	0	0	790
8	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	96	0	0	0	0	20	0	0	0	0	0	0	636
9	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	0	0	60	0	0	0	0	0	0	310
10	Public Involvement/ Website/Social media & interactive mapping	44	54	30	0	0	0	0	500	0	0	0	0	778
11	Coordination	210	25	50	0	100	0	260	380	0	100	0	0	1,125
12	MPO Management and Operations	980	60	60	800	60	0	500	20	160	310	100	250	3,400
13														
Totals		1,900	1,900	942	1,900	1,900	1,900	1,900	1,900	1,900	1,900	1,900	2,240	20,632
% Hours Devoted to MPO Planning		100%	100%	50%	100%	100%	100%	100%	100%	100%	100%	100%	13%	100%

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2014-2015 UPWP - Resource Allocation
Summary of LPA Staff Hours and Total Funding

Table 2		Percent Staff Hours Distribution by UPWP Tasks													Tot Staff Hours
		Trans. PI -- MPO	Trans. PI -- LRTD/CTP	Trans. PI -- Bike/Ped	Fiscal Mngt-Grant	Engineer - Modeling Landuse	Engineer - CMP / Tech Serv	Tech Serv Superv.	GIS / Web	Technician	Planning Manager	TCC Chair	Secretary MPO Clerk	Interns	
1	Data Collection & Monitoring/Surveillance	0.0%	15.8%	7.6%	0.0%	0.0%	43.7%	7.4%	47.4%	63.7%	2.6%	0.0%	0.0%	25.0%	19.7%
2	Travel Model Updates & Survey Activities (including base year, intermediate years and horizon model data)	0.0%	33.4%	0.0%	0.0%	52.6%	0.0%	26.3%	0.0%	9.5%	16.8%	0.0%	0.0%	34.8%	16.6%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	8.9%	43.5%	48.8%	0.0%	26.3%	23.2%	21.1%	5.3%	18.4%	0.0%	0.0%	0.0%	13.4%	17.2%
4	Congestion Management Process -CMP	0.0%	0.0%	0.0%	0.0%	12.6%	28.9%	4.2%	0.0%	0.0%	2.6%	0.0%	0.0%	8.9%	5.4%
5	Air Quality Planning & Conformity	0.0%	0.0%	8.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.6%
6	Short Range Transit Planning / TDP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
7	UPWP & Fiscal/Grant Management/oversight & Audit	0.0%	0.0%	0.0%	52.6%	0.0%	0.0%	0.0%	0.0%	0.0%	16.8%	0.0%	0.0%	0.0%	6.4%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	21.1%	0.0%	20.2%	5.3%	0.0%	0.0%	1.1%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	3.8%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Pkg for Elderly	5.1%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	19.5%	0.0%	0.0%	6.7%	3.1%
10	Safety Pkg/Drug Control Pkg & Private Sector participation	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	7.9%	0.0%	0.0%	4.5%	1.5%
11	Public Involvement/ Website/Social media & interactive mapping	2.3%	2.8%	3.2%	0.0%	0.0%	0.0%	0.0%	26.3%	0.0%	5.3%	0.0%	0.0%	2.2%	3.8%
12	Special Studies & State/Regional Coordination	11.1%	1.3%	5.3%	0.0%	5.3%	0.0%	13.7%	20.0%	0.0%	5.3%	0.0%	0.0%	0.0%	5.5%
13	MPO Management and Operations	51.6%	3.7%	6.4%	42.1%	3.2%	0.0%	26.3%	1.1%	8.4%	16.3%	100.0%	100.0%	4.5%	16.5%
	Totals	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%

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2014-2015 UPWP - Resource Allocation
Summary of LPA Staff Hours and Total Funding

FY 2015 UPWP - Overview of Staff Hours by Task and Agency												
No.	Task/Project	FHWA PL & STP-DA Funding							FTA 5303 and 5307 Funding			
		LPA	Chapel Hill	Carrboro	TICOG	Durham City	Durham Co	Orange	DATA 5303	CHT 5303	TTA 5307	
1	Data Collection & Monitoring/Surveillance	4,062	1,300	85	0	48	55	235	555	1,350	0	
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	3,415	0	70	0	0	0	120	0	0	0	
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	3,546	1,305	80	0	544	1,165	120	0	870	0	
4	Congestion Management Process -CMP	1,120	500	15	0	0	0	0	0	25	0	
5	Air Quality Planning & Conformity	130	0	0	0	0	0	0	0	0	0	
6	Short Range Transit Planning / TDP	0	0	45	0	0	0	140	0	299	0	
7	UPWP & Fiscal/Grant Management/oversight & Audit	1,320	25	45	0	68	30	50	0	0	0	
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	790	525	60	0	680	0	95	0	0	0	
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	636	0	10	0	120	0	0	0	0	0	
10	Safety Ping/Drug Control Ping & Private Sector participation	310	0	0	0	0	0	0	0	0	0	
11	Public involvement/ Website/Social media & interactive mapping	778	0	40	0	82	0	0	0	0	0	
12	Special Studies & State/Regional Coordination	1,125	458	80	1,057	88	265	105	0	505	0	
13	MPO Management and Operations	3,400	587	260	0	270	106	500	0	558	0	
Totals		20,632	4,700	790	1,057	1,900	1,621	1,365	555	3,607	0	

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2014-2015 UPWP - Resource Allocation
Summary of LPA Staff Hours and Total Funding

Table 4

No.	Task/Project	FY 2015 UPWP - Overview of Budget by Task and Agency										FTA 5303 and 5307 Funding		
		LPA	Chapel Hill	Carrboro	TICOG	Durham City	Durham Co	Orange	DATA 5303	CHT 5303	TTA 5307	DATA 5303	CHT 5303	TTA 5307
1	Data Collection & Monitoring/Surveillance	\$379,372	\$30,273	\$2,754	\$0	\$2,112	\$2,141	\$9,258	\$28,139	\$42,240	\$0			
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	\$425,673	\$0	\$2,354	\$0	\$0	\$0	\$4,874	\$0	\$0	\$0			
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	\$167,294	\$108,077	\$2,718	\$0	\$178,936	\$41,863	\$4,874	\$6,524	\$35,449	\$0			
4	Congestion Management	\$54,815	\$17,350	\$545	\$0	\$0	\$0	\$0	\$0	\$1,525	\$0			
5	Process - CMP	\$6,795	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
6	Air Quality Planning & Conformity	\$0	\$0	\$1,634	\$0	\$0	\$0	\$5,828	\$26,098	\$8,163	\$0			
7	Short Range Transit Planning / TDP	\$62,180	\$1,525	\$1,634	\$0	\$2,992	\$1,333	\$1,960	\$0	\$0	\$0			
8	UPWP & Fiscal/Grant Management/oversight & Audit	\$37,411	\$18,875	\$2,179	\$0	\$29,920	\$0	\$3,682	\$6,524	\$0	\$0			
9	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	\$32,781	\$0	\$363	\$0	\$5,280	\$0	\$0	\$3,262	\$0	\$0			
10	Safety Ping/Drug Control Ping & Private Sector participation	\$15,374	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
11	Public Involvement/ Website/Social media & interactive mapping	\$41,291	\$0	\$1,359	\$0	\$3,608	\$0	\$0	\$3,262	\$0	\$0			
12	Special Studies & State/Regional Coordination	\$247,555	\$15,023	\$152,516	\$68,750	\$3,872	\$9,936	\$4,169	\$0	\$22,915	\$855,000			
13	MPO Management and Operations	\$463,365	\$28,472	\$9,638	\$0	\$11,880	\$4,870	\$20,664	\$66,956	\$23,397	\$0			
	Totals	\$1,933,905	\$219,594	\$177,693	\$68,750	\$238,600	\$60,143	\$55,310	\$140,765	\$133,689	\$855,000			

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2014-2015 UPWP - Resource Allocation
Summary of LPA Staff Hours and Total Funding

Table 6
FY 2015 FHWA Planning Funding & Person Hours by MPO Sub-Recipients

No.	Jurisdiction	FY 2015 80% Fed	Total 100%	Person Hours	FTE
1	Carrboro	\$142,154	\$177,693	790	0.4
2	Chapel Hill	\$175,675	\$219,594	4,700	2.5
3	Chatham County				
4	Durham County	\$190,880	\$238,600	1,900	1.0
5	Hillsborough	\$48,115	\$60,143	1,621	0.9
6	Orange County	\$44,248	\$55,310	1,365	0.7
7	TJCOG	\$55,000	\$68,750	1,057	0.6
8	Total	\$656,073	\$820,091	11,433	6.0

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

Table 7
FY 2015 Transit Funding by Agency

	5303	5307	5309	Total
1	Chapel Hill Transit	\$133,689	\$354,527	\$262,500
2	DATA	\$140,765	\$357,533	\$498,297
3	Triangle Transit		\$855,000	\$855,000
	Total	\$274,453	\$1,567,059	\$262,500
				\$2,104,012

**FY 2015 Unified Planning Work Program (UPWP)
Program Highlights & Resource Allocation**

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

Chapel Hill FHWA- Table 2		Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks												
No.	Task/Project	Trans. Pl. - Bonk	Trans. Pl. - Davis	Trans. Pl. - Mickles	New position	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	0.0%		0.0%	40.5%	46.2%	37.3%							27.7%
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0.0%		0.0%	0.0%	0.0%	0.0%							0.0%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	17.5%		24.0%	16.2%	46.2%	37.3%							27.8%
4	Congestion Management Process - CMP	0.0%		0.0%	40.5%	0.0%	0.0%							10.6%
5	Air Quality Planning & Conformity	0.0%		0.0%	0.0%	0.0%	0.0%							0.0%
6	Short Range Transit Planning / TDP UPWP & Fiscal/Grant	0.0%		0.0%	0.0%	0.0%	0.0%							0.0%
7	Management/oversight & Audit	4.4%		0.0%	0.0%	0.0%	0.0%							0.5%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	4.4%		58.5%	0.0%	0.0%	0.0%							11.2%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	0.0%		0.0%	0.0%	0.0%	0.0%							0.0%
10	Safety Ping/Drug Control Ping & Private Sector participation	0.0%		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%							0.0%
12	Special Studies & State/Regional Coordination	28.8%		0.0%	0.0%	7.7%	25.5%							9.7%
13	MPO Management and Operations	43.9%		17.5%	2.8%	0.0%	0.0%							12.5%
	Totals	100.0%		100.0%	100.0%	100.0%	100.0%							100.0%

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

**FY 2014-2015 UPWP
Summary of LPA Staff Hours and Total Funding**

No.	Task/Project	Town of Carrboro Staff Hours										Tot Staff Hours	
		Trans. Pl. - Jeff	GIS - Ruth	Trans. Pl. - Pat	Moore	Staff TBD	Staff	Staff	Staff	Staff	Staff		
1	Data Collection & Monitoring/Surveillance	25	30	0	0	30							85
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	30	0	10	10	20							70
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	40	0	10	10	20							80
4	Congestion Management Process - CMP	15	0	0	0	0							15
5	Air Quality Planning & Conformity	0	0	0	0	0							0
6	Short Range Transit Planning / TDP UPWP & Fiscal/Grant	45	0	0	0	0							45
7	Management/Oversight & Audit	45	0	0	0	0							45
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	60	0	0	0	0							60
9	Limited English Proficiency/ Minority Bus & Ping for Elderly	10	0	0	0	0							10
10	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	0	0							0
11	Public Involvement/ Website/Social media & interactive mapping	20	0	5	5	10							40
12	Special Studies & State/Regional Coordination	30	0	10	10	30							80
13	MPO Management and Operations	200	0	20	30	10							260
	Totals	520	30	55	65	120							790
	% Hours Devoted to UPWP Planning	27.37%	1.58%	2.89%	3.42%	6.32%							

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

**FY 2014-2015 UPWP
Summary of LPA Staff Hours and Total Funding**

Carboro FHWA- Table 2		Town of Carboro - Percent Staff Hours Distribution by UPWP Tasks											Tot Staff Hours			
No.	Task/Project	Trans. Pl. - Jeff	GIS - Ruth	Trans. Pl. - Pat	Trans. Moon	Staff TBD	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	4.8%	100.0%	0.0%	0.0%	25.0%										10.8%
2	Travel Model Updates & Survey Activities (including base year, intermediate years and horizon model data)	5.8%	0.0%	18.2%	15.4%	16.7%										8.9%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	7.7%	0.0%	18.2%	15.4%	16.7%										10.1%
4	Congestion Management Process - CMP	2.9%	0.0%	0.0%	0.0%	0.0%										1.9%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	0.0%	0.0%										0.0%
6	Short Range Transit Planning / TDP UPWP & Fiscal/Grant	8.7%	0.0%	0.0%	0.0%	0.0%										5.7%
7	Management/oversight & Audit	8.7%	0.0%	0.0%	0.0%	0.0%										5.7%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	11.5%	0.0%	0.0%	0.0%	0.0%										7.6%
9	Limited English Proficiency/ Minority Bus & Ping for Elderly	1.9%	0.0%	0.0%	0.0%	0.0%										1.3%
10	Safety Ping/Drug Control Ping & Private Sector participation	0.0%	0.0%	0.0%	0.0%	0.0%										0.0%
11	Public Involvement/ Website/Social media & interactive mapping	3.8%	0.0%	9.1%	7.7%	8.3%										5.1%
12	Special Studies & State/Regional Coordination	5.9%	0.0%	18.2%	15.4%	25.0%										10.1%
13	MPO Management and Operations	38.5%	0.0%	36.4%	46.2%	8.3%										32.9%
	Totals	100.0%	100.0%	100.0%	100.0%	100.0%										100.0%

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

Durham County FHWA - Table 1		Durham County Staff Hours										Tot Staff Hours				
No.	Task/Project	Trans. Pl. --	Laura	Hannah	Scott	Lisa	Kathryn	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance Activities (including base year, intermediate years and Horizon model data)	0	30	0	0	0	25									55
2	Travel Model Updates & Survey	0	0	0	0	0	0									0
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	215	150	700	0	100	0									1165
4	Congestion Management Process - CMP	0	0	0	0	0	0									0
5	Air Quality Planning & Conformity	0	0	0	0	0	0									0
6	Short Range Transit Planning / TDP	0	0	0	0	0	0									0
7	UPWP & Fiscal/Grant Management/oversight & Audit	30	0	0	0	0	0									30
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0	0	0	0	0	0									0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	0	0	0	0	0	0									0
10	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	0	0	0									0
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	0	0	0									0
12	Special Studies & State/Regional Coordination	65	40	150	10	0	0									265
13	MPO Management and Operations	30	40	0	36	0	0									106
Totals		340	260	850	46	100										1,621
% Hours Devoted to MPO Planning		17.89%	13.69%	44.74%	2.42%	5.26%										

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

Orange County FHWA - Table 1		Orange County Staff Hours										Tot Staff Hours		
No.	Task/Project	Trans. Pl. -	Trans. Pl. -	Trans. Pl. -	New position	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	135	60	40	0	0	0							235
2	Travel Model Updates & Survey Activities (including base year, intermediate years and horizon model data)	80	0	40	0	0	0							120
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	60	0	40	0	0	0							120
4	Congestion Management Process - CMP	0	0	0	0	0	0							0
5	Air Quality Planning & Conformity	0	0	0	0	0	0							0
6	Short Range Transit Planning / TDP	80	0	60	0	0	0							140
7	UPWP & Fiscal/Grant Management/oversight & Audit	40	0	10	0	0	0							50
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	80	0	15	0	0	0							95
9	Title VI & Environmental Justice/Limited English Proficiency/ Minority Bus & Ping for Elderly	0	0	0	0	0	0							0
10	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	0	0	0							0
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	0	0	0							0
12	Special Studies & State/Regional Coordination	75	5	25	0	0	0							105
13	MPO Management and Operations	300	0	200	0	0	0							500
Totals		870	65	430	0	0	0							1,365
% Hours Devoted to MPO Planning		45.76%	3.42%	22.65%	0.00%	0.00%	0.00%							

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

City of Durham FHWA - Table 1												
No.	Task/Project	City of Durham Staff Hours										Tot Staff Hours
		Trans. Pl. -	Intern	Trans. Pl. -	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	
1	Data Collection & Monitoring/Surveillance	48	0	0	0	0						48
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0	0	0	0	0						0
3	Long Range Planning & MTP/CIP/Collector Street Planning/TDM	544	0	0	0	0						544
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 UPWP & Fiscal/Grant	0	0	0	0	0						0
7	Management/oversight & Audit	68	0	0	0	0						68
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	680	0	0	0	0						680
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	120	0	0	0	0						120
10	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	0	0						0
11	Public Involvement/ Website/Social media & interactive mapping	82	0	0	0	0						82
12	Special Studies & State/Regional Coordination	88	0	0	0	0						88
13	MPO Management and Operations	270	0	0	0	0						270
Totals		1900	0	0	0	0						1,900
% Hours Devoted to MPO Planning		100.00%	0.00%	0.00%	0.00%	0.00%						

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

City of Durham - FHWA- Table 2		City of Durham - Percent Staff Hours Distribution by UPWP Tasks											
No.	Task/Project	Trans. Pl. --	Intern	Trans. Pl. --	Trans. Pl. --	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	2.5%											2.5%
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0.0%											0.0%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	28.6%											28.6%
4	Congestion Management Process - CMP	0.0%											0.0%
5	Air Quality Planning & Conformity	0.0%											0.0%
6	Short Range Transit Planning / TDP UPWP & Fiscal/Grant	0.0%											0.0%
7	Management/oversight & Audit	3.6%											3.6%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	35.8%											35.8%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	6.3%											6.3%
10	Safety Ping/Drug Control Ping & Private Sector participation	0.0%											0.0%
11	Public Involvement/ Website/Social media & interactive mapping	4.3%											4.3%
12	Special Studies & State/Regional Coordination	4.6%											4.6%
13	MPO Management and Operations	14.2%											14.2%
	Totals	100.0%											100.0%

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

TJCOG FHWA - Table 1		TJCOG Staff Hours										Tot Staff Hours				
No.	Task/Project	John	GIS	Trans. Pl. - Principal	TP-II	TP-II	TP-II	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Travel Model Updates & Survey Activities (including base year, intermediate years and horizon model data)	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	0	0	0	0	0	0	0	0	0	0	0
4	Congestion Management Process - CMP	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
6	Short Range Transit Planning / TDP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	UPWP & Fiscal/Grant Management/oversight & Audit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	0	0	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	0	0	0	0	0
12	Special Studies & State/Regional Coordination	296	281	96	264	160	0	0	0	0	0	0	0	0	0	1057
13	MPO Management and Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		236	281	96	264	180	0	0	0	0	0	0	0	0	0	1,057
% Hours Devoted to MPO Planning		12.42%	14.78%	5.05%	13.89%	9.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

DATA : FTA 5307 - Table 2		DATA - Percent Staff Hours Distribution by UPWP Tasks											
No.	Task/Project	Trans. PL. --	Fiscal - Angella	Trans. PL. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
	Data Collection & Monitoring/Surveillance	100.0%	0.0%										41.4%
1	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0.0%	0.0%										0.0%
2	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	0.0%	80.0%										46.6%
3	Congestion Management Process - CMP	0.0%	0.0%										0.0%
4	Air Quality Planning & Conformity	0.0%	0.0%										0.0%
5	Short Range Transit Planning / TDP UPWP & Fiscal/Grant	0.0%	0.0%										0.0%
6	Management/oversight & Audit TIP/SPOT/Mobility Funds/ Loop	0.0%	0.0%										0.0%
7	Prioritization/Proj Development Title VI & Environmental Justice/ Limited English Proficiency/ Minority	0.0%	0.0%										0.0%
8	Bus & PIng for Elderly Safety PIng/Drug Control PIng & Private Sector participation	0.0%	0.0%										0.0%
9	Public Involvement/ Website/Social media & interactive mapping	0.0%	0.0%										0.0%
10	Special Studies & State/Regional Coordination	0.0%	0.0%										0.0%
11	MPO Management and Operations	0.0%	20.0%										11.7%
12													
13													
	Totals	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

DATA : FTA 5303 Table 1		DATA 5303 Staff Hours										
No.	Task/Project	Trans. Pl. --	Fiscal - Angela	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	565										565
2	Travel Model Updates & Survey Activities (including base year, intermediate 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 UPWP & Fiscal/Grant	0										0
7	Management/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 & Ping for Elderly	0										0
10	Safety Ping/Drug Control Ping & 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
	Totals	565										565
	% Hours Devoted to UPWP Planning	29.21%										

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

Chapel Hill : FTA 5303 - Table 1		Town of Chapel Hill Staff Hours											
No.	Task/Project	Trans. PL --		Staff - Move	GIS Analyst Cecil	New	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
		PL -- Bonk	PL -- Davis										
1	Data Collection & Monitoring/Surveillance	50	400	0	800	100							1350
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0	0	0	0	0							0
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	200	670	0	0	0							870
4	Congestion Management Process - CMP	25	0	0	0	0							25
5	Air Quality Planning & Conformity	0	0	0	0	0							0
6	Short Range Transit Planning / TDP	0	0	0	289	0							289
7	UPWP & Fiscal/Grant Management/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 & Ping for Elderly	0	0	0	0	0							0
10	Safety Ping/Drug Control Ping & 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	205	300	0	0	0							505
13	MPO Management and Operations	185	150	133	0	90							558
Totals		665	1520	133	1089	190							3,607
% Hours Devoted to MPO Planning		35.00%	80.00%	7.00%	57.84%	10.00%							

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

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	Staff - Moye	GIS Analyst Cecll	New	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	7.5%	26.3%	0.0%	72.8%	52.6%							37.4%
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0.0%	0.0%	0.0%	0.0%	0.0%							0.0%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	30.1%	44.1%	0.0%	0.0%	0.0%							24.1%
4	Congestion Management Process - CMP	3.8%	0.0%	0.0%	0.0%	0.0%							0.7%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	0.0%	0.0%							0.0%
6	Short Range Transit Planning / TDP	0.0%	0.0%	0.0%	27.2%	0.0%							8.3%
7	UPWP & Fiscal/Grant Management/oversight & Audit	0.0%	0.0%	0.0%	0.0%	0.0%							0.0%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%	0.0%	0.0%	0.0%	0.0%							0.0%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	0.0%	0.0%	0.0%	0.0%	0.0%							0.0%
10	Safety Ping/Drug Control Png & Private Sector participation	0.0%	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%							0.0%
12	Special Studies & State/Regional Coordination	30.8%	19.7%	0.0%	0.0%	0.0%							14.0%
13	MPO Management and Operations	27.8%	9.8%	100.0%	0.0%	47.4%							15.5%
	Totals	100.0%	100.0%	100.0%	100.0%	100.0%							100.0%

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

Chapel Hill : 5307 FTA - Table 1		Town of Chapel FTA 5307 Hill Staff Hours												
No.	Task/Project	Director + Litchfield	Admin + Survey	Grant Manager	Budget Mgr	Operation Mgr	Customer Svc Mgr	Transit Planner	Safety Mgr	Grants Coord	Secretary	GIS Coord	Operation Supv	Tot Staff Hours
		DefPietro	C. Cole	Shreve	Pittman	Hackney	Vega	Butler	Murdock	Sherman	Cecil	Supv	Hours	
1	Monitoring/Surveillance Data Collection & Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	75	0	0	0	0	106	0	0	0	504	0	255	940
2	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Congestion Management Process - CMP	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Air Quality Planning & Conformity	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Short Range Transit Planning / TDP	0	0	0	0	0	0	0	0	0	0	0	0	0
6	UPWP & Fiscal/Grant Management/oversight & Audit	0	0	0	0	0	163	0	0	0	0	0	0	163
7	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0	0	26	0	0	0	0	0	39	0	0	0	65
8	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	0	0	26	0	0	0	0	0	39	0	0	0	65
9	Safety Ping/Drug Control Ping & Private Sector participation	18	0	30	0	0	0	0	0	0	0	0	305	353
10	Public Involvement/ Website/Social media & interactive mapping	0	10	0	0	0	0	0	45	0	0	0	0	55
11	Special Studies & State/Regional Coordination	0	0	0	0	0	0	0	0	0	74	0	0	74
12	MPO Management and Operations	129	0	0	0	0	30	0	0	0	0	0	0	159
13		200	30	264	100	40	0	0	175	0	0	0	0	829
Totals		422	40	346	100	40	299	45	253	74	504	0	560	2,703
% Hours Devoted to UPWP Planning		22.21%	2.11%	18.21%	5.26%	2.11%	15.74%	2.37%	13.32%	3.89%	26.53%	0.00%	29.47%	

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

Chapel Hill, FTA 5307- Table 2		Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks														Tot Staff Hours	
No.	Task/Project	Director Litchfield	Admin DePietro	Grant Manager C. Cole	Budget Mgr Shreve	Operation Mgr Pittman	Customer Svc Mgr Hackney	Transit Planner Vega	Safety Mgr Butler	Grants Coord Murdock	Secretary Sherman	GIS Coord Cecl	Operation Supvrs	Operatio n Supvrs	Tot Staff Hours		
1	Data Collection & Monitoring/Surveillance	17.8%	0.0%	0.0%	0.0%	0.0%	0.0%	35%	0%	0%	100%	#DIV/0!	48%	34.8%			
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%			
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%			
4	Congestion Management Process - CMP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	#DIV/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%	#DIV/0!	0%	0.0%			
6	Short Range Transit Planning / TDP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55%	0%	0%	0%	#DIV/0!	0%	6.0%			
7	UPWP & Fiscal/Grant Management/oversight & Audit	0.0%	0.0%	7.5%	0.0%	0.0%	0.0%	0%	0%	15%	0%	#DIV/0!	0%	2.4%			
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%	0.0%	7.5%	0.0%	0.0%	0.0%	0%	0%	15%	0%	#DIV/0!	0%	2.4%			
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	4.3%	0.0%	8.7%	0.0%	0.0%	0.0%	0%	0%	0%	0%	#DIV/0!	54%	13.1%			
10	Safety Ping/Drug Control Ping & Private Sector participation	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0%	100%	0%	0%	#DIV/0!	0%	2.0%			
11	Public Involvement/ Website/Social media & interactive mapping	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	#DIV/0!	0%	2.7%			
12	Special Studies & State/Regional Coordination	30.6%	0.0%	0.0%	0.0%	0.0%	0.0%	10%	0%	0%	0%	#DIV/0!	0%	5.9%			
13	MPO Management and Operations	47.4%	75.0%	76.3%	100.0%	100.0%	100.0%	0%	0%	69%	0%	#DIV/0!	0%	30.7%			
	Totals	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	#DIV/0!	100.0%	100.0%			

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

IX. Overview of MAP-21 Metropolitan Planning Requirements

Performance Measure/Targets

(A) In general —The DCHC 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 — The DCHC MPO is required to 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 the DCHC MPO shall be coordinated with NCDOT to ensure consistency, to the maximum extent practicable.
2. Public transportation performance targets — Selection of performance targets by the DCHC MPO 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 — The DCHC MPO is required to establish the performance targets under subparagraph (B) not later than 180 days after the date on which NCDOT establishes or the MPO transit providers establish the performance targets.

(D) Integration of other performance-based plans — The DCHC MPO is required to integrate in its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in the NCDOT 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 DCHC MPO 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.

FY 2015 Unified Planning Work Program (UPWP) Program Highlights & Resource Allocation

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

(G) National Performance goals:

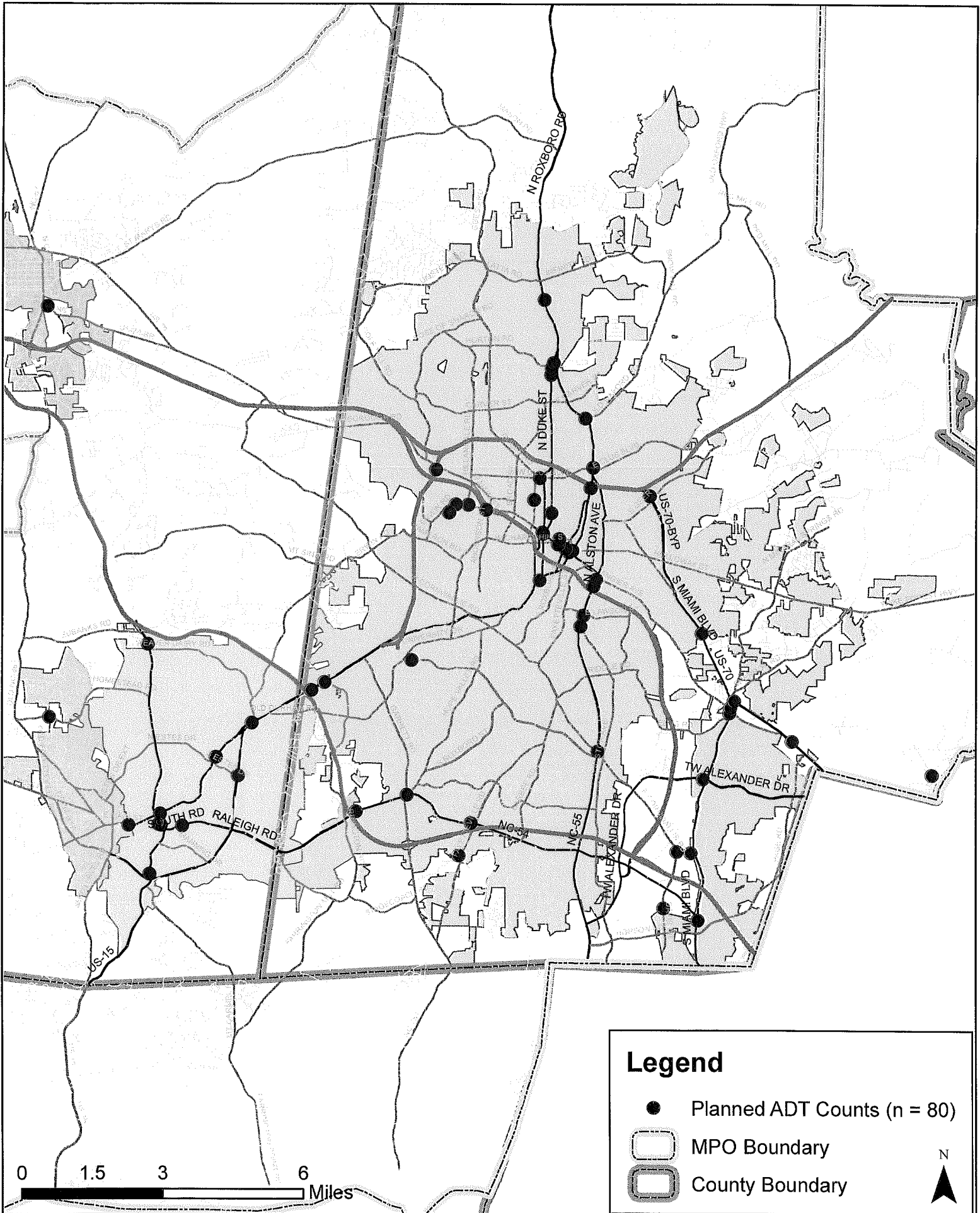
1. Safety (new safety requirements for all FTA recipients)
2. State of good repair –infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement & economic vitality
6. Environmental sustainability
7. Project delivery

(H) Optional Scenario Development:

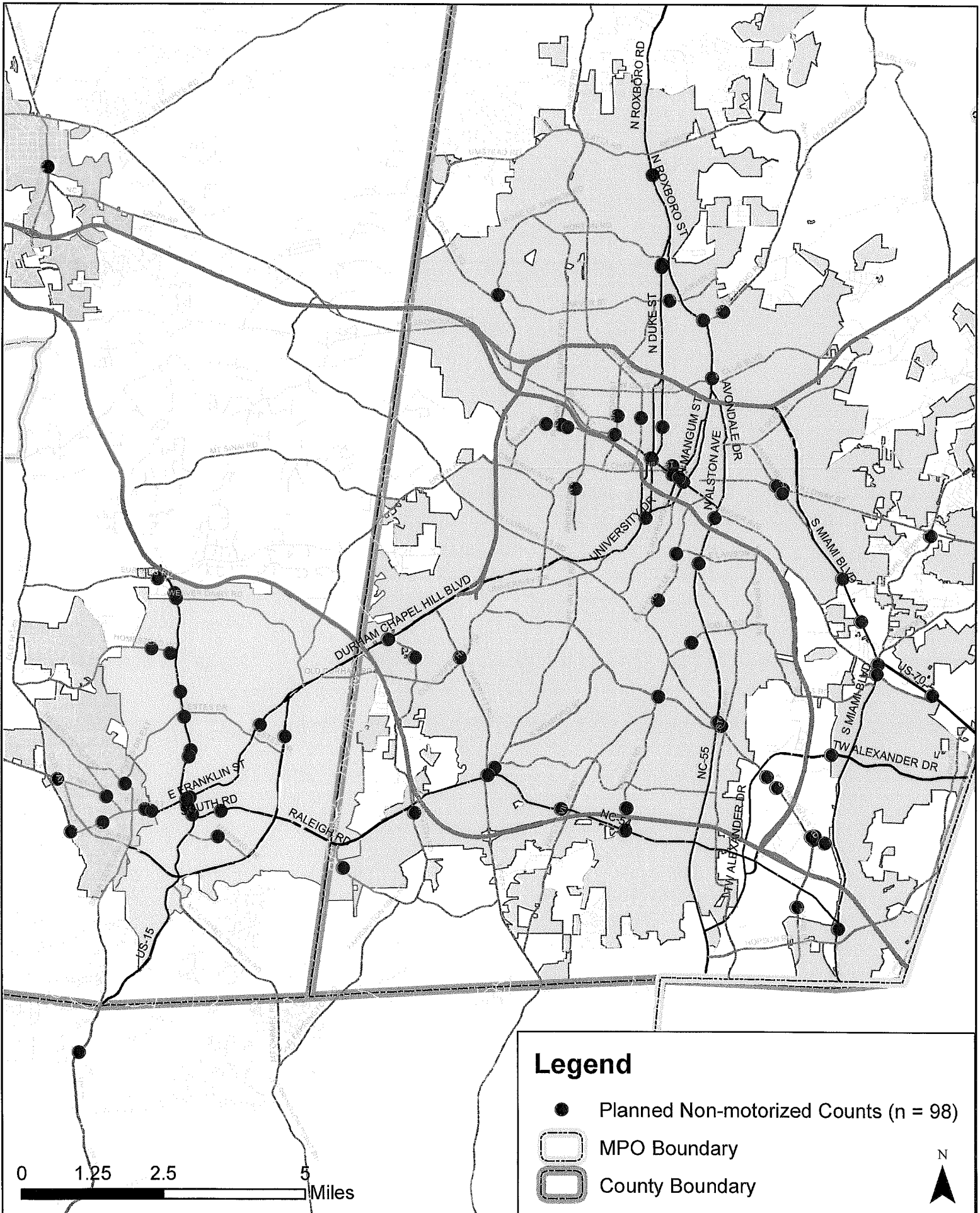
1. In general — A metropolitan planning organization may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan, in accordance with subparagraph (B).
2. Recommended 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.

Appendices

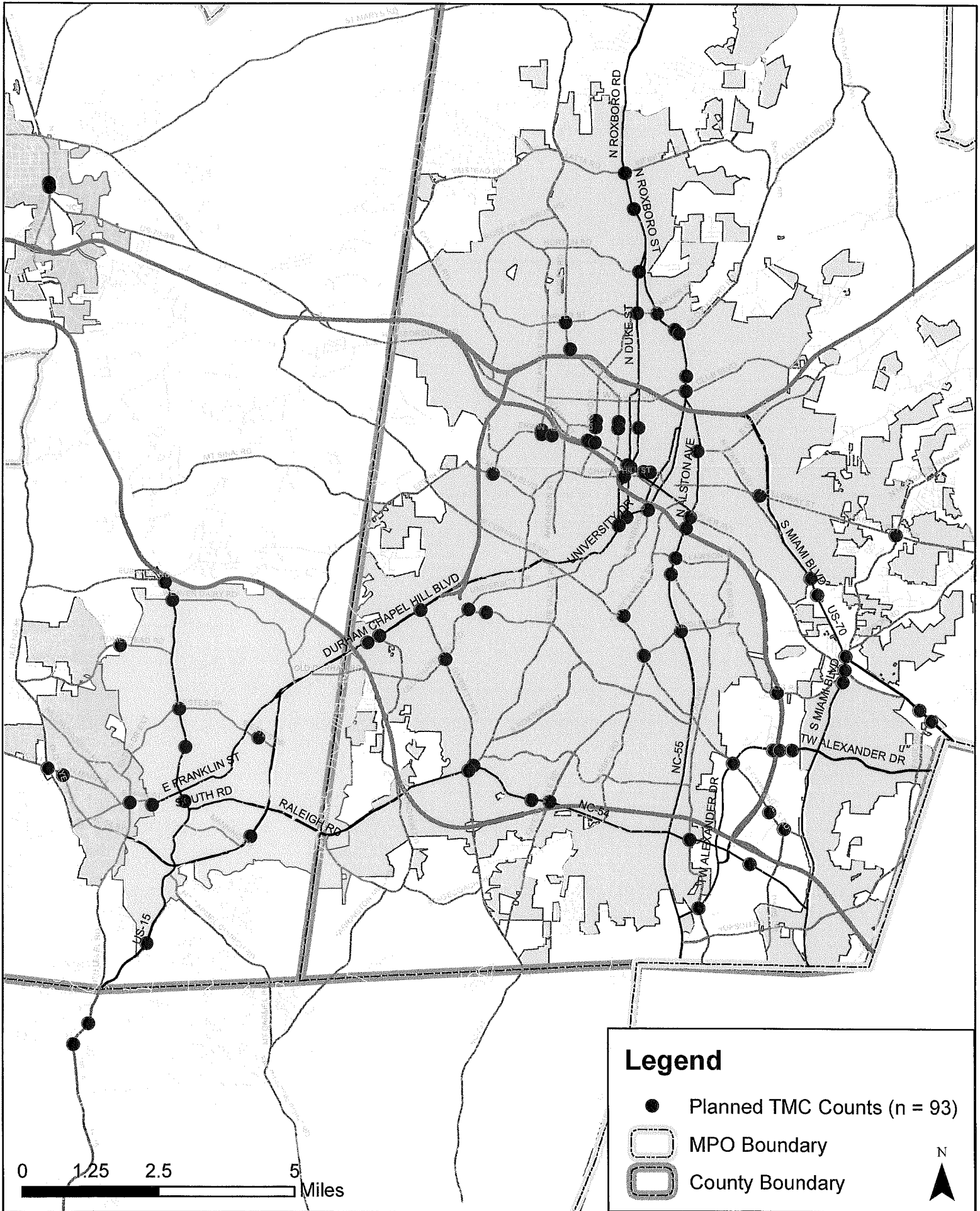
FY2015 Data Collection Plan (ADT)



FY2015 Data Collection Plan (Nonmotorized)

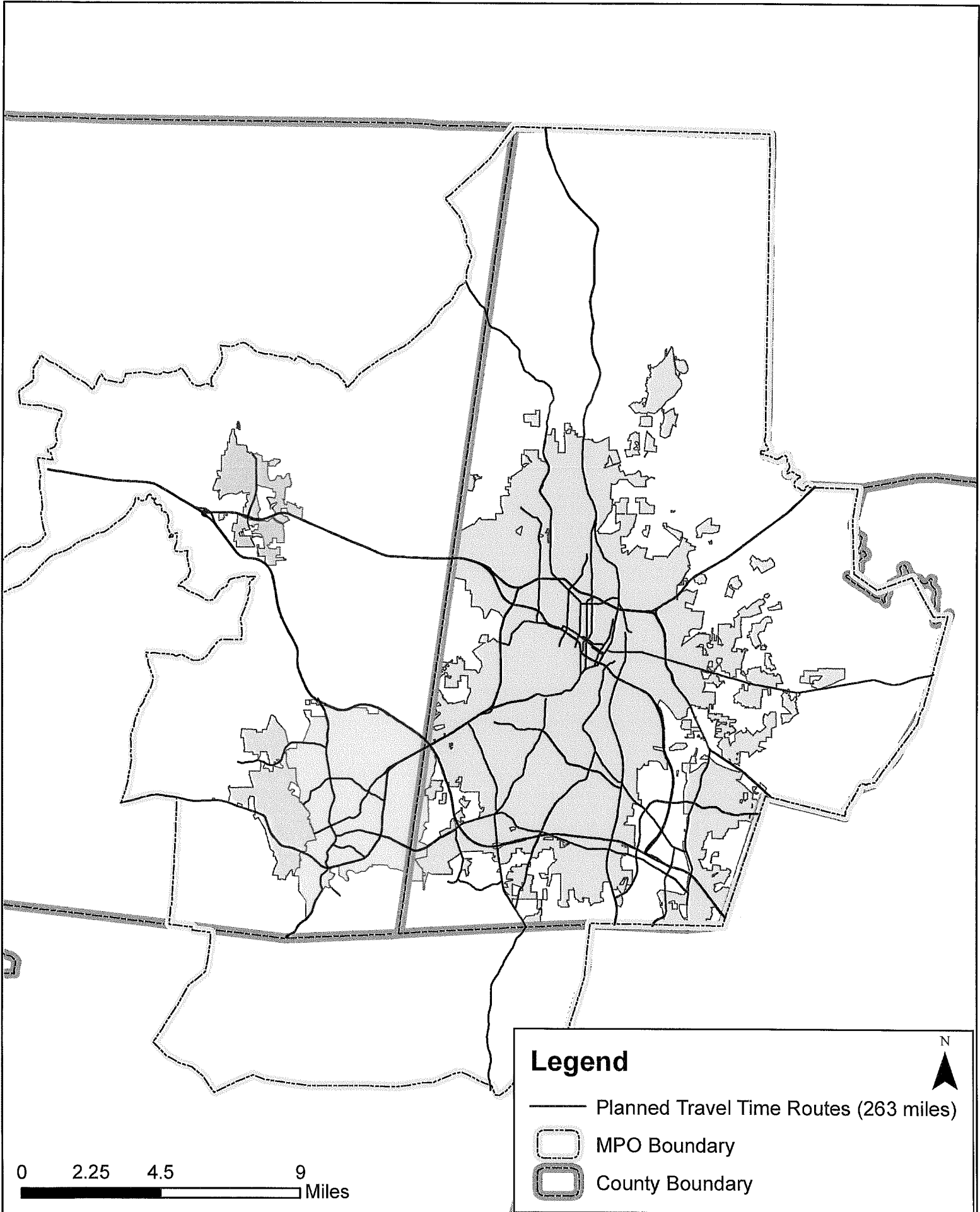


FY2015 Data Collection Plan (TMC)

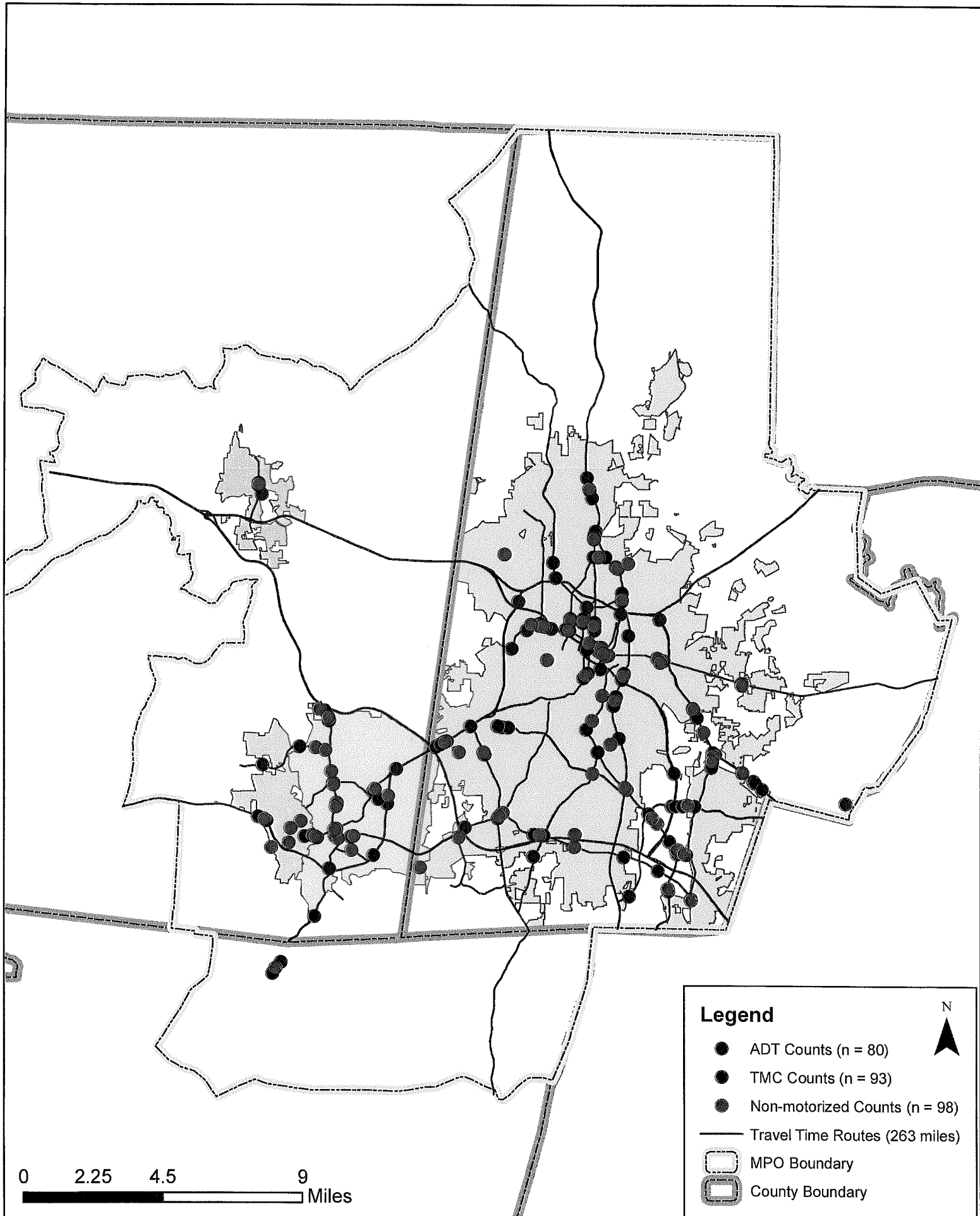


FY2015 Data Collection Plan (Travel Time)

TCC 2/26/2014 Attachment 9A



FY2015 Data Collection Plan



Legend

- ADT Counts (n = 80)
- TMC Counts (n = 93)
- Non-motorized Counts (n = 98)
- Travel Time Routes (263 miles)
- MPO Boundary
- County Boundary



0 2.25 4.5 9 Miles



MPO
Title VI Review Questions & Requested Items

Instructions: Answer each *Yes* or *No* question and indicate if the requested information is attached with an "X" mark. Please attach electronic documents and number each attachment to match the question. Use your tab button to move between the questions and your space bar to check the appropriate box. Please save as a PDF before returning.

1. Does the MPO have an active Title VI Nondiscrimination Program?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, please attach any records or reports you consider sufficient to demonstrate that the program is being implemented.	Attached <input type="checkbox"/>
2. Does the MPO disseminate any information or documents throughout its organization and publicly, including information pertaining to the Title VI program?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, please attach a list of what you distribute <i>internally</i> and <i>externally</i> .	Attached <input type="checkbox"/>
• Has the MPO translated any documents into languages other than English?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, attach a list of documents you have translated and samples of translated materials.	Attached <input type="checkbox"/>
3. Identify the MPO's Title VI Coordinator (<i>Civil Rights Officer</i>) by name and title:	
• Are Title VI duties included in the Coordinator's primary job description?	YES <input type="checkbox"/> NO <input type="checkbox"/>
• Has the Coordinator or officer been given the authority to effectively administer your Title VI Program?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o Please attach a copy of your organizational chart.	Attached <input type="checkbox"/>
4. Does the MPO have an approved Language Assistance Plan or procedures for persons with Limited English Proficiency (LEP)?	YES <input type="checkbox"/> NO <input type="checkbox"/>
• Does the MPO conduct four-factor analyses, as required by USDOT LEP guidelines?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, please attach a copy of your plan or procedures and a copy of a four-factor analysis you have conducted, if one isn't including in your Plan.	Attached <input type="checkbox"/>
5. Does the MPO ensure that decision-making and programs are sensitive to the needs of minorities and other traditionally underserved populations (<i>e.g., minorities, disabled, low-income, elderly, children, LEP</i>)?	YES <input type="checkbox"/> NO <input type="checkbox"/>
6. Does the MPO utilize appointed groups such as planning commissions or Citizens Advisory Committees?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, attach a list of each of your appointed groups, including the name, race/ethnicity and gender of each current member (<i>e.g., John Doe, B/M; Jane Doe, H/F, etc.</i>), and their affiliations (<i>e.g., Hispanic Chamber of Commerce, NAACP, private organizations</i>).	Attached <input type="checkbox"/>
7. Does the MPO have internal discussions or meetings about your nondiscrimination program or obligations?	YES <input type="checkbox"/> NO <input type="checkbox"/>
• If requested onsite, could evidence be provided to verify this?	YES <input type="checkbox"/> NO <input type="checkbox"/>
8. Does the MPO ever seek guidance from external agencies like NCDOT, FHWA and FTA, regarding your obligations?	YES <input type="checkbox"/> NO <input type="checkbox"/>
9. In general, are you satisfied with the number of people (members of the general public) who shows up at your public meetings?	YES <input type="checkbox"/> NO <input type="checkbox"/>

10. Does the MPO's Public Involvement Plan include information and procedures on: <ul style="list-style-type: none"> • How to reach traditionally underserved populations (<i>e.g., minorities, disabled, low-income, elderly, children, LEP</i>)? • How to ensure that members of the public understand the rights afforded to them under Title VI and other nondiscrimination authorities? 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
11. Has the Title VI Coordinator received any civil rights training in the last three years? <ul style="list-style-type: none"> • Does the MPO provide civil rights training to its staff, sub-recipients, or contractors? • Does the MPO have a civil rights training plan or schedule? 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
12. Does the MPO consider and incorporate the needs of persons with disabilities in: <ul style="list-style-type: none"> • Planning • Programming • Facilities 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
13. Does the MPO provide reasonable accommodations to disabled applicants, employees and participants of public meetings? <ul style="list-style-type: none"> • Does the MPO have a process for notifying members of the public that meeting locations and formats are accessible to persons with disabilities? 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
14. Does the MPO or Lead Planning Agency have an ADA Transition Plan?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, attach a copy of your Transition Plan.	Attached <input type="checkbox"/>
15. Does the MPO collect and analyze data on participants and beneficiaries of its programs and services for the purpose of monitoring whether program funds are reaching traditionally underserved groups (<i>e.g., minorities, disabled, low-income, elderly, children, LEP</i>)?	YES <input type="checkbox"/> NO <input type="checkbox"/>
16. Does the MPO monitor the work and activities of sub-recipients and contractors for the purpose of determining if they are in compliance with their nondiscrimination obligations? <ul style="list-style-type: none"> • Does the MPO physically incorporate Title VI Assurances into all contracts and agreements? • Does the MPO maintain records and reports to validate its monitoring activities? 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, attach any records, reports or contracts that demonstrate your monitoring activities (<i>e.g., meeting minutes, emails, compliance reviews</i>).	Attached <input type="checkbox"/>
17. Does the MPO contract with women and minority owned businesses?	YES <input type="checkbox"/> NO <input type="checkbox"/>
18. To your knowledge, has the MPO received any discrimination complaints against itself or any of its member jurisdictions or contractors since in the last three years?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, please attach a copy of your complaints log.	Attached <input type="checkbox"/>
19. Does the MPO produce or submit reports to federal or state agencies regarding its Title VI compliance efforts?	YES <input type="checkbox"/> NO <input type="checkbox"/>



TOWN OF CARRBORO
NORTH CAROLINA
WWW.TOWNOFCARRBORO.ORG

January 29, 2014

Mr. Felix Nwoko, PhD
Transportation Planning Manager
DCHC-MPO
101 City Hall Plaza, 4th Floor
Durham, NC 27701

Dear ~~Mr. Nwoko~~ ^{Felix}:

Based on a Board of Aldermen resolution on November 12, 2013, I am writing to request that the DCHC-MPO consider allocating planning funds to the Town of Carrboro as part of the FY14-15 Unified Planning Work Program for the development of a parking plan for Carrboro.

The Town is laying the groundwork for the parking plan, including preliminary discussions by the Board of Aldermen and interaction with businesses. The need for a parking plan stems from recent disagreements between business owners regarding the potential for shared parking spaces; differing points of view within the community about supply, demand, price, and effect on transportation mode choices and traffic in Carrboro's central business district; discussions about how best to enhance customer access to businesses and support a thriving downtown; the likelihood of changes in perimeter park-and-ride lot prices causing spillover in Carrboro municipal parking lots; and other factors.

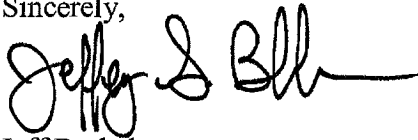
A parking plan would help address Goal 5 of the 2040 Metropolitan Transportation Plan, Integration of Land Use and Transportation, specifically Objectives 5c and 5e. It will help the Town identify implementation strategies that can lead to a more efficient transportation system.

Town staff recognize that, as this is a planning activity specifically benefitting the Town of Carrboro, the Town will likely need to identify the non-federal (20%) match in the

event the federal funds are available. The expected schedule for the parking plan development overlaps substantially with the FY14-15 UPWP period.

Thank you for any further assistance you could provide, and let me know if you need more information.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Brubaker", with a long horizontal flourish extending to the right.

Jeff Brubaker
Transportation Planner
Town of Carrboro

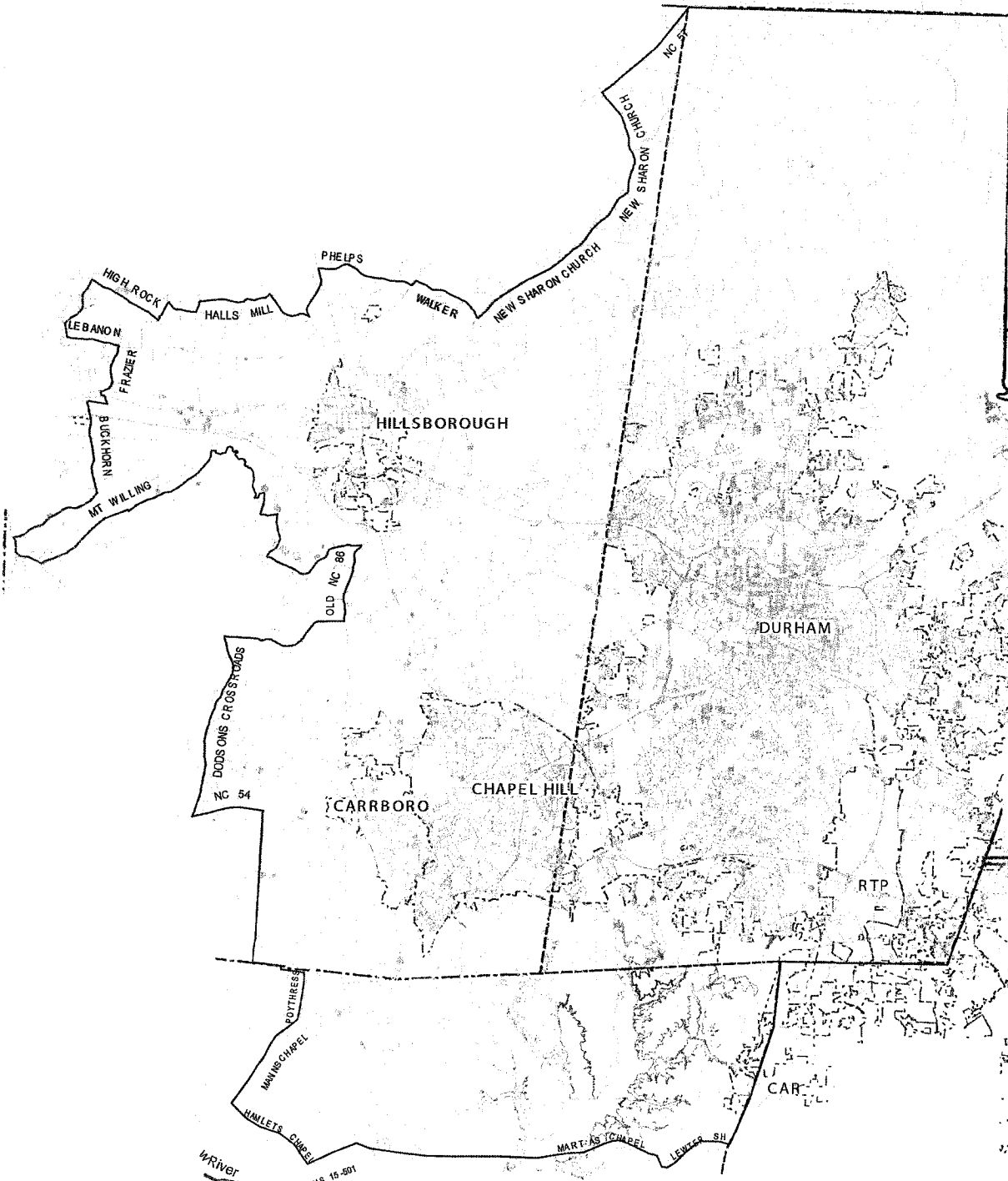
cc: Christina Moon, Planning Administrator
Patricia McGuire, Planning Director
David Andrews, Town Manager
Arche McAdoo, Finance Director
Annette Stone, Community and Economic Development Director

DCHC- MPO



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

FY 2014-2015 DRAFT



APPROVAL DATE

XXX

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
FY 2014-2015 Unified Planning Work Program**

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

RESOLUTION

Approving the FY 2014-2015 Unified Planning Work Program

May 14, 2014

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 2014-2015.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2014-2015 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 _____, 2014

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: _____, 2014

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 2014-2015 Unified Planning Work Program (UPWP) of the
DCHC Urban Area/Metropolitan Planning Organization

May 14, 2014

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 2014-2015.

**Now therefore, be it resolved that the Transportation Advisory Committee hereby endorses
the FY 2014-2015 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 _____, 2014.

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: _____, 2014

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 2014-2015 (FY 2015)

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 2040 Long Range Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2040, 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 ____, 2014

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 CFR 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 _____

DCHC MPO Title VI Assurances

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, subgrantees, 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, property, discounts 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, subgrantees, contractors, subcontractors, 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 Reckhow, TAC Chair

 Signature and Date

Felix Nwoko, PhD.
 Transportation Planning Manager/Administrator, DCHC MPO

 Signature and Date

INTRODUCTION

The DCHC MPO is required by federal regulations to prepare an annual 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 Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The Lead Planning Agency (LPA) 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, Parking Survey/Study, special projects, 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.

The following are FY 2015 UPWP federally mandated planning projects and continuation of major emphasis projects:

- Regional Transit Studies New Start Analyses
- Commercial vehicle survey and counts for the Triangle Regional Model (TRM)
- Parking survey, inventory and study for the TRM

- Development of Update of the 2045 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 2015 UPWP is summarized as follows:

1. Data and Data Management System
2. Model Update and Enhancement
3. Survey (Travel Behavior & Transit Onboard)
4. GIS (GIS online & enterprise GIS portals)
5. Regional Rail –County Transit Plans
6. Comprehensive Transportation Plan
7. 2045 MTP
 - a. Socio-Economic/Demographic Data Analysis & Forecasting
 - b. Land-use Scenario Planning
8. SPOT3-STI
9. Grants and Financial Management
10. Interactive Web-comprehensive web presence (social media)
11. Title VI/LEP/EJ
12. Map-21 implementation regulation & requirements (performance measures and targets, asset management, Freight, etc.)
13. State and Regional Planning/Coordination
14. Project Development & Planning/NEPA
15. Administration of the 3-C Process
16. Service requests
17. ADA Transition Plan (See attached audit questionnaire)
18. Freight Plan (regional – DCHCMPO/CAMPO/NCDOT –NCDOT picking 50% of total cost)
19. Community Viz 2.0 (DCHCMPO/CAMPO)
20. Continuation of routine planning- TIP, UPWP, Data monitoring, GIS, public involvement, AQ, etc.
21. Regional transit and implementation of County transit plans

III FY 2015 Emphasis/Special Projects Descriptions

Triangle Regional Model (TRM) - Major Model Enhancement

Upon completion of the 2040 MTP and air quality conformity determination modeling operation, the Triangle Regional Model Service Bureau (TRM-SB) and the regional model stakeholders began substantial revisions and enhancements in order to better respond to the

evolving needs and policies of the DCHC MPO and other model stakeholders. One of the first tasks will be to identify and select model enhancements for implementation based on the needs of the various partners including local governments, and on the feasibility and costs of desired enhancements. Enhancements specifically discussed within the DCHC MPO include; enhancing model precision for small area studies, improving non-motorized models, increasing sensitivity to travel demand management policies, network quality checks, improved transit ridership forecasting, incorporating tools for policy analysis and responding to policy questions, improving HOV/HOT tools and parking sensitivity enhancements. Additional technical enhancements have also been proposed relative to trip generation, destination choice and mode choice. Integrated land use and transportation modeling is addressed in a separate item below. Specific activities to develop model enhancements include; staff time preparing and evaluating technical proposals for model revision and developing the model, negotiating the scope of enhancements with regional model partners (NC-DOT, TTA, CAMPO), consultant assistance in preparing technical specifications and developing the model, and research and peer contact aimed at assessing the technical merits and operational challenges of the various modeling strategies that will be under consideration. The TRM is a regional project, and it is possible that some enhancements sought by DCHC will not be included in the regional model plan, such as the enhancement of the non-motorized trip. In that case, additional specific activities may include developing extensions to the regional model to meet DCHC's remaining policy needs.

Enhancement of the Non-Motorized Trip Model funding NOT included in the proposed FY 2015 budget.

Travel Behavior Survey (Household Survey)

The existing Triangle Regional Model was calibrated with Travel Behavior Survey (TBS) data collected in 2006. Since then, the region has undergone substantial development and demographic changes. While some of these changes are captured in updates to socio-economic data that is input to the model, including Census 2010, there is much more information from the 2006 survey that needs to be updated in order to prepare more accurate forecasts and also to meet the federal requirements for using "the latest planning assumptions. The TBS will collect detailed information on personal and household travel patterns from approximately 4,000 households across the Triangle. The sample size for the DCHC planning area will be based on the population. Information about trip purposes, mode choice, travel routes, time of day when travel is undertaken, response to road congestion, average trip distances and durations, and neighborhood and work destination characteristics will likely be gathered in these surveys.

In addition, the new TBS will allow better prediction of transit and non-motorized transportation. Despite the comprehensive character of the current TBS, it under-represents persons who travel by modes other than automobile. Consequently, in order to provide sufficient high-quality data to pursue the MPO's goal of understanding and increasing use of transit and non-motorized travel, the proposed budget also includes a separate transit on-board survey (survey of bus riders) and surveys of bicycle and pedestrian activity and facilities.

The benefit to the MPO will be a more accurate and reliable travel demand model that represents and captures local travel behavior and travel patterns.

Transit Onboard Survey (Pre-test in FY15 Survey/analysis in FY 2016)

The TRM Service Bureau along with the DCHC MPO, CAMPO and TTA will conduct a transit onboard survey of riders of Capital Area Transit (CAT), Chapel Hill Transit (CHT), Triangle Transit, Cary Transit (C-Trans), Durham Area Transit Authority (DATA), Duke, and the Wolf line systems. The purpose of the survey is to better understand the travel pattern of transit users in the Triangle region, particularly, the impact that the proposed Durham-Orange Light Rail (D-O LRT) will have on metropolitan and regional travel patterns. The primary objective for the proposed FY 2015 transit onboard survey are summarized as follows; 1) update travel pattern data for the TRM to reflect current transit system ridership; Recalibrate the TRM mode choice model; and 2) collect on-transit ridership as part of the "Before and After Assessment of D-O LRT" as required by the federal Transit Administration (FTA) Final Rule on Major Capital Investment Projects. The survey results will be shared with the aforementioned regional transit operators to help them gain a better understanding of how their services are being used. The proposed survey will be conducted on approximately 115 bus routes with the goal of obtaining useable surveys from approximately 14,000 passengers. TTA will be conducting a survey in 2014 for the D-O Light Rail project.

Community Viz 2.0

The DCHC MPO in concert with CAMPO will undertake the development of Community Viz 2.0. The primary purpose of the project is to implement a partnering strategy and create a spatial data planning model framework and scenario planning using Community Viz software that will mimic development patterns and intensities and allocate future year socioeconomic data for the jurisdictions within the Triangle Region. The model will be used by DCHC MPO staff to identify regional goals and community values, and explore alternatives for growth, development, and transportation investment. Results from the model will be used in developing the DCHC MPO's next Long Range Transportation Plan; the 2045 Metropolitan Transportation Plan.

During FY 2012-13, the DCHC MPO and CAMPO joined together to initiate the first Community Viz 1.0 scenario planning initiative called Imagine 2040. That study provided an opportunity to explore and debate regional visions for growth, their trade-offs, and alternative development futures. Scenario planning tools, and specifically, CommunityViz 1.0 was used throughout the planning process to measure and evaluate the impacts of competing development scenarios and major investments in the regional transportation system. Results of the scenario planning initiative were the development of the 2040 MTP socio-economic forecasts. Community Viz 2.0 will build upon that effort.

FY 2015 Data Collection and Data Management

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and traffic 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 2015 UPWP period:

- 48 hour traffic volume –hourly, bi-directional, classified and 85th percentile speed
- Turning movement count during AM, noon and PM peak periods for cars, trucks, bikes and pedestrians

- Travel time and speed survey
- Pedestrian and bikes counts at mid-block and intersections (peak counts and 12-hour counts)

Transportation models, Congestion Management Programs, federally mandated performance management/targets and Prioritization are critically dependent on comprehensive, detailed, high-quality input data. In the past, such data has been gathered through an ad-hoc, short-term work effort, and has been used to produce model output for multiple years. As the region grows toward more sophisticated models, and, as NCDOT and FHWA move toward detailed data-driven processes, it becomes increasingly desirable to undertake comprehensive and systematic data collection and management for the MPO. The on-going MPO data management program is intended to link the model's input directly to existing databases. More broadly, it is proposed to integrate these external data with existing and new geographic information so that they can be overlaid easily with transportation improvement projects, thoroughfare and corridor plans, updated street centerline locations and other information that will assist policy makers and the public to envision the impact of proposed projects and policies. Specific products to be output by staff and/or consultants include; designing work flow processes and data access strategies to support routine access to relevant information, continue designing and updating a centralized database for information that will be used by transportation and land use models, developing presentation tools for the data (using ArcGIS Online), and adjusting the travel demand model so that it can use such detailed data directly.

Freight Planning/Urban Good Movement – Regional Freight Plan

DCHC MPO, CAMPO and NCDOT will jointly develop a regional freight plan as mandated by federal regulations. The cost of the freight study will be shared among the aforementioned stakeholders as follows: 50% NCDOT, CAMPO 30% and DCHC MPO 20%.

American's with Disability Act (ADA) Transition Plan

The ADA requires public agencies with more than 50 employees to make a transition plan. [28 CFR §35.150(d)] The transition plan must include a schedule for providing access features, including curb ramps for walkways. [28 CFR §35.150(d)(2)] The ADA transition plan is intended to identify system needs and integrate them with the MPOs planning process. The transition plan and its identified needs will be fully integrated into the Metropolitan Transportation Improvement Program (MTIP).

FY 2015 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.

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:

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).

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.

Section 5309 funds can be used for planning as well as other purposes, and are distributed by 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.

SUMMARY OF ALL FUNDING SOURCES

Funding Type	Federal	State	Local	Total
Non-Federal			\$684,000	\$684,000
PL/STP-DA (FHWA)	\$2,203,197		\$550,799	\$2,753,996
FTA 5303	\$219,563	\$27,445	\$27,445	\$274,454
FTA 5307	\$569,647	\$71,206	\$71,206	\$712,059
FTA 5309	\$210,000	\$26,250	\$26,250	\$262,500
Total	\$3,202,407	\$124,901	\$1,359,700	\$4,687,008

SUMMARY of FEDERAL FUNDING by AGENCY

Agency	FHWA	FTA Transit Planning			Total
	Planning	5303	5307	5309	
Lead Planning Agency	\$1,547,124				\$1,547,124
Carrboro	\$142,154				\$142,154
Chapel Hill	\$175,675	\$106,951			\$282,626
Durham City	\$190,880				\$190,880
Durham County	\$48,115				\$48,115
Orange County	\$44,248				\$44,248
TJCOG	\$55,000				\$55,000
Chapel Hill Transit			\$283,621	\$210,000	\$493,621
DATA		\$112,612	\$286,026		\$398,638
Total	\$2,203,197	\$219,563	\$ 569,647	\$210,000	\$3,202,407
Note: Federal Funds = 80%					

Summary of UPWP Accomplishments & FY 15 UPWP Focus Area

The Main emphases of the FY 2013 and FY 2014 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 of the Non-motorized Trip Model, the development of the MPO integrated land-use/transportation model, implementation of the regional 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.), development of the regional transit plan and the implementation of the County transit plans. 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:

1. 2040 Metropolitan Comprehensive Plan (MTP): The MPO completed tasks associated with the development of the 2040 MTP. The Transportation Advisory Committee (TAC) adopted the 2040 MTP and Air Quality Conformity Determination in May 2013.
2. Comprehensive Transportation Plan (CTP): The MPO along with NCDOT began work on the development of the CTP as mandated by the North Carolina General Statutes. Work accomplishments include CTP model setup, preparation of base maps, definition of roles and responsibilities.
3. Civil Rights Title VI Audit and MPO Title VI Plan: The DCHC MPO prepared Title VI Plan, which addresses how the MPO is integrating nondiscriminatory practices into its transportation planning, public participation, and decision making. Title VI is a requirement 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 a response to NCDOT Civil Rights Division Title VI audit and certification questionnaires.
4. Limited English Proficiency (LEP) Plan: The MPO updated federally mandated 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 person who is considered LEP 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 includes the required four factor analysis and strategies for ensuring access to transportation by the LEP population.
5. Demographic Profiles for Environmental Justices (EJ) and Civil Rights Title VI: The MPO updated and enhanced 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 within 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.

6. **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, updated and/or monitored within the MPO boundary:
 - a. Daily traffic volume - 400 locations
 - b. Turning Movement Counts (TMC) - 300 locations
 - c. Truck classification counts - 400 locations
 - d. Signal and detector data - 450 signal locations
 - e. Roadway geometric information - 300 segments
 - f. Transit system data (stop, route system wide reports, including boarding, alighting, load, run time, costs, passenger/miles, etc.) - all routes for CHT, DATA, TTA and Duke
 - g. Travel time - 162 facilities/segments
 - h. Bicycle pedestrian counts (peak period and 12-hour)
 - i. Development activities, permits and certificates of occupancy
 - j. ACS demographic data
 - k. Employment/ land-use
7. **GIS Online Framework:** Continued work on a repository for local, regional and State GIS data for use by the public and local and regional officials. The GIS On-line will support MPO short and long-range transportation planning by providing a visualization capability required by federal regulations as well as provide innovative and interactive mapping and geo-spatial information to the public and policy makers.
8. **STI Analysis & SPOT3 Prioritization.** The LPA prepared an analysis of the Strategic Transportation Investment (STI) and summary reports for elected officials and the public. Staff made several presentations to the TCC and TAC. Additionally, the LPA developed a highway, transit, bike, pedestrian and rail projects list for SPOT-3 and updated modal ranking methodology.
9. The LPA developed and finalized the 2014-2020 Metropolitan Transportation Improvement Program (MTIP) and subsequently NCDOT notified the MPO about the suspension of the 2014-2020 TIP due to MAP-21 funding shortfall, new State legislative issues and uncertainties surrounding revenue forecasts.
10. **Amendments and Administrative Modifications of the MTIP:** The MPO processed several administrative modifications to the 2012-18 MTIP and forwarded them to NCDOT to be included in the STIP for BOT approval.
11. **Congestion Management Process (CMP):** Completed CMP data collection and some

analysis. Draft reports for various components of the CMP were completed: Draft MPO Mobility Report Card, Safety Evaluation Report, draft multi-modal LOS for evaluating Complete Streets capacity/LOS, etc.

12. UPWP Financial Reporting and Management: The LPA processed 7 UPWP amendments (FHWA and FTA funds) and quality invoices to NCDOT. The LPA successfully completed an annual audit review for LPA planning grants.
13. 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.
14. 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, etc.
15. 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.
16. Alston Avenue Widening & East-End Connector: The LPA worked on the project planning and NEPA process 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.
17. Other Project Development Planning and NEPA: the LPA continued to participate in several on-going NCDOT project planning and NEPA studies 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, South Columbia, several bridge replacement projects, resurfacing projects, etc.
18. ITS Strategic Deployment Plan (SDP). Work continues on the implementation of the Triangle Regional ITS SDP. This includes linkages of ITS to travel model and the required bridging of planning and operations.
19. Ramp Metering project was completed and report presented to the TAC.
20. 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.

The tentative development schedule for the 2014-15 UPWP is presented below. The work program will contain new initiatives for FY2015 and a continuation of the FY2014 initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

DATES	DCHC MPO ACTIVITY DESCRIPTION
27-Jan-14	Deadline for funding request to be submitted to MPO by member agencies. (deadline extended to 7-Feb-14)
December 2013 - January 2014	Development of Draft 2014-2015 UPWP and coordination with the Oversight Committee & local agencies.
26-Feb-14	TCC receives Draft 2014-2015 UPWP.
12-Mar-14	TAC receives Draft 2014-2015 UPWP & releases for public comment. Draft sent to FTA for review & comments.
26-Mar-14	TCC receives updated DRAFT-FY2014-2015 UPWP.
9-Apr-14	TAC holds public hearing. TAC considers adoption of FY 2015 UPWP.
23-Apr-14	TCC recommends that TAC adopt FINAL FY2014-2015. TCC recommends MPO complete self-certification UPWP planning process.
14-May-14	TAC adopts FINAL FY2014-2015 UPWP and self certifies MPO planning process.
16-May-14	Final FY2014-2015 UPWP submitted to NCDOT/FHWA/FTA for approval.
16-Jun-14	Final FY2014-2015 UPWP approved by NCDOT/FHWA/FTA.

**Durham-Chapel Hill-Carrboro Urban Area
FY 2014-2015 Unified Planning Work Program
Funding Distribution by Agency & Funding Sources**

**MPO Funds Distribution by Agency
MPO Summary**

Receiving Agency	SPR Highway		STP-DA Sec. 133(b)(3)(C)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit		
	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%
Durham			47,720	190,880	0	0	0	0	0	0	0	0	0	0	0
Carrboro			35,539	142,154	0	0	0	0	0	0	0	0	0	0	0
Chapel Hill			43,919	175,675	0	0	13,369	13,369	106,951	0	0	0	0	0	0
Orange County			11,062	44,248	0	0	0	0	0	0	0	0	0	0	0
TJCOG			13,750	55,000	0	0	0	0	0	0	0	0	0	0	0
TTA			0	0	0	0	0	0	0	0	0	0	684,000	0	0
CHT			0	0	0	0	0	0	0	0	0	0	35,453	35,453	283,621
DATA			0	0	0	0	7,381	7,381	112,612	35,753	35,753	286,026	26,250	26,250	210,000
Durham County			12,029	48,115											
LPA			302,508	1,210,034	84,273	337,090									
NCDOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	\$0	\$0	\$466,527	\$1,866,107	\$84,273	\$337,090	\$20,750	\$20,750	\$219,562	\$755,206	\$71,206	\$569,647	\$26,250	\$26,250	\$210,000

MPO Summary (FHWA/FTA Funds)	Durham-Chapel Hill-Carrboro Urban Area FY 2014-2015 Unified Planning Work Program Proposed Funding Source Tables - FHWA/FTA Funds														MFO Summary 2/19/2014 14:16			
	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary		
Task Description	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
Totals	\$0	\$0	\$1,866,107	\$84,273	\$337,090	\$49,122	\$49,122	\$392,977	\$71,206	\$71,206	\$569,647	\$26,250	\$26,250	\$210,000	\$697,377	\$146,578	\$3,375,821	\$4,219,776

NOTE: Section 9 carryover funds are not reflected (NOT included)

Durham-Chapel Hill-Carrboro Urban Area
FY 2014-2015 Unified Planning Work Program
Composite Agencies Summary Tables (PL & STP-DA Funds)

Composite Agencies
Summary Tables (PL/STP-DA)

Task Description	Chapel Hill		Carrboro		Orange		T/COG		Durham		Dur City		LFA		MPO	
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II A Surveillance of Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A 1 Traffic Volume Counts	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
3 Street System Changes	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
5 Transit System Data	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
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	6,055	24,218	30,273	482	1,929	2,411	580	2,320	2,900	0	211	845	1,056	1,295	14,761	59,043
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
II B Long Range Transp. Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Collection of Base Year Data	0	0	253	1,012	975	3,900	4,874	0	0	0	0	0	0	0	0	0
2 Collection of Network Data	0	0	218	871	1,089	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	1,884	2,354	3,900	4,874	0	2,147	8,589	10,736	3,476	13,902	17,578	6,834	27,335
5 Forecast of Data to Horizon Year	3,577	14,308	17,883	471	1,884	2,354	3,900	4,874	0	0	0	0	0	0	0	0
6 Community Goals & Objectives	0	0	73	290	363	0	0	0	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	970	3,878	4,848	0	0	0	0	0	880	3,320	4,400	0	0	0	0	0
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	880	3,320	4,400	0	0	0	0	0
9 Highway Element of the L RTP	0	0	0	0	0	0	0	0	31,880	127,520	159,400	0	0	0	0	0
10 Transit Element of the L RTP	17,069	68,275	85,344	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Airport/Air Travel Element of L RTP	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
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
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	3,470	13,880	17,350	109	436	545	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
II C Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Short Range Transit Planning	0	0	327	1,307	1,634	4,663	5,828	0	0	0	0	0	0	0	0	0
III A Planning Work Program	305	1,220	1,525	1,307	1,634	4,663	5,828	0	598	2,394	2,992	267	1,067	1,333	12,456	49,744
III B Transp. Improvement Plan	305	1,220	1,525	1,307	1,634	4,663	5,828	0	0	0	0	0	0	0	0	0
III C Civil Rights, Comp./Otr. Reg. Reqs.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Title VI	0	0	0	0	0	0	0	0	1,056	4,224	5,280	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
4 Planning for the Elderly & Disabled	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
6 Public Involvement	0	0	272	1,087	1,359	0	0	0	722	2,836	3,608	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
III D Incidental Planning/Project Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Transportation Enhancement Prog.	3,470	13,880	17,350	0	0	0	0	0	3,344	13,276	16,720	0	0	0	0	0
2 Enviro. Analysis & Pre-Tip Prog.	1,785	7,138	8,923	30,503	122,013	152,516	198	792	990	0	0	1,170	4,682	5,852	44,412	177,647
3 Special Studies	1,220	4,880	6,100	0	0	0	0	0	774	3,098	3,872	817	3,267	4,084	5,099	20,397
4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III E Management & Operations	5,694	22,777	28,472	1,928	7,710	9,638	4,133	16,531	20,664	0	0	2,376	9,504	11,880	974	3,896
1 Management & Operations	43,919	175,675	219,594	35,539	142,154	177,693	11,062	55,310	13,750	55,000	68,750	12,029	48,115	60,143	386,781	1,547,124
Totals	60,919	242,777	303,246	49,467	199,707	253,321	101,695	410,944	101,695	410,944	512,639	101,695	410,944	512,639	1,025,278	4,115,124

NOTE: Section 9 carryover funds are not reflected (NOT included)

FHWA Planning Funds MPO PL & STP-DA Total		Durham-Chapel Hill-Carrboro Urban Area FY 2014-2015 Unified Planning Work Program MPO PL & STP-DA Summary Total						02/19/14		
Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds			
	Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total	
	20%	80%	100%	20%	80%	100%	20%	80%	100%	
II A	Surveillance of Change									
1	Traffic Volume Counts	17,731	70,923	88,654	0	0	0	17,731	70,923	88,654
2	Vehicle Miles of Travel	2,416	9,665	12,081	0	0	0	2,416	9,665	12,081
3	Street System Changes	552	2,209	2,762	0	0	0	552	2,209	2,762
4	Traffic Accidents	1,362	5,446	6,808	0	0	0	1,362	5,446	6,808
5	Transit System Data	300	1,200	1,500	0	0	0	300	1,200	1,500
6	Dwelling Unit, Pop. & Emp. Change	8,238	32,953	41,192	0	0	0	8,238	32,953	41,192
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	21,606	86,423	108,029	0	0	0	21,606	86,423	108,029
10	Mapping	22,348	89,392	111,739	0	0	0	22,348	89,392	111,739
11	Central Area Parking Inventory	309	1,234	1,543	0	0	0	309	1,234	1,543
12	Bike & Ped. Facilities Inventory	454	1,815	2,268	0	0	0	454	1,815	2,268
13	Bike & Ped. Counts	9,867	39,467	49,334	0	0	0	9,867	39,467	49,334
II B	Long Range Transp. Plan									
1	Collection of Base Year Data	9,442	37,769	47,211	0	0	0	9,442	37,769	47,211
2	Collection of Network Data	1,237	4,948	6,185	0	0	0	1,237	4,948	6,185
3	Travel Model Updates	49,556	198,223	247,779	0	0	0	49,556	198,223	247,779
4	Travel Surveys	26,345	105,382	131,727	0	0	0	26,345	105,382	131,727
5	Forecast of Data to Horizon year	17,479	69,917	87,397	0	0	0	17,479	69,917	87,397
6	Community Goals & Objectives	73	290	363	0	0	0	73	290	363
7	Forecast of Future Travel Patterns	7,625	30,499	38,124	0	0	0	7,625	30,499	38,124
8	Capacity Deficiency Analysis	10,297	41,187	51,483	0	0	0	10,297	41,187	51,483
9	Highway Element of th LRTP	2,732	10,930	13,662	0	0	0	2,732	10,930	13,662
10	Transit Element of the LRTP	7,861	31,443	39,304	0	0	0	7,861	31,443	39,304
11	Bicycle & Ped. Element of the LRTP	53,953	215,812	269,765	0	0	0	53,953	215,812	269,765
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0
13	Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0
14	Rail, Water or other mode of LRTP	733	2,931	3,663	0	0	0	733	2,931	3,663
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0
16	Financial Planning	0	0	0	0	0	0	0	0	0
17	Congestion Management Strategies	14,542	58,167	72,709	0	0	0	14,542	58,167	72,709
18	Air Qual. Planning/Conformity Anal.	1,359	5,436	6,795	0	0	0	1,359	5,436	6,795
II C	Short Range Transit Planning									
1	Short Range Transit Planning	1,492	5,970	7,462	0	0	0	1,492	5,970	7,462
III-A	Planning Work Program									
III-B	Transp. Improvement Plan									
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	4,739	18,957	23,697	0	0	0	4,739	18,957	23,697
2	Environmental Justice	2,873	11,491	14,364	0	0	0	2,873	11,491	14,364
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	73	290	363	0	0	0	73	290	363
5	Safety/Drug Control Planning	3,075	12,299	15,374	0	0	0	3,075	12,299	15,374
6	Public Involvement	9,251	37,006	46,257	0	0	0	9,251	37,006	46,257
7	Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Ping.	0	0	0	0	0	0	0	0	0

	2	Enviro. Analysis & Pre-TIP Plng.	7,988	31,951	39,939	0	0	0	7,988	31,951	39,939
	3	Special Studies	78,068	312,272	390,340	0	0	0	78,068	312,272	390,340
	4	Regional or Statewide Planning	22,296	89,185	111,482	0	0	0	22,296	89,185	111,482
III- E		Management & Operations									
	1	Management & Operations	23,505	94,021	117,527	84,273	337,090	421,363	107,778	431,111	538,889
Totals			466,527	1,866,107	2,332,633	84,273	337,090	421,363	550,799	2,203,197	2,753,996

FY 2015 UPWP DCHC MPO Task Description and Summary Narrative

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 VI planning, EJ/LEP demographic profiles, TIP, project prioritization, etc. The following data collection and monitoring tasks will be conducted during the FY 2015 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 screen lines and cut lines 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, TIP prioritization, and federally required performance measurement and establishment of targets. The following table illustrates the proposed FY 2015 count locations:

Traffic Counts : Number of Data Collection Locations								
Number of Locations/Facilities by Jurisdiction -FY 2015								
Data Type	Durham	Dur County	Chapel Hill	Carrboro	Hillsborough	Orange	Chatham	Total
Traffic Volume:hourly, bi- direction, classification, speed.	65	24	15	9	5	4	3	125
TMC peak periods (cars, trucks, bike & ped)	55	35	12	6	2	1	3	94
Trucks- Classification -- same as ADT								

FY 2015 UPWP

DCHC MPO Task Description and Summary Narrative

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

Task II-A-3: Street System Mileage Change

The MPO will update inventory of improvements to municipal street system and update the 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 be current through the 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 (Crash/Safety)

The LPA will collect route traffic accident data from TEES and prepare a 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 crashes for the latest three (3) year period within the MPO Metropolitan Planning Boundary. 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. The LPA will develop the FY 2015 MPO Safety Report.

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 collected 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, and 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 include but are not limited to:

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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 traveled
 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 determine needed changes in transportation services and how well developments compare to current and projected demands. The LPA continues to review developments to assess impacts to the 2040 Metropolitan Transportation Plan (2040 MTP), socio-economic and demographic data for MTP 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 enhancement of the MPO GIS enterprise and the Employment Analyst.

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 are not limited to number of

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daily flights, number of daily enplaned passengers, number of deplaned passengers, ground transportation, and tons of cargo activity. The purpose of the data collection and monitoring is to determine the influence of RDU as a special generator on the regional transportation system as well as to identify needs for additional services.

Task II-A-9: Travel Time Studies

The MPO will continue routine travel-time runs (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 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.

Traffic Counts : Number of Data Collection Locations								
Number of Locations/Facilities by Jurisdiction - FY 2015								
Data Type	Durham	Dur County	Chapel Hill	Carrboro	Hillsborough	Orange	Chatham	Total
Travel Time	35	30	5	3	8	3	6	90

Task II-A-10: Mapping

This task will include but not be 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 enhancement of mapping for the MPO website and Public Involvement planning. Work will also continue on the integration and maintenance of the Employment Analyst, 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, including creating and maintaining metadata and data catalog for MPO planning area. MPO transit operators will update GIS data for transit routes, stops and segments including attributes. The LPA will continue work associated with management of MPO database, ArcGIS shape files and Google KML files. Expected deliverables and work products are summarized as follows:

- Update and enhancements GIS Online portals
- GIS online mappings
- Maintenance and development of updated MPO data collection maps
- Transit APC mapping
- Updated transit routes, stops, segments with attributes.

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- Maintain project inventory geospatial and tabular data related to transit component of the CTP, MTP and TIP
- Parking inventory spatial database and mapping
- ADT mapping in support of planning needs
- Data mapping in support of planning needs
- Employment Analyst enhancements
- Base year tear socio economic and demographic maps
- LEP/EJ demographic profiles mapping
- Updated local and composite street centerline mapping
- Updated NAVTED street layer
- Crash and safety mapping in support of planning needs and project development.

Task II-A-11: Central Area Parking Inventory

The LPA 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. The LPA will update the parking inventory and usage spatial geodatabase.

Task II-A-12: Bike & Pedestrian Facilities Inventory

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

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Bike & Pedestrian Counts : Number of Data Collection Locations								
Number of Locations/Facilities by Jurisdiction -FY 2015								
Data Type	Durham	Dur County	Chapel Hill	Carrboro	Hillsborough	Orange	Chatham	Total
Bike & Pedestrian Count (mid block, int, 12-hour)	60	12	30	15	5	4	4	130

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, adheres 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 continue to work on the development of strategy and procedure for timely and efficient development of the 2045 MTP.

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

This work element provides travel and socio-economic 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 travel 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 household, 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 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:

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

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

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

Task II-B-3: Travel Model Updates

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

The DCHC MPO in concert with CAMPO, NCDOT and the Triangle Transit develops and maintains a state of the practice regional travel demand model for predicting the impact of transportation investments and land-use policies on travel demand and air quality. The model is used by the MPO in development of the 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 be accomplished to meet federal requirements.
- Estimate, calibrate and validate current TRM as an on-going activity.
- Ensure that validation focuses on improvements to link level and route level performance.

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- Ensure that TRM base year and futures years are ready for 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 in the proposed work program involves the update, 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 and other improvements identified during the development of the 2040 MTP such as:

- Capacities revision
- Parking enhancement/parking choice
- Performance measures automation
- Net Manager Update
- Transit select link tools
- Population synthesizer
- Peak hour highway and transit demand forecasts
- Peak spreading
- Employee categorization/place of residence
- Free flow speed
- Destination choice improvements
- Script and input file modification and enhancement
- Integration of TRM and Moved
- Explore dynamic assignment

Task II-B-4: Travel Surveys

The DCHC MPO along with the other TRM stakeholders will undertake travel behavior survey (household survey) and Transit Onboard survey. The survey will be managed by the TRM Service Bureau, however the LPA staff will be involved in every facet of the survey and analysis.

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

The MPO proposes to undertake preliminary work associated with the 2045 Goals and Objectives. The MPO will begin the process of facilitating local input for the Community Goals and Objectives section of the 2045 MTP. General input on community transportation priorities may also be sought

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under this task listing. Although it is realized that the development of the 2045 MTP may primarily occur in FY15-16 and the subsequent fiscal year or years, the MPO proposes to prepare for the MTP development in advance.

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 evaluation will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand-response transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new service areas and potential markets. Performance measures will be established for evaluating transit alternatives.

The MPO will continue to 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-Start 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.

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

The MPO will continue with the evaluation of Airport/air travel element of the Metropolitan Transportation Plan, including inter-modal connection and access/ground transportation. Work task will include review of RDU plans and comparison and integration as necessary with the MTP for consistency.

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

No activity proposed during this UPWP period.

Task II-B-14: Rail, Water, or other mode of LRTP

The MPO will work with NCDOT Rail Division and CAMPO regarding rail transportation in the Triangle. Work proposed includes but is not limited to survey of rail plans, relationship to the MPO Metropolitan Transportation Plan and Comprehensive Transportation Plan, programmatic impacts, etc.

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

MPO will undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks to be undertaken include survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes. The MPO will work with CAMPO, RTA, and NCDOT regarding the formation of regional freight stakeholder's advisory group.

Task II-B-16: Financial Planning

The Town of Chapel Hill will examine financial options for funding proposed transportation projects and programs, including review the financial planning assumptions/ projections in the 2040 LRTP and update of the Orange County Financial plan based on the collection of the half-cent sales tax.

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 with 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 for 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.

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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

Unified 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 2014-2015 UPWP and prepare and process amendments as needed, evaluate transportation planning work needs and emphasis areas and prepare the FY 2015-2016 UPWP. LPA will prepare and continually maintain UPWP that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2015. 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, and 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 Department –Planning Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current seven-year program of transportation improvement projects (MTIP) that is consistent with the 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Task III-C: Civil Rights Compliance/Other Regulations and Requirements

Task III-C-1: Title VI

The MPO will continue work on the Title VI plan and the NCDOT Civil Right compliance report. NCDOT Civil Right Division conducted a Title VI Audit. As a result of the audit the MPO prepared the required Title VI Policy Statement and Assurance. That assurance will be updated accordingly. The

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DCHC MPO will continue work on the development of the MPO Limited English Proficiency plan as it relates to Title VI issues.

Task III-C-2: Environmental Justice (EJ)

In accordance with Federal Action (Executive Order 12898), the MPO 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 justice 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-4: Planning for the Elderly & Disabled

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

Task III-C-6: Public Involvement

The MPO will continue to provide early, proactive and 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

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distributing the MPO's newsletter, implementing other social media (Twitter, 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 and 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 the 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 Community Viz, ADA Transition plan, ITS deployment plan update, GIS enterprise/GIS online, non-motorized trip model update, Land-use model update, etc.

Task III-D-4: Regional or Statewide Planning

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

Task III-E: Management and Operations

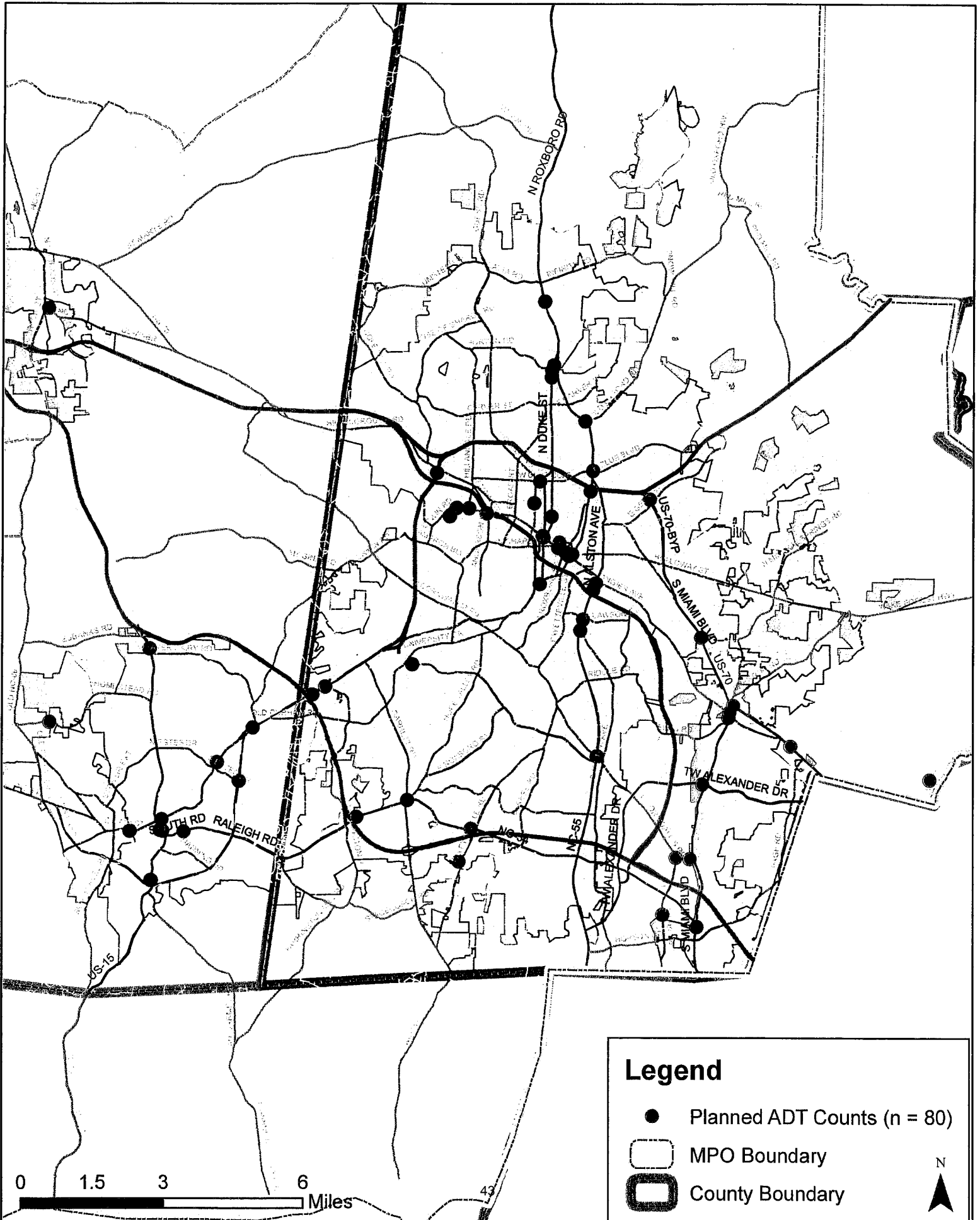
The thrust of this work program is to assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding. This work element encompasses the administration and support of transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds. In addition, this work includes consultation with other agencies involved within 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

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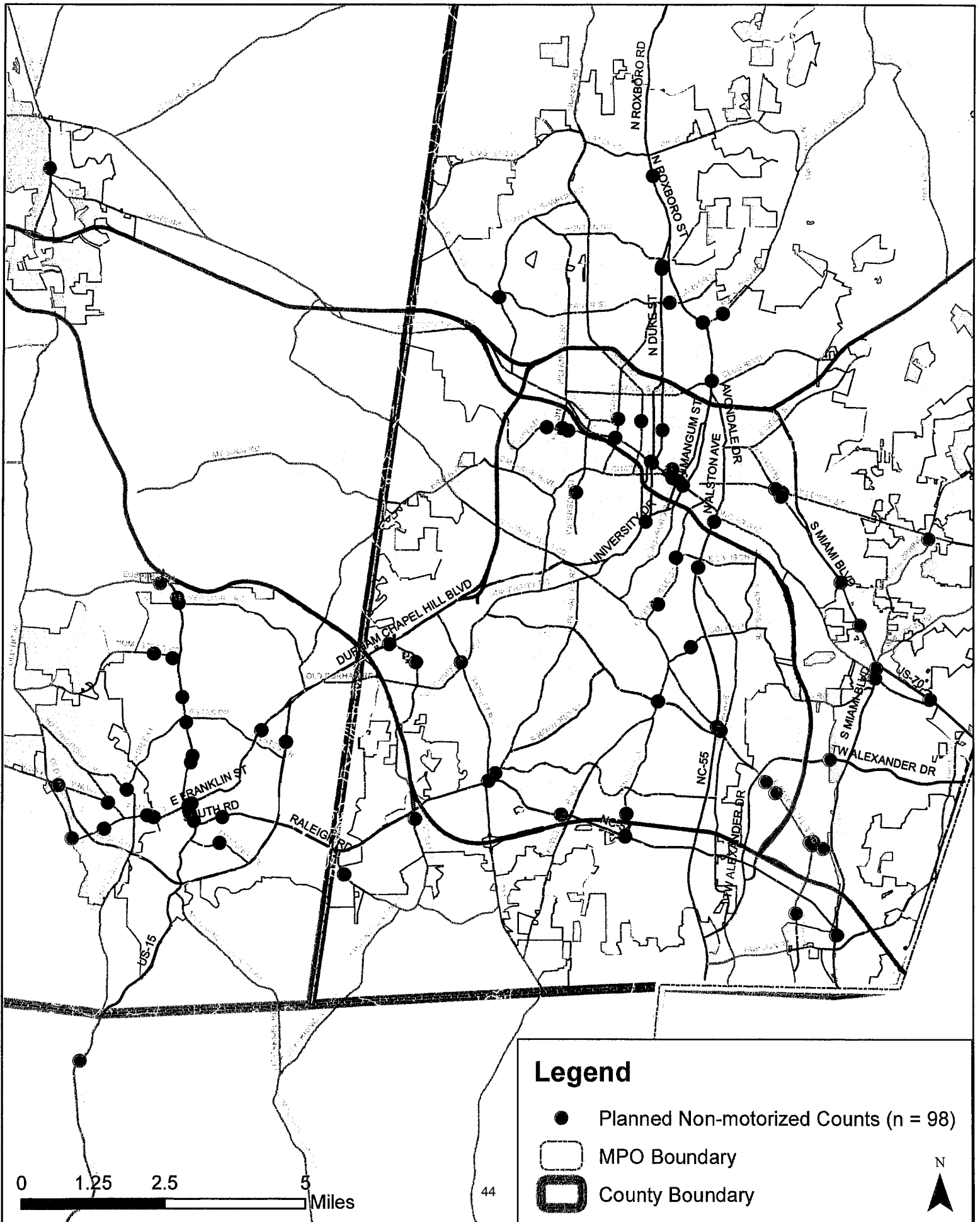
oversight of and reporting on the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. Proposed tasks include but are not limited to:

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.

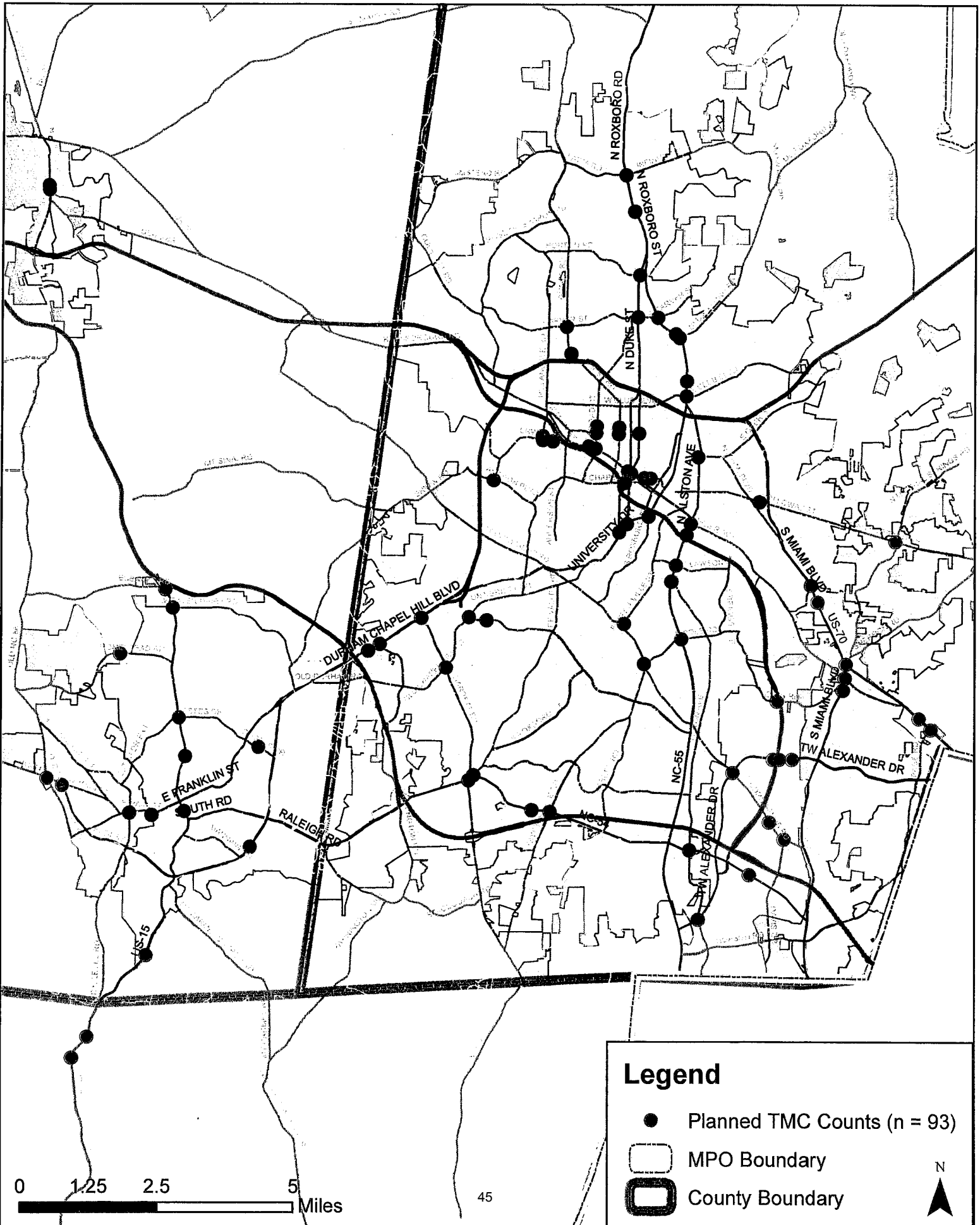
FY2015 Data Collection Plan (ADT)



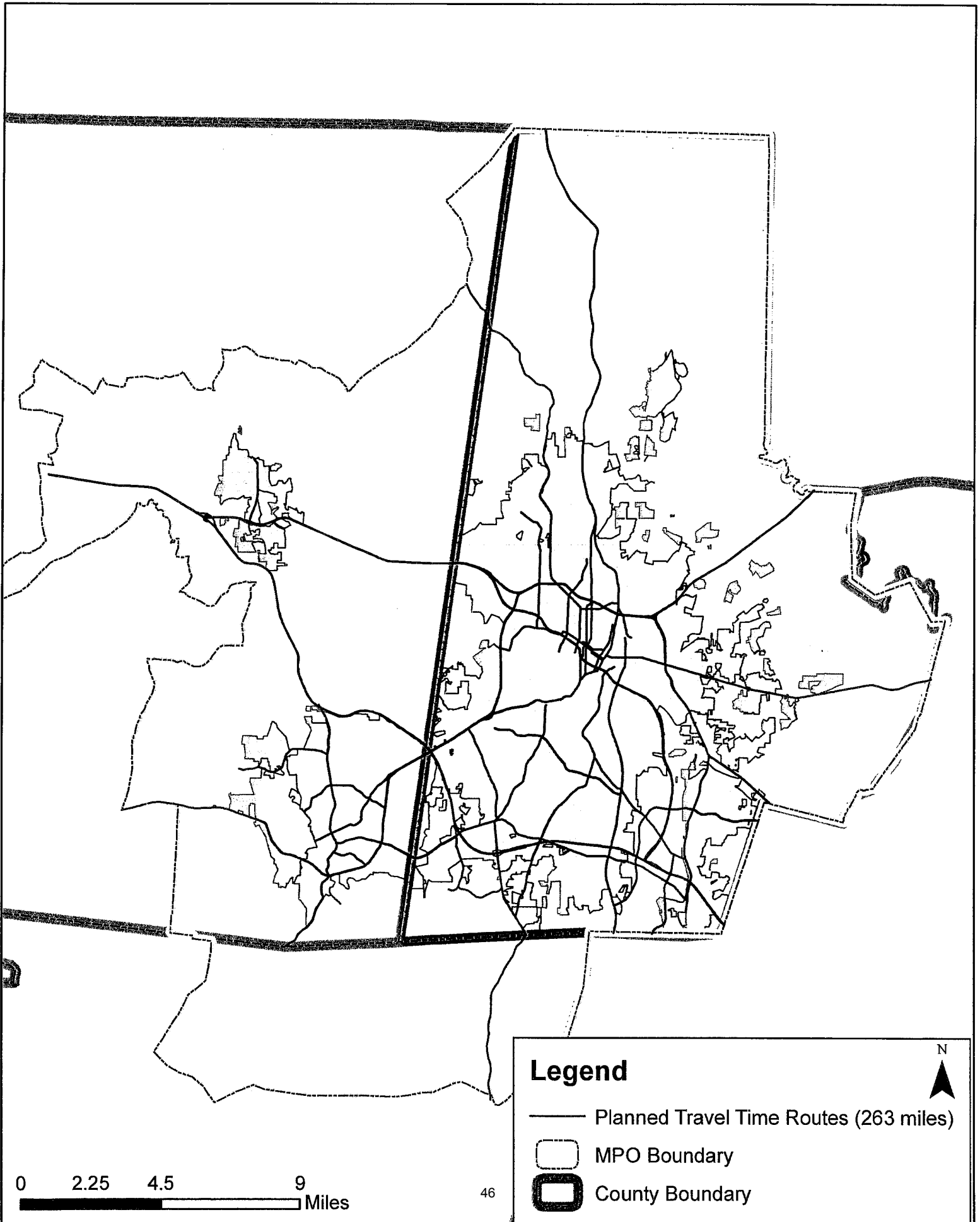
FY2015 Data Collection Plan (Nonmotorized)

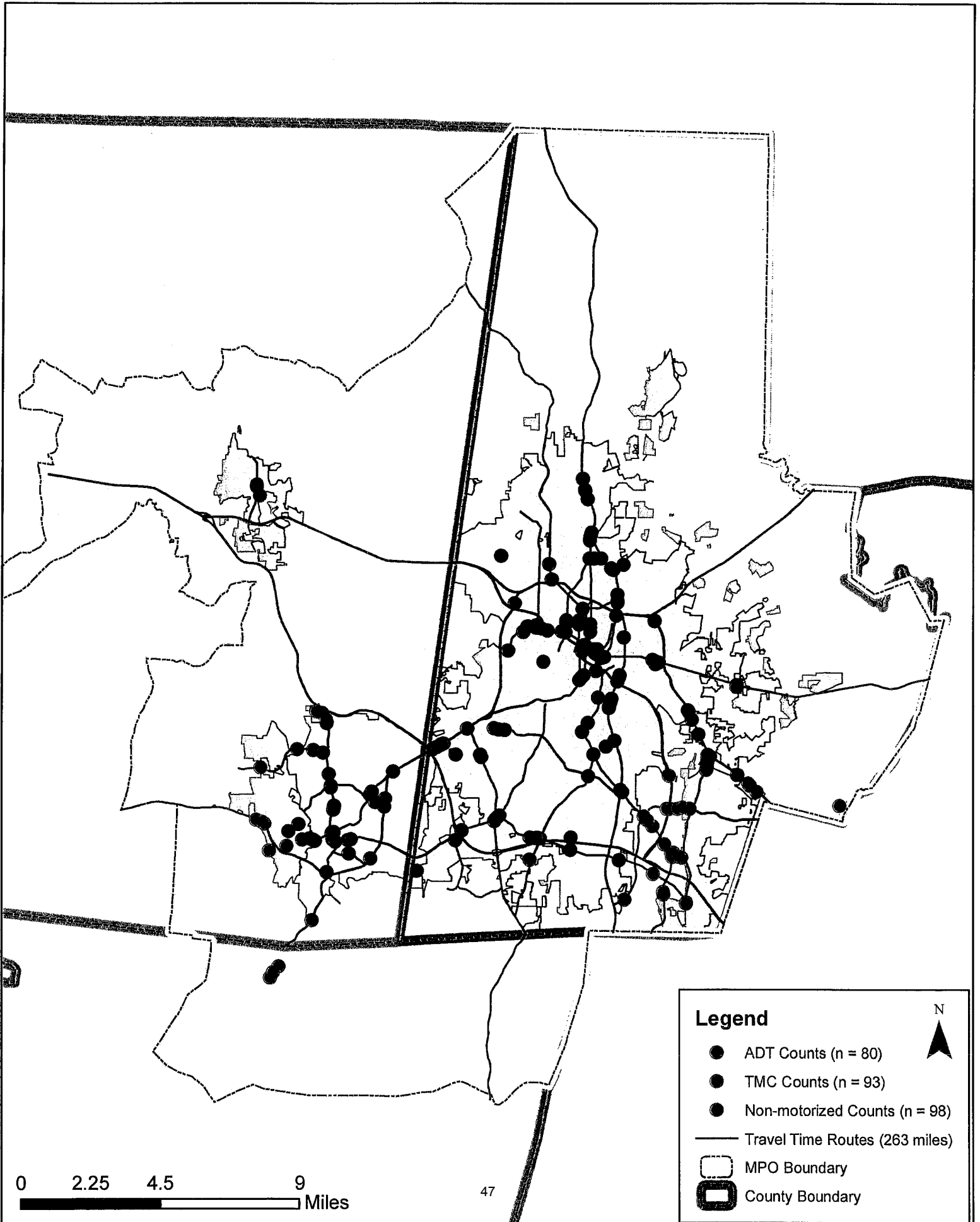


FY2015 Data Collection Plan (TMC)



FY2015 Data Collection Plan (Travel Time)







MPO Title VI Review Questions & Requested Items

Instructions: Answer each Yes or No question and indicate if the requested information is attached with an "X" mark. Please attach electronic documents and number each attachment to match the question. Use your tab button to move between the questions and your space bar to check the appropriate box. Please save as a PDF before returning.

<p>1. Does the MPO have an <i>active</i> Title VI Nondiscrimination Program?</p> <p>o If yes, please attach any records or reports you consider sufficient to demonstrate that the program is being implemented.</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>Attached <input type="checkbox"/></p>
<p>2. Does the MPO disseminate any information or documents throughout its organization and publicly, including information pertaining to the Title VI program?</p> <p>o If yes, please attach a list of what you distribute <i>internally</i> and <i>externally</i>.</p> <p style="margin-left: 20px;">• Has the MPO translated any documents into languages other than English?</p> <p>o If yes, attach a list of documents you have translated and samples of translated materials.</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>Attached <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>Attached <input type="checkbox"/></p>
<p>3. Identify the MPO's Title VI Coordinator (<i>Civil Rights Officer</i>) by name and title:</p> <p style="margin-left: 20px;">• Are Title VI duties included in the Coordinator's <i>primary</i> job description?</p> <p style="margin-left: 20px;">• Has the Coordinator or officer been given the authority to effectively administer your Title VI Program?</p> <p>o Please attach a copy of your organizational chart.</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>Attached <input type="checkbox"/></p>
<p>4. Does the MPO have an <i>approved</i> Language Assistance Plan or procedures for persons with Limited English Proficiency (LEP)?</p> <p style="margin-left: 20px;">• Does the MPO conduct four-factor analyses, as required by USDOT LEP guidelines?</p> <p>o If yes, please attach a copy of your plan or procedures <i>and</i> a copy of a four-factor analysis you have conducted, if one isn't including in your Plan.</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>Attached <input type="checkbox"/></p>
<p>5. Does the MPO ensure that decision-making and programs are sensitive to the needs of minorities and other traditionally underserved populations (<i>e.g., minorities, disabled, low-income, elderly, children, LEP</i>)?</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p>
<p>6. Does the MPO utilize appointed groups such as planning commissions or Citizens Advisory Committees?</p> <p>o If yes, attach a list of each of your appointed groups, including the name, race/ethnicity and gender of each current member (<i>e.g., John Doe, B/M; Jane Doe, H/F, etc.</i>), and their affiliations (<i>e.g., Hispanic Chamber of Commerce, NAACP, private organizations</i>).</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>Attached <input type="checkbox"/></p>
<p>7. Does the MPO have internal discussions or meetings about your nondiscrimination program or obligations?</p> <p style="margin-left: 20px;">• If requested onsite, could evidence be provided to verify this?</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p> <p>YES <input type="checkbox"/> NO <input type="checkbox"/></p>
<p>8. Does the MPO ever seek guidance from external agencies like NCDOT, FHWA and FTA, regarding your obligations?</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p>
<p>9. In general, are you satisfied with the number of people (members of the general public) who shows up at your public meetings?</p>	<p>YES <input type="checkbox"/> NO <input type="checkbox"/></p>

10. Does the MPO's Public Involvement Plan include information and procedures on: <ul style="list-style-type: none"> • How to reach traditionally underserved populations (<i>e.g., minorities, disabled, low-income, elderly, children, LEP</i>)? • How to ensure that members of the public understand the rights afforded to them under Title VI and other nondiscrimination authorities? 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
11. Has the Title VI Coordinator received any civil rights training in the last <i>three</i> years? <ul style="list-style-type: none"> • Does the MPO provide civil rights training to its staff, sub-recipients, or contractors? • Does the MPO have a civil rights training plan or schedule? 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
12. Does the MPO consider and incorporate the needs of persons with disabilities in: <ul style="list-style-type: none"> • Planning • Programming • Facilities 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
13. Does the MPO provide reasonable accommodations to disabled applicants, employees and participants of public meetings? <ul style="list-style-type: none"> • Does the MPO have a process for notifying members of the public that meeting locations and formats are accessible to persons with disabilities? 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
14. Does the MPO or Lead Planning Agency have an ADA Transition Plan?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, attach a copy of your Transition Plan.	Attached <input type="checkbox"/>
15. Does the MPO collect and analyze data on participants and beneficiaries of its programs and services <i>for the purpose of monitoring</i> whether program funds are reaching traditionally underserved groups (<i>e.g., minorities, disabled, low-income, elderly, children, LEP</i>)?	YES <input type="checkbox"/> NO <input type="checkbox"/>
16. Does the MPO monitor the work and activities of sub-recipients and contractors <i>for the purpose of determining</i> if they are in compliance with their nondiscrimination obligations? <ul style="list-style-type: none"> • Does the MPO physically incorporate Title VI Assurances into all contracts and agreements? • Does the MPO maintain records and reports to validate its monitoring activities? 	YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, attach any records, reports or contracts that demonstrate your monitoring activities (<i>e.g., meeting minutes, emails, compliance reviews</i>).	Attached <input type="checkbox"/>
17. Does the MPO contract with women and minority owned businesses?	YES <input type="checkbox"/> NO <input type="checkbox"/>
18. To your knowledge, has the MPO received any discrimination complaints against itself or any of its member jurisdictions or contractors since in the last <i>three</i> years?	YES <input type="checkbox"/> NO <input type="checkbox"/>
o If yes, please attach a copy of your complaints log.	Attached <input type="checkbox"/>
19. Does the MPO produce or submit reports to federal or state agencies regarding its Title VI compliance efforts?	YES <input type="checkbox"/> NO <input type="checkbox"/>

FFY 2013 Title VI Review

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2014 to June 30, 2019**

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	1	2	3	4	5
FY	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Period	2014-15	2015-16	2016-17	2017-18	2018-19
	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory		Parking inventory	Parking inventory	Parking inventory
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2016 UPWP	Develop FY 2017 UPWP	Develop FY 2018 UPWP	Develop FY 2019 UPWP	Develop FY 2020 UPWP
2.5	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management
	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	Long-Range Transportation Plan (LRTP)/MTP	Long-Range Transportation Plan (LRTP)/MTP	Long-Range Transportation Plan (LRTP)/MTP	Long-Range Transportation Plan (LRTP)/MTP	Long-Range Transportation Plan (LRTP)/MTP
3.1	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	Initiate work on Community Viz 3.0 and scenario planning set up and preparation	Continue work associated with the update of the MPO Goals, Objectives and targets for 2050 MTP
3.2	Model Update for 2045 LRTP analysis	SE data collection and Forecasts for 2045 LRTP	CTP components- Highway, transit, bicycle and pedestrian vision plans	Community vision setting work commences	SE data collection and Forecasts for 2050 MTP
3.3	Inter-Agency Consultation process	Deficiency analysis and need assessment	AQ analysis and conformity determination process	Goals, Objectives and targets for 2050 MTP	Deficiency analysis and need assessment
3.4	CTP update	Generation of alternatives and evaluation of alternatives	Inter-Agency Consultation process	initiate work associated with SE data collection and Forecasts for 2050 MTP	Community Viz and scenario planning process continue.
3.5	Land-use Scenario analysis	Land-use Scenario analysis		Deficiency analysis and need assessment	Employment Analyst work continues
3.6	2045 LRTP Visioning process	Financial analysis	Financial analysis	Inter-Agency Consultation process	Inter-Agency Consultation process
3.7		Selection of Preferred options	Selection of Preferred options	Community Viz work commences.	
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities

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	1	2	3	4	5
FY	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Period	2014-15	2015-16	2016-17	2017-18	2018-19
	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019
4.2	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	Model Update for 2045 LRTP analysis
4.3	Collection & development of 2013 networks	Processing of travel behavior survey.	Estimation of TRM V7	Estimation of TRM V7 continues	
4.4	Socio-economic and demographic data collection and forecasts	Processing of transit onboard survey.			
4.5	Household survey & Transit OnBoard				
4.6	TRM V6				
4.7	Base year model calibration and validation		TRM V7 base year model calibration and validation		
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy		
5.2		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	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	On-going bike-pedestrian programs monitoring of strategies & effectiveness
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA	Transit survey	Transit survey
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3		Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion	
7.4		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.5		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	Update Performance monitoring Plan	Develop Performance monitoring Plan	Update Performance monitoring Plan	Develop Performance monitoring Plan	Develop Performance monitoring Plan
7.8	update Identification and evaluation of strategies.	Identification and evaluation of strategies.	update Identification and evaluation of strategies.	Identification and evaluation of strategies.	Identification and evaluation of strategies continues
7.9		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies	
7.10		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS	Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
		Develop final draft 2016-2022 MTIP. TIP conformity determination		Develop final draft 2018-2024 MTIP. TIP conformity determination	Develop final draft 2018-2024 MTIP. TIP conformity determination

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	1	2	3	4	5
FY	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Period	2014-15	2015-16	2016-17	2017-18	2018-19
	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019
		TAC Approves 2016-2022 MTIP		TAC Approves 2018-2024 MTIP	
	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2016-2022 STIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2018-2024 STIP	
	Develop & submit TIP Project Priority List for 2016-2022 TIP		Develop & submit TIP Project Priority List for 2018-2024 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		
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing		
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, 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	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination

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	1	2	3	4	5
FY	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Period	2014-15	2015-16	2016-17	2017-18	2018-19
	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts		
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	Maintain Databases	Maintain Databases	Maintain Databases	Maintain Databases	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	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
	Update green print maps	Update green print maps	Update green print maps	Update green print maps	Update green print maps

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Period	2014-15	2015-16	2016-17	2017-18	2018-19
	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019
	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
	Parking survey/Study	As Needed	As Needed	As needed	As needed

Appendices A

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

Lead Planning Agency (LPA)

Durham-Chapel Hill-Carrboro Urban Area
FY 2014-2015 Unified Planning Work Program
Proposed Funding Source Tables

Lead Planning Agency -LPA

Lead Planning Agency -LPA

Task Description	STP-DA 133(b)(3)(C)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Local 20%	FHWA 80%	Total	Local 20%	FHWA 80%	Total	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A Surveillance of Change																			
1 Traffic Volume Counts	17,731	\$70,923	0	0	0	0	0	0	0	0	0	0	0	0	0	17,731	-	70,923	88,654
2 Vehicle Miles of Travel	2,416	\$9,665	0	0	0	0	0	0	0	0	0	0	0	0	0	2,416	-	9,665	12,081
3 Street System Changes	552	\$2,209	0	0	0	0	0	0	0	0	0	0	0	0	0	552	-	2,209	2,762
4 Traffic Accidents	1,362	\$5,446	0	0	0	0	0	0	0	0	0	0	0	0	0	1,362	-	5,446	6,808
5 Transit System Data	300	\$1,200	0	0	0	0	0	0	0	0	0	0	0	0	0	300	-	1,200	1,500
6 Dwelling Unit, Pop. & Emp. Change	6,587	\$26,346	0	0	0	0	0	0	0	0	0	0	0	0	0	6,587	-	26,346	32,933
7 Air Travel	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
9 Travel Time Studies	21,606	\$86,423	0	0	0	0	0	0	0	0	0	0	0	0	0	21,606	-	86,423	108,029
10 Mapping	14,761	\$59,043	0	0	0	0	0	0	0	0	0	0	0	0	0	14,761	-	59,043	73,804
11 Central Area Parking Inventory	240	\$960	0	0	0	0	0	0	0	0	0	0	0	0	0	240	-	960	1,200
12 Bike & Ped. Facilities Inventory	454	\$1,815	0	0	0	0	0	0	0	0	0	0	0	0	0	454	-	1,815	2,268
13 Bike & Ped. Counts	9,867	\$39,467	0	0	0	0	0	0	0	0	0	0	0	0	0	9,867	-	39,467	49,334
II B Long Range Transp. Plan																			
1 Collection of Base Year Data	8,214	\$32,857	0	0	0	0	0	0	0	0	0	0	0	0	0	8,214	-	32,857	41,071
2 Collection of Network Data	1,019	\$4,076	0	0	0	0	0	0	0	0	0	0	0	0	0	1,019	-	4,076	5,096
3 Travel Model Updates	49,556	\$198,223	0	0	0	0	0	0	0	0	0	0	0	0	0	49,556	-	198,223	247,779
4 Travel Surveys	26,345	\$105,382	0	0	0	0	0	0	0	0	0	0	0	0	0	26,345	-	105,382	131,727
5 Forecast of Data to Horizon year	6,834	\$27,335	0	0	0	0	0	0	0	0	0	0	0	0	0	6,834	-	27,335	34,169
6 Community Goals & Objectives	0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	6,655	\$26,621	0	0	0	0	0	0	0	0	0	0	0	0	0	6,655	-	26,621	33,276
8 Capacity Deficiency Analysis	10,297	\$41,187	0	0	0	0	0	0	0	0	0	0	0	0	0	10,297	-	41,187	51,483
9 Highway Element of the L RTP	1,852	\$7,410	0	0	0	0	0	0	0	0	0	0	0	0	0	1,852	-	7,410	9,262
10 Transit Element of the L RTP	2,084	\$8,335	0	0	0	0	0	0	0	0	0	0	0	0	0	2,084	-	8,335	10,419
11 Bicycle & Ped. Element of the L RTP	5,004	\$20,017	0	0	0	0	0	0	0	0	0	0	0	0	0	5,004	-	20,017	25,021
12 Airport/Air Travel Element of L RTP	0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Collector Street Element of L RTP	0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 Rail, Water or other mode of L RTP	733	\$2,931	0	0	0	0	0	0	0	0	0	0	0	0	0	733	-	2,931	3,663
15 Freight Movement/Mobility Planning	0	\$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	0
17 Congestion Management Strategies	10,963	\$43,852	0	0	0	0	0	0	0	0	0	0	0	0	0	10,963	-	43,852	54,815
18 Air Qual. Planning/Conformity Anal.	1,359	\$5,436	0	0	0	0	0	0	0	0	0	0	0	0	0	1,359	-	5,436	6,795
III C Short Range Transit Planning																			
1 Short Range Transit Planning	0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A Planning Work Program																			
1 Planning Work Program	12,436	\$49,744	0	0	0	0	0	0	0	0	0	0	0	0	0	12,436	-	49,744	62,180
III-B Transp. Improvement Plan																			
1 Transp. Improvement Plan	6,308	\$23,234	0	0	0	0	0	0	0	0	0	0	0	0	0	6,308	-	23,234	31,542
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																			
1 Title VI	3,683	\$14,733	0	0	0	0	0	0	0	0	0	0	0	0	0	3,683	-	14,733	18,417
2 Environmental Justice	2,873	\$11,491	0	0	0	0	0	0	0	0	0	0	0	0	0	2,873	-	11,491	14,364
3 Minority Business Enterprise	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Safety/Drug Control Planning	3,075	\$12,299	0	0	0	0	0	0	0	0	0	0	0	0	0	3,075	-	12,299	15,374
6 Public Involvement	8,258	\$33,033	0	0	0	0	0	0	0	0	0	0	0	0	0	8,258	-	33,033	41,291
7 Private Sector Participation	0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D Incidental Png./Project Dev.																			
1 Transportation Enhancement Png.	0	\$0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Enviro. Analysis & Pre-TIP Png.	1,174	\$4,695	0	0	0	0	0	0	0	0	0	0	0	0	0	1,174	-	4,695	5,869
3 Special Studies	44,412	\$177,647	0	0	0	0	0	0	0	0	0	0	0	0	0	44,412	-	177,647	222,059
4 Regional or Statewide Planning	5,099	\$20,397	0	0	0	0	0	0	0	0	0	0	0	0	0	5,099	-	20,397	25,497
III-E Management & Operations																			
1 Management & Operations	8,401	\$33,602	84,273	337,090	0	0	0	0	0	0	0	0	0	0	0	92,673	-	370,692	463,365
Totals	\$302,508	\$1,210,034	\$84,273	\$337,090	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$386,781	\$0	\$1,547,124	\$1,933,905

City of Durham

- Funding Table
- Task Description and Narrative

City of Durham		Durham-Chapel Hill-Carrboro Urban Area										Durham					
		FY 2014-2015 Unified Planning Work Program										2/19/2014 14:16					
Task Description		STP-DA		Sec. 104(f)		Section 5303		Section 5307		Section 5309		Task Funding Summary					
		Local 20%	FRWA 80%	Local 20%	PL 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	Federal	Total
III A	Surveillance of Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	1 Traffic Volume Counts	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
	3 Street System Changes	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
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6 Dwelling Unit, Pop. & Emp. Change	211	845	0	0	0	0	0	0	0	0	0	0	211	845	1,056	
	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	211	845	0	0	0	0	0	0	0	0	0	0	211	845	1,056	
	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
III 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
	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	2,147	8,589	0	0	0	0	0	0	0	0	0	0	2,147	8,589	10,736	
	5 Forecast of Data to Horizon Year	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
	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 LRTP	880	3,520	0	0	0	0	0	0	0	0	0	0	880	3,520	4,400	
	10 Transit Element of LRTP	880	3,520	0	0	0	0	0	0	0	0	0	0	880	3,520	4,400	
	11 Bicycle & Ped. Element of LRTP	31,880	127,520	0	0	0	0	0	0	0	0	0	0	31,880	127,520	159,400	
	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
III C	Short Range Transit Planning																
C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A	Planning Work Program	598	2,394	0	0	0	0	0	0	0	0	0	0	598	2,394	2,992	
III-B	Transp. Improvement Plan	2,640	10,560	0	0	0	0	0	0	0	0	0	0	2,640	10,560	13,200	
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.																
C	1 Title VI	1,056	4,224	0	0	0	0	0	0	0	0	0	0	1,056	4,224	5,280	
	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
	4 Planning for the Elderly & Disabled	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
	6 Public Involvement	722	2,886	0	0	0	0	0	0	0	0	0	0	722	2,886	3,608	
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D	Incidental Pning/Project Dev.																
D	1 Transportation Enhancement Pning.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Pning.	3,344	13,376	0	0	0	0	0	0	0	0	0	0	3,344	13,376	16,720	
	3 Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Regional or Statewide Planning	774	3,098	0	0	0	0	0	0	0	0	0	0	774	3,098	3,872	
III-E	Management & Operations																
E	1 Management & Operations	2,376	9,504	0	0	0	0	0	0	0	0	0	0	2,376	9,504	11,880	
	Management & Operations	\$47,720	\$190,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,720	\$190,880	\$238,600	
Totals																	

Durham County

- Funding Table
- Task Description and Narrative

Durham County		Durham-Chapel Hill-Carrboro Urban Area												Durham County				
		FY 2014-2015 Unified Planning Work Program												2/19/2014 14:16				
		Proposed Funding Source Tables																
Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	NCDOT 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	
III A	Surveillance of Change																	
II A	1		0	0														
	2		0	0														
	3		0	0														
	4		0	0														
	5		0	0														
	6		169	676										169		676	846	
	7		0	0														
	8		0	0														
	9		0	0														
	10		259	1,036										259		1,036	1,295	
	11		0	0														
	12		0	0														
	13		0	0														
III B	Long Range Transp. Plan																	
B	1		0	0														
	2		0	0														
	3		0	0														
	4		0	0														
	5		3,476	13,902										3,476		13,902	17,378	
	6		0	0														
	7		0	0														
	8		0	0														
	9		0	0														
	10		4,897	19,588										4,897		19,588	24,485	
	11		0	0														
	12		0	0														
	13		0	0														
	14		0	0														
	15		0	0														
	16		0	0														
	17		0	0														
	18		0	0														
III C	Short Range Transit Planning																	
C	1		0	0														
III-A	Planning Work Program																	
A			267	1,067										267		1,067	1,333	
III-B	Transp. Improvement Plan																	
B			0	0														
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.																	
C	1		0	0														
	2		0	0														
	3		0	0														
	4		0	0														
	5		0	0														
	6		0	0														
	7		0	0														
III-D	Incidental Ping./Project Dev.																	
D	1		0	0														
	2		0	0														
	3		1,170	4,682										1,170		4,682	5,852	
	4		817	3,267										817		3,267	4,084	
III-E	Management & Operations																	
E	1		0	974	3,896	0	0	0	0	0	0	0	0	0	0	0	974	4,870
Totals		\$0	\$12,029	\$48,115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,029	\$0	\$48,115	\$60,143	

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-A-6. Dwelling Unit, Population, & Employment Change

Anticipating the beginning of the 2045 Metropolitan Transportation Plan, this task addresses efforts to provide socioeconomic data for the MTP. As needed, County staff will contribute to reviewing the current method of allocating dwelling unit and employment growth – using GIS-based visualization software – to determine how it can be improved for the 2045 MTP.

Objectives

O1 – Review and improve the current dwelling unit/employment growth estimation methodology.

O2 – Provide data as needed helpful to estimating dwelling unit and employment change for the 2045 MTP.

Previous work

County staff provided projected growth figures to unincorporated parts of Durham County to MPO staff. As part of the 2040 MTP process, County staff reviewed dwelling unit and employment growth control totals, employment data tracked by the MPO, place type and development status assignments to be inputted into CommunityViz software, and CommunityViz model output showing the distribution of growth.

Proposed activities

1. Participate in meetings discussing potential improvements to the current estimation methodology (O1)
2. Provide suggestions for improving the current estimation methodology (O1)
3. Submit data relating to dwelling unit and employment change to MPO staff (O2)

Products

1. Input on potential improvements/changes to the current estimation methodology (A1, A2)
2. Dwelling unit/employment-related data as needed (A3)

Relationship to other plans and MPO activities

2045 MTP

Proposed budget and level of effort

Senior Planner: 20 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-6 - Dwelling Unit, Pop. & Emp. Change	\$170	\$676	\$846

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-A-10. Mapping

County staff will assist in developing base maps, GIS layers, and databases to serve MPO-wide and local transportation mapping objectives. They will provide, as needed, GIS layers for highway, transit, bike, and pedestrian networks as well as parcel and zonal information. In addition, County staff will provide CommunityViz mapping support.

Objectives

O1 – Update base maps, including spatial and network data, with new data.

O2 – Ensure high-quality mapping and analysis of transportation facilities and amenities.

Previous work

Using GIS, provided local socioeconomic data for the 2040 MTP. Reviewed and modified CommunityViz 2040 MTP place type and development status categories.

Proposed activities

1. Update shapefiles with new features and-or attribute data (O1, O3)
2. Provide and-or review GIS maps for MPO projects such as the CMP and the early phases of the 2045 MTP, as needed (O2)
3. Conduct GIS network analysis as needed to address transportation issues (O3)

Products

1. Up-to-date GIS data (A1, A2)
2. Network datasets and studies (A3)

Relationship to other plans and MPO activities

CMP, 2045 MTP

Proposed budget and level of effort

10 hours to be completed by Senior Planner

25 hours to be completed by Planner

Local staff hours: 35 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-10 - Mapping	\$259	\$1,036	\$1,295

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-B-10. Transit Element of the LRTP

County staff is leading the effort for the Station Area Strategic Infrastructure study, which is analyzing the need for infrastructure at the local level, including road, pedestrian, and bicycle infrastructure, around future rail station sites in order to optimize use of the incoming rail system. County staff will also provide data and input for development of a proposed a regional light rail system.

Objectives

- O1 – Develop the Station Area Strategic Infrastructure study.
O2 – Provide data and input for a proposed regional light rail system between Durham and Chapel Hill.

Previous work

The County has completed existing conditions work for approximately half of the station areas and has completed an assessment of infrastructure needs for the “urban” rail stations sites. County staff has been providing input and data for many years on the proposed light rail system.

Proposed activities

1. Continue work on the Station Area Strategic Infrastructure study and complete work on the suburban rail station sites, as well as develop cost estimates and financing options for the necessary infrastructure improvements (O1)
2. Provide data and input on the proposed light rail system (O2)

Products

1. Development of the Station Area Strategic Infrastructure study (A1)
2. Demographic and land use data for station areas along the proposed light rail system; as well as input on station and track design

Relationship to other plans and MPO activities

2040 MTP, Durham Bus and Rail Investment Plan, Durham Comprehensive Plan

Proposed budget and level of effort

Planning Supervisor: 40 hours

Planner: 600 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-10 - Transit Element of the LRTP	\$4,897	\$19,588	\$24,485

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-B-5. Forecast of Data to Horizon Year

County staff will contribute to reviewing the current estimation methodology for forecasting socioeconomic data to the MTP horizon year, in order to determine if any improvements are needed to the methodology. In addition, County staff will begin the preparation of land use models and plans that will better integrate future rail transit and land use development around those future stations.

Objectives

- O1 – Improve the process for forecasting socioeconomic data to the MTP horizon year.
O3 – Create land use plans that better integrate future transit options.

Previous work

For the 2040 MTP, the County contributed data and review comments for countywide growth control totals and the CommunityViz allocation of growth estimates within Durham County. County staff has also produced land use plans for selected future rail stations.

Proposed activities

1. Communicate with MPO staff and TCC representatives regarding potential improvements to the growth modeling methodology (O1)
2. In conjunction with MPO and local transportation staff, as well as the regional transit authority, create land use plans for future rail station areas (O2)

Products

1. Feedback on the growth modeling methodology (A1)
2. New land use ordinances for transit-oriented development (A2)

Relationship to other plans and MPO activities

2045 MTP, Durham County Bus and Rail Investment Plan, Durham Comprehensive Plan

Proposed budget and level of effort

Planning Supervisor: 100 hours

Senior Planners: 250 hours

Planner: 100 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-5 - Forecast of Data to Horizon Year	\$3,476	\$13,902	\$17,378

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-A-1. Planning Work Program

The County will administer the FY 2014-2015 UPWP and prepare and process amendments as needed. It will evaluate transportation planning work needed and emphasis areas and prepare the FY 2014-2015 UPWP. County staff will serve on the UPWP oversight committee for the MPO.

Objectives

- O1 – Process amendments to the UPWP if necessary
- O2 – Provide input on UPWP oversight

Previous work

County staff have been involved in previous UPWPs, providing oversight and guidance to UPWP management.

Proposed activities

- 1. Complete amendment spreadsheets as needed (O1)
- 2. Prepare Durham County's 2015-2016 UPWP documents and budget (O2)

Products

- 1. Amendment spreadsheets as needed (A1)
- 2. Durham County's 2014-2015 UPWP activities narrative and budget (A2)

Relationship to other plans and MPO activities

Required by federal law, the UPWP is the mechanism for regional transportation planning and coordination in the MPO.

Proposed budget and level of effort

All work to be completed by Planning Supervisor.
Local staff hours: 30 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-A-1 - Planning Work Program	\$267	\$1,067	\$1,334

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-D-3. Special Studies

County staff will continue to conduct or implement special studies related to local transportation issues.

Objectives

- O1 – Build the CommunityViz 2.0 model
O2 – Conduct other special studies as needed

Previous work

In the past several years, the County has engaged in transportation-related studies such as the NC-54/I-40 Corridor Study and the Downtown Parking Study, as well as the original CommunityViz model developed for the 2040 MTP.

Proposed activities

1. Work with MPO staffers to build the CommunityViz 2.0 model (O1)
2. Conduct other special studies as needed (O2)

Products

1. Provision of data and review of model for CommunityViz 2.0 (A1)
2. Other special studies as needed (A2)

Relationship to other plans and MPO activities

2045 MTP

Proposed budget and level of effort

Planning Supervisor: 40 hours

Senior Planner: 20 hours

Planner: 100 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3 - Special Studies	\$1,170	\$4,682	\$5,852

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-D-4. Regional or Statewide Planning

County staff will provide input to the regional transit agency and NCDOT regarding transportation issues. Staff will also serve on various regional transportation-related committees and boards.

Objectives

- O1 – Provide input to the regional transit agency
- O2 – Serve on regional transportation-related boards and committees

Previous work

County staff has served on various regional committees such the Triangle J Council of Governments CORE committee, which looks at regional transportation issues. County staff also provides input and data to the regional transit agency as requested.

Proposed activities

1. Work with regional planners on transportation planning that crosses jurisdictional borders (O1)
2. Provide input and data to the regional transit agency as requested (O2)

Products

1. Provide staff to regional committees (A1)
2. Provision of demographic and land use data and review of conceptual plans for regional transit as requested (A2)

Relationship to other plans and MPO activities

2045 MTP

Proposed budget and level of effort

Planning Supervisor: 35 hours

Senior Planner: 20 hours

Planner: 50 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-4. Regional or Statewide Planning	\$817	\$3,267	\$4,084

**DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-E-1. Management and Operations

Administrative tasks necessary to maintaining the 3C planning process will be completed.

Objectives

- O1 – Participate and contribute to MPO-related meetings.
- O2 – Adhere to the goals and tasks laid out in the Unified Planning Work Program.
- O3 – Ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues.
- O4 – Ensure the local transportation advisory board has the information it needs to develop sound recommendations on local and regional transportation issues.
- O5 – Improve staff efficiency and knowledge through training sessions and educational materials.

Previous work

Similar to proposed activities described below

Proposed activities

1. Attend and participate in TAC and TCC meetings
2. Staff development through professional training courses, seminars, and conferences
3. Prepare materials and present to the local elected officials related to local and regional transportation planning topics
4. Attend and participate in MPO subcommittee meetings

Products

1. Staff reports and communication with other County officials as well as elected officials and members of advisory boards

Relationship to other plans and MPO activities

See objectives and proposed activities.

Proposed budget and level of effort

Planning Supervisor: 66 hours

Senior Planning: 40 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-E-1 - Management and Operations	\$974	\$3,896	\$4,870

Orange County

- Funding Table
- Task Description and Narrative

Orange County		Durham-Chapel Hill-Carrboro Urban Area										Orange County						
		FY 2014-2015 Unified Planning Work Program										2/19/2014 14:16						
Task Description		SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit		Section 5307 Transit		Section 5309 Transit		Task Funding Summary						
		NCDOT 20%	FWHA 80%	Local 20%	FWHA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts																	
	2 Vehicle Miles of Travel																	
	3 Street System Changes																	
	4 Traffic Accidents																	
	5 Transit System Data																	
	6 Dwelling Unit, Pop. & Emp. Change																	
	7 Air Travel																	
	8 Vehicle Occupancy Rates																	
	9 Travel Time Studies																	
	10 Mapping																	
	11 Central Area Parking Inventory																	
	12 Bike & Ped. Facilities Inventory																	
	13 Bike & Ped. Counts																	
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data																	
	2 Collection of Network Data																	
	3 Travel Model Updates																	
	4 Travel Surveys																	
	5 Forecast of Data to Horizon year																	
	6 Community Goals & Objectives																	
	7 Forecast of Future Travel Patterns																	
	8 Capacity Deficiency Analysis																	
	9 Highway Element of th. LRTP																	
	10 Transit Element of the LRTP																	
	11 Bicycle & Ped. Element of the LRTP																	
	12 Airport/Air Travel Element of LRTP																	
	13 Collector Street Element of LRTP																	
	14 Rail, Water or other mode of LRTP																	
	15 Freight Movement/Mobility Planning																	
	16 Financial Planning																	
	17 Congestion Management Strategies																	
	18 Air Qual. Planning/Conformity Anal.																	
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning																	
III-A	Planning Work Program																	
III-A	1 Transp. Improvement Plan																	
III-B	Civil Rgts. Cmp./Otr. Reg. Reqs.																	
III-B	1 Title VI																	
III-B	2 Environmental Justice																	
III-B	3 Minority Business Enterprise																	
III-B	4 Planning for the Elderly & Disabled																	
III-B	5 Safety/Drug Control Planning																	
III-B	6 Public Involvement																	
III-B	7 Private Sector Participation																	
III-D	Incidental Plug-in/Project Dev.																	
III-D	1 Transportation Enhancement Png.																	
III-D	2 Enviro. Analysis & Pre-TIP Png.																	
III-D	3 Special Studies																	
III-D	4 Regional or Statewide Planning																	
III-E	Management & Operations																	
III-E	1 Management & Operations																	
Totals																		

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

II-A-6. Dwelling Unit, Population, & Employment Change

Anticipating much of the development of the 2045 Metropolitan Transportation Plan to occur during FY 2015, this task addresses efforts to provide socioeconomic and dwelling unit/certificate of occupancy data for the 2045 MTP. As needed, County staff will contribute to reviewing methods of allocating dwelling unit, population and employment growth and associated shares of each – using GIS-based visualization software and other tools –to determine how they can be used and incorporated into the development of the 2045 MTP.

Objectives

- O1 – Review the current dwelling unit, population and employment growth estimation methodology and base year inputs
- O2 – Provide dwelling unit, population and employment data as needed to estimate patterns or change for the 2045 MTP
- O3 – Review and provide feedback on the MPO’s inclusion of dwelling unit, population and employment figures and associated projections for use in the 2045 MTP

Previous work

County staff reviewed dwelling unit and employment estimation methodologies and inputs and provided updated figures to MPO staff in previous fiscal years for the 2040 MTP and for the preliminary development of data to be used for the 2045 MTP. County staff has reviewed and will continue to review population, employment, dwelling unit, place types and development status assignments to be used as inputs for Community Viz modeling showing the projected distribution and type of growth.

Proposed activities

1. Participate in meetings discussing potential improvements to the current estimation methodology and associated inputs (O1)
2. Provide suggestions for improving the current estimation methodology and inputs (O1)
3. Submit data relating to dwelling unit, population, employment change, place types and development status to MPO staff (O2)
4. Review the MPO’s proposed incorporation of data into the 2045 MTP (O3)

Products

1. Input on potential improvements/changes to the current estimation methodology and inputs
2. Dwelling unit, population, employment, place type, and development status data as needed
3. Official comments from County staff regarding MPO’s use of data for preparation of 2045 MTP

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

Relationship to other plans and MPO activities

2045 MTP, CMP, Socioeconomic and demographic data and forecasting, Land-use scenarios planning

Proposed budget and level of effort

Transportation Planner : 120 hours

Comprehensive Planning Supervisor: 40 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-6 - Dwelling Unit, Pop. & Emp. Ch	\$1,272	\$5,086	\$6,358

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

II-A-10. Mapping

The County's GIS specialist, along with other planning staff, will assist in developing base maps, GIS layers, and databases to serve MPO-wide and local transportation and associated data mapping objectives. They will provide, as needed, GIS layers for highway, transit, bike, and pedestrian networks as well as parcel, zonal, census and land development information.

Objectives

- O1 – Update base maps, including boundary, spatial and network data, with new data
- O2 – Provide support for continued MPO GIS data development
- O3 – Ensure high-quality mapping and analysis of transportation facilities and planning-related thematic data

Previous work

Provided spatial data for scoring inputs to determine project priority selection for TIP development. Provided mapping of transportation improvement proposals within the 2040 MTP for consideration in the TIP. Provided support for continued GIS data development for inclusion in MPO plans and programs. Organized spatial data for Orange County to support/complete base year data collection and socioeconomic data collection and forecasting tasks.

Proposed activities

1. Update shapefiles or other layer types with new features and-or attribute data (O1, O3)
2. Provide and-or review GIS maps for MPO projects such as the CMP, the development of the 2045 MTP, and any land use scenario outputs as needed (O2)
3. Conduct GIS network analysis as needed to address transportation issues (O3)

Products

1. Updated GIS data
2. Spatial thematic data layouts for 2045 MTP development

Relationship to other plans and MPO activities

2045 MTP, CMP, Land-use scenarios planning

Proposed budget and level of effort

GIS Project Coordinator: 60 hours

Transportation Planner: 15 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-10 - Mapping	\$580	\$2,320	\$2,900

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

II-B-1. Collection of Base Year Data

Anticipating much of the development of the 2045 MTP to occur during FY 2015, this task addresses efforts to provide travel, development type and intensity, and socioeconomic data for the MTP for the MTP's base year. As needed, County staff will contribute to reviewing existing data and update the data for the base year as needed for tasks leading to the development of the 2045 MTP, Triangle Regional Model (TRM) and CMP.

Objectives

- O1 – Update base travel, land use, employment and other socioeconomic data
- O2 – Provide support for continued data collection and reporting to the MPO
- O3 – Conduct quality checks on MPO's data entry and preparation for use in the 2045 MTP

Previous work

The County has collected and provided employment type, employee counts, and place of employment intensity data and information to MPO staff for inclusion in the Triangle Regional Model (TRM) for ultimate use in the 2045 MTP. The County has also provided recommendations for travel data collection locations and comments on improving travel data collection protocols.

Proposed activities

1. Continue to update inputs to MPO's employment analyst tool (O1, O3)
2. Continue to review MPO's data entry inputs of employment information and travel data (O2)
3. Continue to review and update priorities for travel data collection locations and other base year data (O3)
4. Review and refine format and incorporation of travel and socioeconomic data produced by data collection activities as proposed for use in the 2045 MTP (O3)

Products

1. Up-to-date base year land use, socioeconomic, and travel data
2. Inputs for base year data for regional travel demand model
3. Review comments on format and incorporation of data into the 2045 MTP

Relationship to other plans and MPO activities

2045 MTP, Triangle Regional Model (TRM)

Proposed budget and level of effort

Transportation Planner: 80 hours

Comprehensive Planning Supervisor: 40 hours

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-1 - Collection of Base Year Data	\$975	\$3,899	\$4,874

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

II-B-5. Forecast of Data to Horizon Year

The County will contribute to reviewing the current estimation methodology and inputs for forecasting socioeconomic and land use type and intensity data to the MTP horizon year in order to determine if any refinements or improvements are needed to the methodology and inputs. The County will also review and provide feedback on the incorporation of the forecast methodology and inputs into the 2045 MTP.

Objectives

- O1 – Improve the methodology and data inputs for forecasting socioeconomic data to the MTP horizon year
O2 – Prepare/review/refine format of forecasted data for use in the 2045 MTP

Previous work

Although not a participant in the MPO's UPWP in prior years, County staff contributed data and review comments for countywide growth control totals and projections as well as the Community Viz allocation of growth estimates within Orange County.

Proposed activities

1. Communicate with MPO staff and TCC representatives regarding potential improvements to growth modeling methodologies and inputs (O1)
2. Review output of forecasts and format of incorporation into 2045 MTP (O2)

Products

1. Feedback on the growth modeling methodology and inputs
2. Feedback and commentary on forecast outputs and format of forecast outputs incorporated into 2045 MTP

Relationship to other plans and MPO activities

2045 MTP, CMP, Triangle Regional Model (TRM), Land-Use scenarios planning

Proposed budget and level of effort

Transportation Planner: 80 hours

Comprehensive Planning Supervisor: 40 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-5 - Forecast of Data to Horizon Year	\$975	\$3,899	\$4,874

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

II-C-1. Short Range Transit Planning

The County will participate in short-range transit planning for both Orange County and the metropolitan planning area. County staff will continue to represent Orange County's position on the Orange County Bus and Rail Investment Planning staff working group to continue to refine plan assumptions and details. County planning staff will administer and oversee the implementation of Orange County's component of the plan. County staff will continue coordination with Triangle Transit to process updates to the Bus and Rail Investment Plan and communicate and process those updates with the County Board of Commissioners and the MPO.

Objectives

- O1 – Ensure that Orange County plays a key role in Triangle Transit's short-range regional transit initiatives including implementation activities related to capital investment and improvements as well as operations
- O2 – Continue to work with Triangle Transit on new initiatives, service recommendations, public outreach, and grant funding opportunities within Orange County
- O3 – Implement Orange County's component of the Bus and Rail Investment Plan including coordination with Triangle Transit, Chapel Hill Transit and the MPO
- O4 – Update assumptions and other information in the Bus and Rail Investment Plan as needed

Previous work

County staff has participated in the Orange County Bus and Rail Investment Plan staff working group since its inception in FY 2014 and reviewed and provided feedback on updates to assumptions, identified needs and service recommendations in the plan. County staff prepared a five-year bus service expansion program to act as a programming guide for implementing adopted service recommendations derived from the plan and has taken and continues to take steps to implement the plan. County staff has coordinated with the MPO and its processes to prepare for implementation of the bus service expansion program. The County has also participated in a review and recommendation regarding the MPO's sub-allocation of Federal Formula transit grants.

Proposed activities

1. Solicit public and affected agency input and provide feedback on Triangle Transit's proposed regional service concepts and implementation activities in Orange County (O1, O2)
2. Seek and secure grant funding opportunities for Triangle Transit regional bus service concepts in Orange County (O2)
3. Implement Orange County's service recommendation concepts as outlined in the Orange County Bus and Rail Investment Plan and Orange County Five-Year Bus Service Expansion Program (O3)
4. Process and provide feedback on updates and amendments to the Orange County Bus and Rail Investment Plan (O4)

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

Products

1. Five-Year Bus Service Expansion Program updates and amendments
2. MPO-administered capital and/or operating project funding requests and proposals
3. Service and funding data summaries for Orange County's component of Bus and Rail Investment Plan
4. Additional transit information and Bus and Rail Investment Plan updates as needed

Relationship to other plans and MPO activities

The Orange County Bus and Rail Investment Plan was approved by Orange County, the MPO, and Triangle Transit. The draft 2040 MTP Transit element includes and the draft 2045 MTP will include the recommendations of the Plan. Plan and bus service expansion program implementation will involve various MPO calls for projects and funding decision activities.

Proposed budget and level of effort

Transportation Planner: 80 hours

Comprehensive Planning Supervisor: 60 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-C-1 - Short Range Transit Planning	\$1,166	\$4,662	\$5,828

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

III-A-1. Planning Work Program

The County will administer the FY 2014-2015 UPWP and prepare and process amendments as needed. It will evaluate transportation planning work and emphasis areas needed and prepare the FY 2015-2016 UPWP.

Objectives

- O1 – Track and report on Orange County’s 2014-2015 UPWP activities
- O2 – Process amendments to the UPWP if necessary
- O3 – Submit the 2015-2016 UPWP to the MPO

Previous work

County staff prepared a UPWP for FY 2013-2014 and tracked the completion of UPWP tasks with quarterly progress reports. County staff also processed amendments to the 2013-2014 UPWP. Progress reports have made clear how much funding remains for tasks in the fiscal year guiding the necessity for amendments.

Proposed activities

1. Complete quarterly reports for the 2014-2015 UPWP (O1)
2. Complete amendment spreadsheets as needed (O2)
3. Prepare Orange County’s 2015-2016 UPWP documents and budget (O3)

Products

1. Quarterly progress reports and invoices to the MPO on UPWP activities
2. Amendment spreadsheets as needed
3. Orange County’s 2015-2016 UPWP activities narrative and budget (A3)

Relationship to other plans and MPO activities

Required by federal law, the UPWP is the mechanism for laying out regional transportation planning activities and coordination with the MPO.

Proposed budget and level of effort

Transportation Planner: 40 hours

Comprehensive Planning Supervisor: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-A-1 - Planning Work Program	\$392	\$1,568	\$1,960

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

III-B-1. Transportation Improvement Program

In anticipation of 2016-2022 STIP and DCHC MPO TIP adoption, County planning staff will continue to communicate and strategize for the programming of transportation project priorities countywide and communicate those priorities to County advisory boards and the governing body. Orange County planning staff will work with boards to develop requests for transportation improvements for various MPO calls for projects. County planning staff will also collect and report data for prioritized projects to the MPO. The County will also participate in the MPO's development of process, strategy, and methodology for developing a TIP.

Objectives

- O1 – Facilitate processing of County's prioritization of projects for TIP consideration including research and data reporting for candidate projects
- O2 – Communicate and coordinate project priorities to the public, County advisory boards, and the County's governing body
- O3 – Communicate priorities and corresponding data to the MPO

Previous work

County staff developed a priority list for the County of transportation project improvements during FY 2013-2014 and communicated those priorities to MPO staff for 2016-2022 TIP consideration. This list involved researching needs, processing through advisory boards and elected officials, and submission in various phases to MPO staff. County staff also participated in an STP-DA call for projects and in the MPO's development of process, strategy, and methodology for developing a TIP and maximizing transportation project funding for the region.

Proposed activities

1. Support and facilitate consideration and processing of candidate projects and provide funding information and cost estimates as well as other data for the 2016-2022 TIP (O1 and O2)
2. Facilitate feedback from the public, Transportation Advisory Board, and Board of County Commissioners for 2016-2022 TIP projects (O2)
3. Facilitate consideration of inclusion of Orange County projects in the 2016-2022 TIP to communicate to the MPO (O3)

Products

1. Project data submission to MPO staff
2. County feedback on proposed TIP

Relationship to other plans and MPO activities

2016-2022 TIP, 2040 MTP, efforts by the MPO to expedite the completion of STP-DA projects

Proposed budget and level of effort

Transportation Planner: 80 hours

Comprehensive Planning Supervisor: 15 hours

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

Task Code-Title	Local 20%	FHWA 80%	Total
III-B-1 - Transportation Improvement Progr	\$736	\$2,946	\$3,682

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

III-D-3. Special Studies

County staff will continue to conduct or implement special studies related to local transportation issues, namely the continued development and implementation of a Safe Routes to School Action Plan.

Objectives

- O1 – Implement the Safe Routes to School Action Plan
- O2 – Conduct other special studies as needed

Previous work

Over the past year, the County has prepared a major update to its Safe Routes to School Action Plan and began intended implementation of the plan through MPO calls for projects.

Proposed activities

1. Implement the Safe Routes to School Action Plan (O1)
2. Conduct other special studies as needed to possibly include an access management/collector street study for the County's Eno Economic Development District (O2)

Products

1. Safe Routes to School Action Plan project implementation
2. Other special studies as needed

Relationship to other plans and MPO activities

2016-2022 TIP, Comprehensive Transportation Plan – Collector Street element

Proposed budget and level of effort

Transportation Planner: 15 hours

GIS Project Coordinator: 5 hours

Comprehensive Planning Supervisor: 5 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3 - Special Studies	\$198	\$792	\$990

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

III-D-4. Regional or Statewide Planning

The County will coordinate with NCDOT and other regional and state transportation planning organizations regarding project funding eligibility and other information in preparation of the 2016-2022 STIP. The County will also participate in the development of the MPO's Program Management Plan for managing programs the MPO administers.

Objectives

O1 – Coordinate with NCDOT regarding project funding eligibility, NCDOT's priorities and other information to continue to support and advance transportation project priorities for the County

O2 – Participate and provide information for the MPO's development of a Program Management Plan (PMP)

Previous work

Orange County staff attended and participated in a Coordinated Public Transportation – Human Service Transportation Plan (CPT-HSTP) update workshop and completed an input survey for the development of the plan representing the County's public transportation needs. The County also coordinated with NCDOT Division 7 staff through meetings and phone calls to collect information and review Division and County transportation priorities.

Proposed activities

1. Meet and coordinate with NCDOT to determine Division's transportation priorities for the County and surrounding areas (O1)
2. Participate in development of MPO's PMP (O2)

Products

1. 2016-2022 STIP
2. Input to development of PMP

Relationship to other plans and MPO activities

2016-2022 TIP and STIP, CPT-HSTP

Proposed budget and level of effort

Transportation Planner: 60 hours

Comprehensive Planning Supervisor: 20 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-4 - Regional or Statewide Planning	\$636	\$2,543	\$3,179

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

III-E-1. Management and Operations

Administrative tasks necessary to maintaining the 3C planning process will be completed.

Objectives

- O1 – Participate and contribute to MPO-related meetings
- O2 – Adhere to the goals and tasks laid out in the Unified Planning Work Program
- O3 – Ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues
- O4 – Ensure the local transportation advisory board has the information it needs to develop sound recommendations on local and regional transportation issues
- O5 – Improve staff efficiency and knowledge through training sessions and educational materials

Previous work

Same as activities proposed below.

Proposed activities

1. Attend and participate in TAC and TCC meetings
2. Preparing quarterly progress reports/invoices and documenting expenditures for planning work items
3. Staff development through professional training courses, seminars, and conferences
4. Subscriptions to professional publications and professional organizational dues
5. Acquire needed software, books, and other materials
6. Facilitate local transportation advisory board meetings by creating agendas, minutes, and staff reports
7. Prepare materials and present to the local elected officials related to local and regional transportation planning topics
8. Attend and participate in MPO subcommittee meetings

Products

1. Staff reports and agenda materials for Transportation Advisory Board and County Board of Commissioners meetings
2. Routine submissions to MPO staff communicating Orange County project and general transportation planning information

Relationship to other plans and MPO activities

2045 MTP, 2016-2022 TIP, MPO TAC and TCC agendas and decisions

Proposed budget and level of effort

Transportation Planner: 300 hours

Comprehensive Planning Supervisor: 200 hours

**ORANGE COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP-STP-DA**

Task Code-Title	Local 20%	FHWA 80%	Total
III-E-1 - Management and Operations	\$4,133	\$16,531	\$20,664

Town of Chapel Hill

- Funding Table
- Task Description and Narrative
- 5303 FTA Task Narrative
- FTA Check Lists
- DBE Form (5303)

Durham-Chapel Hill-Carrboro Urban Area
FY 2014-2015 Unified Planning Work Program
Proposed Funding Source Tables

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	
II A Surveillance of Change																	
1 Traffic Volume Counts	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	-	-	-	-
3 Street System Changes	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	-	-	-	-
5 Transit System Data	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	-	-	-	-
7 Air Travel	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	-	-	-	-
9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
10 Mapping	6,055	24,218	0	0	4,224	4,224	33,792	0	0	0	0	0	0	10,279	4,224	58,010	-
11 Central Area Parking Inventory	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	-	-	-	-
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II B Long Range Transp. Plan																	
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2 Collection of Network Data	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	-	-	-	-
4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5 Forecast of Data to Horizon Year	3,577	14,308	0	0	3,331	3,331	26,651	0	0	0	0	0	0	6,908	3,331	40,959	-
6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
7 Forecast of Future Travel Patterns	970	3,878	0	0	0	0	0	0	0	0	0	0	0	970	-	3,878	-
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9 Highway Element of th LRTIP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
10 Transit Element of the LRTIP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
11 Bicycle & Ped. Element of the LRTIP	17,069	68,275	0	0	0	0	0	0	0	0	0	0	0	17,069	-	68,275	-
12 Airport/Air Travel Element of LRTIP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13 Collector Street Element of LRTIP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
14 Rail, Water or other mode of LRTIP	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	-	-	-	-
16 Financial Planning	0	0	0	0	214	214	1,708	0	0	0	0	0	0	214	214	1,708	-
17 Congestion Management Strategies	3,470	13,880	0	0	153	153	1,220	0	0	0	0	0	0	3,623	153	13,100	-
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II C Short Range Transit Planning																	
1 Short Range Transit Planning	0	0	0	0	816	816	6,530	0	0	0	0	0	0	816	816	6,530	-
III-A Planning Work Program	305	1,220	0	0	0	0	0	0	0	0	0	0	0	305	-	1,220	-
III-B Transp. Improvement Plan	305	1,220	0	0	0	0	0	0	0	0	0	0	0	305	-	1,220	-
III-C Cvl Rqts. Cmp./Otr. Reg. Reqs.																	
1 Title VI	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	-	-	-	-
3 Minority Business Enterprise	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	-	-	-	-
5 Safety/Drug Control Planning	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	-	-	-	-
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D Incidental Png./Project Dev.																	
1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2 Enviro. Analysis & Pre-TIP Png.	3,470	13,880	0	0	0	0	0	0	0	0	0	0	0	3,470	-	13,880	-
3 Special Studies	1,785	7,139	0	0	1,161	1,161	9,288	0	0	0	0	0	0	2,946	1,161	16,427	-
4 Regional or Statewide Planning	1,220	4,880	0	0	1,131	1,131	9,044	0	0	0	0	0	0	2,351	1,131	13,924	-
III-E Management & Operations																	
1 Management & Operations	5,694	22,777	0	0	2,340	2,340	18,717	0	0	0	0	0	0	8,034	2,340	41,495	-
Totals	\$43,919	\$175,675	\$0	\$0	\$13,369	\$13,369	\$106,951	\$0	\$0	\$0	\$0	\$0	\$0	\$57,288	\$13,369	\$282,626	-

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2014-2015 (FY14) UPWP**

1- MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2- FTA Code	442400	442302	442302	442302	442302	442302	442302	442302	442302
3- Task Code	II-A-5	II-A-10	II-B-5	II-B-16	II-B-17	II-C-1	II-A-1	II-B-1	II-C-3
4- Title of Planning Task	Transit System Data	Mapping	Forecast of Data to Horizon Year	Financial Planning	Congestion Management Strategies	Short Range Transit Planning	Planning Work Program	Transportation Improvement Program	Minority Business Enterprise
5- Task Objective	Review and analyze transit system data to monitor changes in travel behavior	Participate with MPO in further development of regional GIS database; prepare mapping to support local and regional activities	To prepare projections for 2045 housing, population and employment.	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 FY2015 UPWP	To monitor the adopted TIP and prepare information for amendments to TIP.	To assess compliance with minority business enterprise regulations
6- Tangible Product Expected	Chapel Hill Data Book Update	MPO Regional GIS database and CMS database.	Projections of socio economic data for use in the development of the 2045 MTP.	Refinement of the Orange County Transit Plan and development of the 2045 MTP Financial Plan element.	Preparation of DCHC MPO CMS and Development of TDM program for incorporation into 2045 L RTP	Refinements to the previously completed comprehensive route analysis and incorporation of recommendations of Strategic Financial Study.	FY2015 PWP	Updated TIP	Annual assessment
8- Product(s)	2012 Data Book	Provided support for development of geo spatial database architecture.	Preparation of 2040 socio economic projections.	2040 Financial Plan and CHT's Financial Sustainability Plan	TDM element of 2040 L RTP.	Development of comprehensive route analysis.	Development and management of FY13 & FY14 UPWP	On-going	Adjustments to existing TIP; Development of new TIP
9- Relationship To Other Activities	Supports implementation of L RTP	Supports development of L RTP and related MPO activities	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports implementation of MPO L RTP	Supports implementation of annual work program	Supports implementation of adopted L RTP	Supports State/Federal MBE requirements
10- Prior FTA Funds	\$26,600	\$48,400	\$8,000	\$35,600	\$2,400	\$18,000	\$4,000	\$5,600	\$4,000
11- Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12- HPR - Highway - NCDOT 20%									
13- HPR - Highway - FHWA 80%									
14- Section 104 (f) PL Local 20%	\$6,055	\$4,547	\$4,547	\$3,470	\$3,470	\$305	\$305	\$305	\$305
15- Section 104 (f) PL FHWA 80%	\$24,218	\$18,186	\$18,186	\$13,880	\$13,880	\$817	\$1,220	\$1,220	\$1,220
16- Section 5303 Local 10%	\$4,224	\$3,332	\$3,332	\$214	\$153	\$817	\$153	\$153	\$153
17- Section 5303 NCDOT 10%	\$4,224	\$3,330	\$3,330	\$212	\$151	\$815	\$151	\$151	\$151
18- Section 5303 FTA 80%	\$33,792	\$26,651	\$26,651	\$1,708	\$1,220	\$6,530	\$1,220	\$1,220	\$1,220
19- Section 5307 Transit - Local 10%	\$1,563	\$1,375	\$1,375	\$25,000	\$25,000	\$625	\$250	\$250	\$250
20- Section 5307 Transit - NCDOT 10%	\$1,561	\$1,375	\$1,375	\$25,000	\$25,000	\$625	\$250	\$250	\$250
21- Section 5307 Transit - FTA 80%	\$15,750	\$11,000	\$11,000	\$200,000	\$200,000	\$5,000	\$2,000	\$2,000	\$2,000
22- Section 5309 Transit - Local 10%									
23- Section 5309 Transit - NCDOT 10%									
24- Section 5309 Transit - FTA 80%									

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2014-2015 (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)	TOTALS
2- FTA Code	442400	442400	442400	442400	442400	442100	
3- Task Code	III-C-4	III-C-5	III-C-5	III-D-3	III-D-4	III-E	
4- Title of Planning Task	Planning for the Elderly and Disabled	Safety/Drug Control Planning	Public Involvement	Special Studies	Regional or Statewide Planning	Management and Operations	
5- Task Objective	To assess impact of transit service on elderly and handicapped populations	To implement and monitor federal safety and drug control planning	To establish public outreach efforts to engage public involvement.	To prepare special studies to support ongoing transit operations. To prepare Alternatives Analysis for CHT.	To support regional and statewide planning projects	To support various transit planning activities	
6- Tangible Product Expected	Annual assessment	Annual Assessments	Annual transit forums	Preparation of Chapel Hill Pedestrian Plan and participation in NCDOT US 15-501/Fordham Blvd. Feasibility Study and US 15-501 South Corridor Study.	Coordination with Triangle Transit on implementation of Durham to Chapel Hill LRT.	Ongoing transit activities and reporting requirements.	
7- Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	
8- Previous Work	Ongoing monitoring	Ongoing monitoring	Annual transit forums	Chapel Hill Long Range Transit Plan		Management of transit planning activities	
9- Prior FTA Funds	\$5,000	\$32,000	\$4,000	\$0	\$50,800	\$115,160	
10- Relationship To Other Activities	This project supports the development of the 2045 Regional Plan	This project supports the development of the 2045 Regional plan	This project supports the development of the 2045 Regional plan	This project supports the development of the 2045 Regional plan	Supports the implementation of the 2040 Regional Plan and the Chapel Hill Long Range Transit Plan.	Supports all other transit planning activities MPO-wide.	
11- Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	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%				\$20,255	\$1,220	\$5,694	\$41,851
15- Section 104 (f) PL FHWA 80%				\$81,018	\$4,880	\$22,778	\$167,400
16- Section 5303 Local 10%				\$1,161	\$1,131	\$2,340	\$13,372
17- Section 5303 NCDOT 10%				\$1,161	\$1,129	\$2,338	\$13,360
18- Section 5303 FTA 80%				\$2,288	\$9,044	\$18,718	\$106,951
19- Section 5307 Transit - Local 10%	\$5,000	\$250	\$200	\$200	\$900	\$3,868	\$35,531
20- Section 5307 Transit - NCDOT 10%	\$1,000	\$250	\$200	\$200	\$900	\$3,867	\$35,528
21- Section 5307 Transit - FTA 80%	\$8,000	\$2,000	\$1,600	\$1,600	\$7,200	\$30,940	\$285,490
22- Section 5309 Transit - Local 10%							\$0
23- Section 5309 Transit - NCDOT 10%							\$0
24- Section 5309 Transit - FTA 80%							\$0

Town of Carrboro

- Funding Table
- Task Description and Narrative

Task Description		Sec. 104(f) PL		Section 5203 Highway/Transit		Section 5307 Transit		Section 5309 Transit		Task Funding Summary		
		Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%
II A Surveillance of Change												
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	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
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0
	10 Mapping	482	1,929	0	0	0	0	0	0	0	0	2,411
	11 Central Area Parking Inventory	69	274	0	0	0	0	0	0	0	0	343
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0
II B Long Range Transp. Plan												
II B	1 Collection of Base Year Data	253	1,012	0	0	0	0	0	0	0	0	1,265
	2 Collection of Network Data	218	871	0	0	0	0	0	0	0	0	1,089
	3 Travel Model Updates	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
	5 Forecast of Data to Horizon year	471	1,884	0	0	0	0	0	0	0	0	2,354
	6 Community Goals & Objectives	73	290	0	0	0	0	0	0	0	0	363
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0
	9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0	0
	10 Transit Element of the LRTP	0	0	0	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
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0
	17 Congestion Management Strategies	109	436	0	0	0	0	0	0	0	0	545
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0
III C Short Range Transit Planning												
III C	1 Short Range Transit Planning	327	1,307	0	0	0	0	0	0	0	0	1,634
III-A	Planning Work Program	327	1,307	0	0	0	0	0	0	0	0	1,634
III-B	Transp. Improvement Plan	436	1,743	0	0	0	0	0	0	0	0	2,179
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.	0	0	0	0	0	0	0	0	0	0	0
	1 Title VI	0	0	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0
	4 Planning for the Elderly & Disabled	73	290	0	0	0	0	0	0	0	0	363
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0
	6 Public Involvement	272	1,087	0	0	0	0	0	0	0	0	1,359
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0
III-D Incidental Png./Project Dev.												
III-D	1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0
	3 Special Studies	30,503	122,013	0	0	0	0	0	0	0	0	152,516
	4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0
III-E	Management & Operations	1,928	7,710	0	0	0	0	0	0	0	0	9,638
Totals	Management & Operations	\$35,539	\$142,154	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$177,693

TJCOG

- Funding Table
- Task Description and Narrative

Durham-Chapel Hill-Carrboro Urban Area
 FY 2014-2015 Unified Planning Work Program
 Proposed Funding Source Tables

Triangle J COG

TJCOG
 2/19/2014 14:16

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	FHWA 80%	Local	FHWA 80%	Local	NCDOT 10%	FTA 80%	Local	NCDOT 10%	FTA 80%	Local	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	20%	0	20%	0	10%	10%	80%	10%	10%	0	25%	25%	50%	-	-	-	-	
III A Surveillance of Change																		
1 Traffic Volume Counts	0	0	0	0														
2 Vehicle Miles of Travel	0	0	0	0														
3 Street System Changes	0	0	0	0														
4 Traffic Accidents	0	0	0	0														
5 Transit System Data	0	0	0	0														
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0														
7 Air Travel	0	0	0	0														
8 Vehicle Occupancy Rates	0	0	0	0														
9 Travel Time Studies	0	0	0	0														
10 Mapping	0	0	0	0														
11 Central Area Parking Inventory	0	0	0	0														
12 Bike & Ped. Facilities Inventory	0	0	0	0														
13 Bike & Ped. Counts	0	0	0	0														
III B Long Range Transp. Plan																		
1 Collection of Base Year Data	0	0	0	0														
2 Collection of Network Data	0	0	0	0														
3 Travel Model Updates	0	0	0	0														
4 Travel Surveys	0	0	0	0														
5 Forecast of Data to Horizon year	0	0	0	0														
6 Community Goals & Objectives	0	0	0	0														
7 Forecast of Future Travel Patterns	0	0	0	0														
8 Capacity Deficiency Analysis	0	0	0	0														
9 Highway Element of th L RTP	0	0	0	0														
10 Transit Element of the L RTP	0	0	0	0														
11 Bicycle & Ped. Element of the L RTP	0	0	0	0														
12 Airport/Air Travel Element of L RTP	0	0	0	0														
13 Collector Street Element of L RTP	0	0	0	0														
14 Rail, Water or other mode of L RTP	0	0	0	0														
15 Freight Movement/Mobility Planning	0	0	0	0														
16 Financial Planning	0	0	0	0														
17 Congestion Management Strategies	0	0	0	0														
18 Air Qual. Planning/Conformity Anal.	0	0	0	0														
III C Short Range Transit Planning																		
1 Short Range Transit Planning	0	0	0	0														
III-A Planning Work Program																		
1 Planning Work Program	0	0	0	0														
III-B Transp. Improvement Plan																		
1 Transp. Improvement Plan	0	0	0	0														
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																		
1 Title VI	0	0	0	0														
2 Environmental Justice	0	0	0	0														
3 Minority Business Enterprise	0	0	0	0														
4 Planning for the Elderly & Disabled	0	0	0	0														
5 Safety/Drug Control Planning	0	0	0	0														
6 Public Involvement	0	0	0	0														
7 Private Sector Participation	0	0	0	0														
III-D Incidental Ping/Project Dev.																		
1 Transportation Enhancement Ping.	0	0	0	0														

Durham-Chapel Hill-Carrboro Urban Area
 FY 2014-2015 Unified Planning Work Program
 Proposed Funding Source Tables

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%	NCDDOT 10%	FTA 80%	Local 10%	NCDDOT 10%	FTA 80%	Local 25%	NCDDOT 25%	FTA 50%	Local	NCDDOT	Federal	Total
2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0				0	0	0	0	0	0	-	-	-	-
3 Special Studies	0	0	0	0										-	-	-	-
4 Regional or Statewide Planning	13,750	\$5,000												-	13,750	55,000	68,750
III- E																	
1 Management & Operations	0	0															
Totals	\$13,750	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,750	\$55,000	\$68,750

Appendices B

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

Durham Area Transit Authority (DATA)

- Funding Table
- Task Description and Narrative
- 5307 & 5303 FTA Task Narrative
- FTA Check Lists
- DBE Form

Durham Area Transit Authority DATA		Durham-Chapel Hill-Carrboro Urban Area FY 2014-2015 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds										Durham 2/19/2014 14:36						
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
Task Description	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	
II A Surveillance of Change																		
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	2,814	2,814	22,511	10,397	10,397	83,178	13,211	13,211	105,689	132,111	105,689	132,111	132,111	
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
II B Long Range Transp. Plan																		
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of LRTP	0	0	0	0	326	326	2,610	483	483	3,862	809	809	6,472	8,090	6,472	8,090	8,090	
11 Bicycle & Ped. Element of 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	326	326	2,610	10,271	10,271	82,169	10,597	10,597	84,779	105,974	84,779	105,974	105,974	
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
II C Short Range Transit Planning																		
1 Short Range Transit Planning	0	0	0	0	2,610	2,610	20,878	10,058	10,058	80,462	12,668	12,668	101,341	126,676	101,341	126,676	126,676	
III-A Planning Work Program																		
1 Planning Work Program	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-B Transp. Improvement Plan																		
1 Transp. Improvement Plan	0	0	0	0	652	652	5,219	969	969	7,751	1,621	1,621	12,970	16,213	12,970	16,213	16,213	
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																		
1 Title VI	0	0	0	0	326	326	2,610	350	350	2,803	677	677	5,413	6,766	5,413	6,766	6,766	
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Public Involvement	0	0	0	0	326	326	2,610	937	937	7,494	1,263	1,263	10,104	12,650	10,104	12,650	12,650	
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D Incidental Png./Project Dev.																		
1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-E Management & Operations																		
1 Management & Operations	0	0	0	0	0	0	53,565	2,288	2,288	18,305	2,288	2,288	71,870	76,446	71,870	76,446	76,446	
Totals	\$0	\$0	\$0	\$0	\$7,381	\$7,381	\$112,612	\$55,753	\$55,753	\$286,026	\$0	\$0	\$43,134	\$43,134	\$43,134	\$398,638	\$484,906	

**DURHAM AREA TRANSIT
FTA TASK NARRATIVE TABLE
FY2014-2015 (FY15) UPWP**

MPO	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)
1- MPO	442400	442400	442300	442400	442500
2- FTA Code	II-A-5	II-B-10	II-B-16	II-C1	II-B-1
3- Task Code	Transit System Data	Transit Element of the L RTP	Financial Planning	Short Range Transit Planning	Transportation Improvement Program (TIP)
4- Title of Planning Task	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. Key objectives include: Integrating APC data in to the transit GIS, improving the geodatabase of transit routes and stops and updating the inventory of transit stops and amenities.	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 L RTP. A key objective is updating the transit element of the Coordinated Transportation Plan.	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. Key objectives include: Integrating APC data in to the transit GIS, summarizing and tabulating gathered AVL data, and updating the inventory of transit stops and amenities.	To continue the program of developing transit plans for improving transit services 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. A key objective is updating the transit element of the Coordinated Transportation Plan.
5- Task Objective	Monthly and annual statistical reports, OPSRATS reports, Annual Budget summaries, Monthly operational reports, Council reports, Passenger amenities, short, and long term transit plans, delivery.	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.
6- Tangible Product Expected	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015
7- Expected Completion Date of Product(s)	These activities are on-going and were completed in previous years as part of 5303 and 5307 funded task element	2014 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.
8- Previous Work	Related to task III-E	This program is intended to support various MPO planning efforts related on the L RTP updates	Related to task III-E	Data retrieved would be used to disseminate service delivery and patronage information to transit management, City Council, FTA, MCDOT	These activities outlined also the MPO's overall FY15 Unified Work Program.
9- Prior FTA Funds					
10- Relationship To Other Activities	Durham Area Transit	Durham Area Transit	Durham Area Transit	Durham Area Transit and Triangle Transit	Durham Area Transit and Triangle Transit
11- Agency Responsible for Task Completion					
12- HPR - Highway - NCDOT 20%					
13- HPR - Highway - FHWA 80%					
14- Section 104 (f) PL Local 20%					
15- Section 104 (f) PL FHWA 80%					
16- Section 5303 Local 10%	\$2,814	\$326	\$326	\$2,610	\$652
17- Section 5303 NCDOT 10%	\$2,814	\$326	\$326	\$2,610	\$652
18- Section 5303 FTA 80%	\$22,514	\$2,610	\$2,610	\$20,978	\$5,219
19- Section 5307 Transit - Local 10%					
20- Section 5307 Transit - NCDOT 10%					
21- Section 5307 Transit - FTA 80%					

**DURHAM AREA TRANSIT
FTA TASK NARRATIVE TABLE
FY2014-2015 (FY15) UPWP**

1- MPO	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	TOTALS
2- FTA Code	442100	442199	442100	442100	
3- Task Code	III-C-1	III-C-6	III-E		
4- Title of Planning Task	Title VI	Public Involvement	Management and Operations		
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. A key objective is developing our asset management system, performance measures and targets.		
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)	6/30/2015	6/30/2015	6/30/2015		
8- Previous Work	Same as above	On-going	Same as above		
9- Prior FTA Funds Relationship To Other Activities	Related to task III-E	This effort relates to and supports the MPOs overall FY15 unified Work Program of enhancing transportation delivery in Durham	Related to task III-E		
11- Agency Responsible for Task Completion	Durham Area Transit and Triangle 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	\$6,696	\$14,077	
17- Section 5303 NCDOT 10%	\$326	\$326	\$6,696	\$14,077	
18- Section 5303 FTA 80%	\$2,610	\$2,610	\$53,565	\$112,615	
19- Section 5307 Transit - Local 10%					
20- Section 5307 Transit - NCDOT 10%					
21- Section 5307 Transit - FTA 80%					

Durham Area Transit Authority

Checklist for FTA UPWP Reviews (provide Description):

1. Planning activities should be programmed which support required actions emanating from a **minimum twenty-year horizon long range transportation plan** (the Plan) which **conforms to Environmental Protection Agency air quality standards**; any goals and objectives stated in the UPWP should be reflect goals and objectives stated in the Plan;

Yes	No
-----	----

Yes _____

2. **Description of each discreet task** (in simple narrative sentence(s). Note that not only "new" actions, but also "carry-over" actions listed in previous programming documents must be described, for each UPWP should be independent and comprehensive; new actions should be clearly differentiated from carry-over action; tasks that may be within the MPO's charter, but will not be included in the current year planning should be excluded/deleted; the UPWP should not be constructed as a universal or perpetual document, but should be tailored each year;

Yes	No
-----	----

Yes _____

3. **Amount of FTA planning funds** sought to support each planning action/task in the current FY; note that administrative costs including indirect overhead costs may be spread across tasks, and not listed as a separate task OR at the option of the author, an overhead rate applicable across the board to all activities may be indicated and the totals extended;

Yes	No
-----	----

Yes _____

4. **FTA Program** (e.g. Section 5307 Urbanized Area Formula Program, Section 5303 Metropolitan Planning Program etc.) from which those funds will be drawn; when a specific task is proposed to be funded from more than one source, it is necessary to indicate FTA funding associated with each programmatic source;

Yes	No
-----	----

Yes _____

5. **Cumulative amount of FTA funds** previously drawn to support each task during past fiscal years (ONLY for multi-year tasks which produce specific deliverables); note that amounts should be identified in terms of the year of federal allocation and year of expenditure;

Yes	No
-----	----

Yes _____

6. **Product/Deliverable** that will be derived from the planning effort (e.g. study, model, UPWP, TIP, etc); deliverables should be actual tangible products rather than indications of progress or expended efforts;

Yes	No
-----	----

Yes _____

7. **Schedule indicating progress for multi-year tasks**, including date when FTA can expect completion of the planning action/task; here, we seek a **completion date** rather than an expression of the duration of time expected for completion (e.g. "the study will be completed by April 30, 2006" rather than "the study will require six months to complete");

Yes	No
-----	----

Yes _____

8. **Indication that FTA funds are being used efficiently** for the programmed tasks rather than being banked;

Yes	No
-----	----

Yes _____

9. **Planning should be accomplished within the environment of robust public involvement** in compliance with the MPO Public Participation Plan (conforming to SAFETEA-LU requirements) endorsed through the Planning Certification Review process;

Yes	No
-----	----

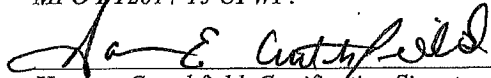
Yes _____

10. Specific reference should be made to **SAFETEA-LU** rather than obsolete reauthorization legislation such as ISTEA and/or TEA-21.

Yes	No
-----	----

Yes _____

I have reviewed and certify that ALL the above items related to DATA are true and accurate as it relates to the DCHC MPO FY2014-15 UPWP.



Harmon Crutchfield, Certification Signature - Transit Administrator

CITY OF DURHAM
Anticipated DBE Contracting Opportunities for FY15

Name of MPO: CITY OF DURHAM (DATA)

Person Completing Form: Pierre Owusu

Telephone Number: 919-560-5343 ext. 36214

Prospectus 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 (CHT)

- Funding Table
- Task Description and Narrative
- 5307 & 5309 FTA Task Narrative
- FTA Check Lists
- DBE Form

Durham-Chapel Hill-Carrboro Urban Area FY 2014-2015 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds																
Town of Chapel Hill 2/19/2014 14:38																
Task Description	Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Local 20%	FTA 80%	PL	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A Surveillance of Change																
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Vehicle Miles of Travel	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
4 Traffic Accidents	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	1,609	1,609	12,875	0	0	0	1,609	1,609	12,875	16,094
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Mapping	0	0	0	4,224	4,224	33,792	1,376	1,376	11,007	0	0	0	5,600	5,600	44,799	55,999
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
II B Long Range Transp. Plan																
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	3,331	3,331	26,651	0	0	0	0	0	0	3,331	3,331	26,651	33,314
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 the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Airport/Air Travel Element of L RTP	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
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
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	214	214	1,708	25,000	25,000	200,000	0	0	0	25,214	25,214	201,708	252,135
17 Congestion Management Strategies	0	0	0	153	153	1,220	0	0	0	0	0	153	153	1,220	1,525	1,525
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II C Short Range Transit Planning																
1 Short Range Transit Planning	0	0	0	816	816	6,530	624	624	4,996	0	0	0	1,441	1,441	11,526	14,407
III-A Planning Work Program																
1 Planning Work Program	0	0	0	4	4	31	248	248	1,985	0	0	0	252	279	2,016	2,548
III-B Transp. Improvement Plan																
1 Transp. Improvement Plan	0	0	0	4	4	31	248	248	1,985	0	0	0	252	279	2,016	2,548
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																
1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Minority Business Enterprises	0	0	0	4	4	31	248	248	1,982	0	0	0	252	279	2,013	2,543
4 Planning for the Elderly & Disabled	0	0	0	14	14	112	893	893	7,147	0	0	0	907	1,005	7,258	9,171
5 Safety/Drug Control Planning	0	0	0	4	4	31	250	250	2,004	0	0	0	254	282	2,035	2,571
6 Public Involvement	0	0	0	3	3	25	200	200	1,601	0	0	0	203	225	1,626	2,055
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D Incidental Png./Project Dev.																
1 Incidental Png./Project Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Transp. Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Enviro. Analysis & Pre-TIP Png.	0	0	0	1,161	1,161	9,288	0	0	0	0	0	26,250	27,411	210,000	219,288	274,110
4 Regional or Statewide Planning	0	0	0	1,131	1,131	9,044	900	900	7,200	0	0	0	2,031	2,031	16,244	20,305
III-E Management & Operations																
1 Management & Operations	0	0	0	2,340	2,340	18,717	3,855	3,855	30,838	0	0	0	6,194	6,194	49,555	61,944
Totals	\$0	\$0	\$0	\$13,401	\$13,630	\$107,212	\$55,453	\$55,453	\$283,621	\$26,250	\$26,250	\$210,000	\$75,104	\$75,333	\$600,833	\$751,270

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2014-2015 (FY15) UPWP**

FTA Code	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
1- MPO	442400 II-A-5 Transit System Data	442301 II-A-10 Mapping	442302 II-B-5 Forecast of Data to Horizon Year	442302 II-B-16 Financial Planning	442302 II-B-17 Congestion Management Strategies	442302 II-C-1 Short Range Transit Planning	442100 II-A-1 Planning Work Program	442500 II-B-1 Transportation Improvement Program	DCHC-MPO (Chapel Hill Transit)
2- FTA Code	442400	442301	442302	442302	442302	442302	442100	442500	DCHC-MPO (Chapel Hill Transit)
3- Task Code	II-A-5	II-A-10	II-B-5	II-B-16	II-B-17	II-C-1	II-A-1	II-B-1	DCHC-MPO (Chapel Hill Transit)
4- Title of Planning Task	Transit System Data	Mapping	Forecast of Data to Horizon Year	Financial Planning	Congestion Management Strategies	Short Range Transit Planning	Planning Work Program	Transportation Improvement Program	DCHC-MPO (Chapel Hill Transit)
5- Task Objective	Review and analyze transit system data to monitor changes in travel behavior	Participate with MPO in further development of regional GIS database; prepare mapping to support local and regional activities	To prepare projections for 2045 housing, population and employment.	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 FY2015 UPWP	To monitor the adopted TIP and prepare information for amendments to TIP.	DCHC-MPO (Chapel Hill Transit)
6- Tangible Product Expected	Chapel Hill Data Book Update	MPO Regional GIS database and CMS database.	Projections of socio economic data for use in the development of the 2045 MTP.	Refinement of the Orange County Transit Plan and development of the 2045 MTP Financial Plan element.	Preparation of DCHC MPO CMS and Development of TDM program for incorporation into 2045 L RTP	Refinements to the previously completed comprehensive route analysis and incorporation of recommendations of Strategic Financial Study.	FY2015 PWP	Updated TIP	DCHC-MPO (Chapel Hill Transit)
7- Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	On-going	DCHC-MPO (Chapel Hill Transit)
8- Previous Work	2012 Data Book Update	Provided support for development of geo spatial database architecture	Preparation of 2040 socio economic projections.	2040 Financial Plan and CHT's Financial Sustainability Plan	TDM element of 2040 L RTP.	Development of comprehensive route analysis.	Development and management of FY13 & FY14 UPWP	Adjustments to existing TIP; Development of new TIP	DCHC-MPO (Chapel Hill Transit)
9- Prior FTA Funds	\$26,600	\$48,400	\$8,000	\$35,600	\$2,400	\$18,000	\$4,000	\$5,600	DCHC-MPO (Chapel Hill Transit)
10- Relationship To Other Activities	Supports implementation of L RTP	Supports development of L RTP and related MPO activities	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports implementation of MPO L RTP	Supports implementation of annual work program	Supports implementation of adopted L RTP	DCHC-MPO (Chapel Hill Transit)
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	DCHC-MPO (Chapel Hill Transit)
12- HPR - Highway - NCDOT 20%									DCHC-MPO (Chapel Hill Transit)
13- HPR - Highway - FHWA 80%									DCHC-MPO (Chapel Hill Transit)
14- Section 104 (f) PL Local 20%	\$6,055	\$4,547	\$4,547	\$3,470	\$3,470	\$3,470	\$305	\$305	DCHC-MPO (Chapel Hill Transit)
15- Section 104 (f) PL FHWA 80%	\$24,218	\$18,186	\$18,186	\$13,880	\$13,880	\$13,880	\$1,220	\$1,220	DCHC-MPO (Chapel Hill Transit)
16- Section 5303 Local 10%	\$4,224	\$3,332	\$3,332	\$1,531	\$1,531	\$1,531			DCHC-MPO (Chapel Hill Transit)
17- Section 5303 NCDOT 10%	\$4,224	\$2,121	\$3,330	\$1,511	\$1,511	\$1,511			DCHC-MPO (Chapel Hill Transit)
18- Section 5303 FTA 80%	\$33,792	\$33,792	\$26,651	\$1,708	\$1,220	\$6,530			DCHC-MPO (Chapel Hill Transit)
19- Section 5307 Transit - Local 10%	\$1,563	\$1,375	\$1,375	\$25,000	\$25,000	\$625	\$250	\$250	DCHC-MPO (Chapel Hill Transit)
20- Section 5307 Transit - NCDOT 10%	\$1,561	\$1,395	\$1,395	\$25,000	\$25,000	\$625	\$250	\$250	DCHC-MPO (Chapel Hill Transit)
21- Section 5307 Transit - FTA 80%	\$13,750	\$11,000	\$11,000	\$200,000	\$200,000	\$5,000	\$2,000	\$2,000	DCHC-MPO (Chapel Hill Transit)
22- Section 5309 Transit - Local 10%									DCHC-MPO (Chapel Hill Transit)
23- Section 5309 Transit - NCDOT 10%									DCHC-MPO (Chapel Hill Transit)
24- Section 5309 Transit - FTA 80%									DCHC-MPO (Chapel Hill Transit)

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2014-2015 (FY15) UPWP**

MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	TOTALS
1-	442700	442400	442400	442400	442700	442700	442700	442700	442700	
2-	III-C-3	III-C-4	III-C-5	III-C-6	III-D-3	III-D-4	III-E	III-E	III-E	
3-	Minority Business Enterprise	Planning for the Elderly and Disabled	Safety/Drug Control Planning	Public Involvement	Special Studies	Regional or Statewide Planning	Management and Operations	Management and Operations	Management and Operations	
4-	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	To support various transit planning activities	To support various transit planning activities	
5-	Annual assessment	Annual assessment	Annual Assessments	Annual transit forums	Preparation of Chapel Hill Pedestrian Plan and participation in NCDOT US 15-501/Fordham Blvd. Feasibility Study and US 15-501 South Corridor Study.	Coordination with Triangle Transit on implementation of Durham to Chapel Hill LRT.	Ongoing transit activities and reporting requirements.	Ongoing transit activities and reporting requirements.	Ongoing transit activities and reporting requirements.	
6-	Tangible Product Expected	Annual assessment	Annual Assessments	Annual transit forums	Preparation of Chapel Hill Pedestrian Plan and participation in NCDOT US 15-501/Fordham Blvd. Feasibility Study and US 15-501 South Corridor Study.	Coordination with Triangle Transit on implementation of Durham to Chapel Hill LRT.	Ongoing transit activities and reporting requirements.	Ongoing transit activities and reporting requirements.	Ongoing transit activities and reporting requirements.	
7-	Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	
8-	Previous Work	Annual assessment	Ongoing monitoring	Ongoing monitoring	Chapel Hill Long Range Transit Plan	Chapel Hill Long Range Transit Plan	Management of transit planning activities	Management of transit planning activities	Management of transit planning activities	
9-	Prior FTA Funds	\$4,000	\$8,000	\$32,000	\$4,000	\$0	\$50,800	\$115,160	\$115,160	
10-	Relationship To Other Activities	State/Federal MBE requirements	This project supports the development of the 2045 Regional Plan	This project supports the development of the 2045 Regional Plan	This project supports the development of the 2045 Regional Plan	This project supports the development of the 2045 Regional Plan	Supports all other transit planning activities	Supports all other transit planning activities	Supports all other transit planning activities	
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	
12-	HPR - Highway - NCDOT 20%									
13-	HPR - Highway - FHWA 80%									
14-	Section 104 (f) PL Local 20%				\$20,255	\$1,220	\$5,694	\$41,851	\$41,851	
15-	Section 104 (f) PL FHWA 80%				\$81,018	\$4,880	\$22,778	\$167,400	\$167,400	
16-	Section 5303 Local 10%				\$1,161	\$1,129	\$2,338	\$13,372	\$13,372	
17-	Section 5303 NCDOT 10%				\$1,161	\$1,129	\$2,338	\$13,372	\$13,372	
18-	Section 5309 FTA 80%				\$9,288	\$9,044	\$18,718	\$106,951	\$106,951	
19-	Section 5307 Transit - Local 10%	\$250	\$1,000	\$250	\$250	\$900	\$3,868	\$35,531	\$35,531	
20-	Section 5307 Transit - NCDOT 10%	\$250	\$1,000	\$250	\$250	\$900	\$3,868	\$35,531	\$35,531	
21-	Section 5307 Transit - FTA 80%	\$2,000	\$8,000	\$2,000	\$2,000	\$7,200	\$30,940	\$285,490	\$285,490	
22-	Section 5309 Transit - Local 10%							\$0	\$0	
23-	Section 5309 Transit - NCDOT 10%							\$0	\$0	
24-	Section 5309 Transit - FTA 80%							\$0	\$0	

**CHAPEL HILL
Anticipated DBE Contracting Opportunities for FY15**

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 Authority (TTA)

- Funding Table
- FTA Task Narrative
- FTA Check Lists
- DBE Form

TTA
2/19/2014 14:16

Durham-Chapel Hill-Carrboro Urban Area
FY 2014-2015 Unified Planning Work Program
Proposed Funding Source Tables

Triangle Transit Authority (TTA)

Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(V)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	NCDOT 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
II A Surveillance of Change																	
1 Traffic Volume Counts																	
2 Vehicle Miles of Travel																	
3 Street System Changes																	
4 Traffic Accidents																	
5 Transit System Data																	
6 Dwelling Unit, Pop. & Emp. Change																	
7 Air Travel																	
8 Vehicle Occupancy Rates																	
9 Travel Time Studies																	
10 Mapping																	
11 Central Area Parking Inventory																	
12 Bike & Ped. Facilities Inventory																	
13 Bike & Ped. Counts																	
II B Long Range Transp. Plan																	
1 Collection of Base Year Data																	
2 Collection of Network Data																	
3 Travel Model Updates																	
4 Travel Surveys																	
5 Forecast of Data to Horizon year																	
6 Community Goals & Objectives																	
7 Forecast of Future Travel Patterns																	
8 Capacity Deficiency Analysis																	
9 Highway Element of the L RTP																	
10 Transit Element of the L RTP																	
11 Bicycle & Ped. Element of the L RTP																	
12 Airport/Air Travel Element of L RTP																	
13 Collector Street Element of L RTP																	
14 Rail, Water or other mode of L RTP																	
15 Freight Movement/Mobility Planning																	
16 Financial Planning																	
17 Congestion Management Strategies																	
18 Air Qual. Planning/Conformity Anal.																	
II C Short Range Transit Planning																	
1 Short Range Transit Planning																	
III-A Planning Work Program																	
III-B Transp. Improvement Plan																	
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																	
1 Title VI																	
2 Environmental Justice																	
3 Minority Business Enterprise																	
4 Planning for the Elderly & Disabled																	
5 Safety/Drug Control Planning																	
6 Public Involvement																	
7 Private Sector Participation																	
III-D Incidental Png./Project Dev.																	
1 Transportation Enhancement Png.																	
2 Enviro. Analysis & Pre-TIP Png.																	
3 Special Studies																	
4 Regional or Statewide Planning																	

Triangle Transit Authority (TTA)																	
Durham-Chapel Hill-Carrboro Urban Area																	
FY 2014-2015 Unified Planning Work Program																	
Proposed Funding Source Tables																	
TTA 2/19/2014 14:16																	
Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	NCDOT 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
III-E Management & Operations	0	0						0	0	0	0						
1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$684,000	\$0	\$0	\$0	\$0	\$0	\$684,000	\$0	\$0	\$684,000
Totals																	

**TRIANGLE TRANSIT
Anticipated DBE Contracting Opportunities for FY15**

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

Telephone Number 919-485-7455

Person Completing Form: Patrick McDonough, Triangle Transit

Prospectus 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.

DCHC MPO
 Grant Reporting Compliance
 Fiscal Year 2014

	Report	Period of Performance & Due Dates			Comments
PL/STPDA	UPWP Invoice	FY14 Q1	July 1, 2013 - September 30, 2013	10/15/2013	
PL/STPDA	UPWP Invoice	FY14 Q2	October 1, 2013 - December 31, 2013	1/15/2014	
PL/STPDA	UPWP Invoice	FY14 Q3	January 1, 2014 - March 31, 2014	4/15/2014	
PL/STPDA	UPWP Invoice	FY14 Q4	April 1, 2014 - June 30, 2014	7/9/2014	<i>Shorter due to year-end close</i>
Section 5307	Oversight Report	FY14 Q1	July 1, 2013 - September 30, 2013	11/15/2013	
Section 5307	Oversight Report	FY14 Q2	October 1, 2013 - December 31, 2013	2/15/2014	
Section 5307	Oversight Report	FY14 Q3	January 1, 2014 - March 31, 2014	5/15/2014	
Section 5307	Oversight Report	FY14 Q4	April 1, 2014 - June 30, 2014	8/15/2014	
Section 5303	State Quarterly Report	FY14 Q1	July 1, 2013 - September 30, 2013	10/15/2013	
Section 5303	State Quarterly Report	FY14 Q2	October 1, 2013 - December 31, 2013	1/15/2014	
Section 5303	State Quarterly Report	FY14 Q3	January 1, 2014 - March 31, 2014	4/15/2014	
Section 5303	State Quarterly Report	FY14 Q4	April 1, 2014 - June 30, 2014	7/15/2014	
JARC/New Freedom	Quarterly Grantee Reports	FY14 Q1	July 1, 2013 - September 30, 2013	10/15/2013	
JARC/New Freedom	Quarterly Grantee Reports	FY14 Q2	October 1, 2013 - December 31, 2013	1/15/2014	
JARC/New Freedom	Quarterly Grantee Reports	FY14 Q3	January 1, 2014 - March 31, 2014	4/15/2014	
JARC/New Freedom	Quarterly Grantee Reports	FY14 Q4	April 1, 2014 - June 30, 2014	7/9/2014	<i>Shorter due to year-end close</i>

MPO Approval Date	Subrecipient	Agency Type	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	% Planning and Program Administration	FTA TEAM Project ID
5/11/2011	CHT	Public Transit	Year-round Night Service	Chapel Hill Transit (CHT) is requesting funding to continue night service available during full service periods on the CM, CW, D, J, and V routes to be year-round extend the Froute service later in the evening on a year-round basis, and continue evening service on the NS and G routes. The operation of these services between the hours of 6:30 p.m. and 10:00 p.m. on a year-round basis will provide consistent nighttime access to a greater proportion of residents and employees in CHT's service area for those with non-traditional work hours.	Operating	\$ 127,374	\$ 63,687	50%	0%	NC-37-X017-XX
5/11/2011	Durham County	Government	Durham County	The Durham County Job Access Transportation Program will provide demand-responsive service through Durham County ACCESS (DCA) to residents of Durham County to and from jobs and activities related to their employment. The service will be provided to residents throughout the county, but will be marketed especially to those who are transportation disadvantaged - low-income, live in the rural areas of the county and to those who are otherwise limited in their ability to access other modes of transportation.	Operating	\$ 75,900	\$ 37,950	50%	0%	NC-37-X017-XX
5/11/2011	CHT	Public Transit	CHT HS/Rogers Road	Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill	Operating	\$ 84,817	\$ 42,408	50%	0%	NC-37-X017-XX
5/11/2011	Suzie Taxi	Private Service Co.	Durham City/County	Work Wheel Works Program is a para-transit service that offers transportation for low- income individuals and welfare assistance recipients, in Durham, NC. The program's focus is offering safe, reliable and discounted para-transport services for the targeted group to job training and employment opportunities.	Capital /Operating	\$ 296,778	\$ 163,958	80% cap. 50% oper.	0%	NC-37-X017-XX
5/11/2011	DURHAM	MPO	DCHC MPO-wide	Administration of the JARC program in FY2010	Admin.	\$ 19,537	\$ 19,537	100%	100%	NC-37-X017-XX
5/11/2011	DURHAM	MPO	DCHC MPO-wide	Administration of the JARC program in FY2011	Admin.	\$ 19,508	\$ 19,508	100%	100%	NC-37-X017-XX
Totals						\$ 623,914	\$ 347,048			

MPO Approved Funding					
Total Prior Programmed/Obligated		\$626,107			
DCHC MPO Appropriations	FY 2006	\$152,453	Remaining in each FY	FY 2006	\$124
	FY 2007	\$160,702		FY 2007	\$0
	FY 2008	\$174,094		FY 2008	\$0
	FY 2009	\$204,341		FY 2009	\$72,671
	FY 2010	\$195,374		FY 2010	\$195,374
	FY 2011	\$195,080		FY 2011	\$195,080
	Total Appropriations	\$1,082,044		Total Unobligated Balance	\$463,125
	Remaining Funds	\$ 116,077			

LEGEND	Lapsed funds
	Partial Federal Appropriation

MPO Approval Date	Subrecipient	Agency Type	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	% Planning and Program Administration	FTA TEAM Project ID
5/11/2011	CHT	Public Transit	Regional Call Center	Continue (2 years)membership in the Go Triangle Call center	Operating	\$ 132,000	\$ 66,000	50%	0%	NC-37-X017-XX
5/11/2011	DATA	Public Transit	Access Taxi-Cab Medical Trip Program	Continue taxi and accessible shuttle services for DATA ACCESS passengers who require early pick-ups from medical appointments.	Operating	\$ 109,200	\$ 54,600	50%	0%	NC-37-X017-XX
5/11/2011	DURHAM	MPO	DCHC MPO-wide	Administration of the NF program in FY2010	Administration	\$ 8,776	\$ 8,776	100%	100%	NC-37-X017-XX
5/11/2011	DURHAM	MPO	DCHC MPO-wide	Administration of the NF program in FY2011	Administration	\$ 8,821	\$ 8,821	100%	100%	NC-37-X017-XX
Totals						\$ 258,797	\$ 138,197			

MPO Approved Funding					
Total Prior Programmed/Obligated		\$251,275			
DCHC MPO Appropriations	FY 2006	\$71,878	Remaining in each FY	FY 2006	-\$48,633
	FY 2007	\$71,810		FY 2007	\$0
	FY 2008	\$77,573		FY 2008	\$0
	FY 2009	\$89,416		FY 2009	\$10,769
	FY 2010	\$87,757		FY 2010	\$87,757
	FY 2011	\$88,210		FY 2011	\$88,210
	Total Appropriations	\$486,644		Total Unobligated Balance	\$186,736
Remaining Funds		\$ 48,539			

LEGEND	Lapsed funds
	Partial Federal Appropriation

MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 26, 2014

Subject: **DCHC MPO MOU**

The MPO began an update to the DCHC MPO's Memorandum of Understanding in 2013. After several months of TCC and TAC review, in June 2013 a draft MOU was sent to all of our member jurisdictions requesting review and comment by September 2013. These comments were considered by LPA staff, the TCC, and TAC, and a response was provided. Several changes were made to the MOU, but not all suggestions were agreed to by the MPO.

On October 9, 2013, the TAC endorsed a final MOU for approval by the member governments. Subsequently, a minor change was made to the MOU to comply with the State's E-Verify legislation. This was shared with the TAC in November 2013, and LPA transmitted the document to our member jurisdictions requesting approval of the MOU by February 20, 2014.

An update on the approval will be provided at the TAC meeting. LPA staff is aware of the following actions taken by our member governments. A few minor changes were requested by member jurisdictions in their approval of the document. These minor changes likely can be incorporated in the final MOU without requiring re-approval by the member government boards. Some governments have resolutions that allow the City/Town/County Manager to make changes to agreements after being approved by the board as long as the changes are not substantive or adverse to the locality. LPA staff will need to check with each government if they allow these minor changes to be made.

- Town of Hillsborough – approved on 12/9/2014
- Chatham County – considered on 12/16/2014, not approved
 - The County is opposed to the weighted voting provision for the MPO Board and the inclusion of area outside the urbanized area in the MPO's Planning Area.
 - LPA staff, the TCC Chair and Vice Chair, and the TAC Chair and Vice Chair met with Chatham County staff and elected officials on February 17. The County requested that the MPO consider if the MPO boundary should be changed to include Pittsboro and a larger part of the County and provide information on how this might change the weighted voting provision and the local shares. The County will reconsider the MOU at a future meeting.

- Orange County – considered on 1/23/2014; Supported MOU in concept and requested minor changes:
 - Page 6, line 30-32 - Change to "In order for a quorum of the MPO Board to be established: a) A simple majority of the voting members shall be present; and b) The total number of weighted votes associated with the simple majority as identified in the weighted voting schedule below shall represent a majority of the total number of possible weighted votes."
 - The above language has the same meaning as the current language defining a quorum and thus is not a substantive change.
 - Page 1, line 42 – Spell out TIP as Transportation Improvement Program
 - Page 2, line 17 – Spell out MPO as Metropolitan Planning Organization
 - Page 3, line 39 – Add “policy” before boards
- City of Durham – approved on 2/3/2014 with one minor change:
 - The MOU will be signed by the City Manager, not the Mayor. At the February TAC meeting, Mayor Bell requested that City staff consider if the Mayor should sign the MOU.
- Town of Carrboro – considered on 2/4/2014; Voted to take up final adoption at next meeting pending additional information on:
 - MPO’s response to Orange County BOC’s quorum language suggestion;
 - MPO’s response to Chapel Hill’s request for Triangle Transit to provide a share of the local match;
- Durham County – approved on 2/10/2014
- Town of Chapel Hill – considered on 2/10/2014
 - The resolution adopted by the Town Board states that:
 - The MOU should include the process for developing and monitoring the development of the UPWP;
 - Triangle Transit should share a portion of the local match;
 - The MOU should include the role of the MPO in oversight of the Durham and Orange County Transit Plans;
- Triangle Transit - to be considered on 2/26/2014
 - One error has been pointed out by staff on page 3, line 27, Triangle Transit needs to be included in the list.
- North Carolina Department of Transportation – NCDOT staff report that they will not consider approval of the MOU until all other members have approved it.

**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

November 13, 2013

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

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

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

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

14
15 WHEREAS, Chapter 136, Section 66.2(a) of the General Statutes of North Carolina states:

16
17 Each MPO, with cooperation of the Department of Transportation, shall develop a
18 comprehensive transportation plan in accordance with 23 U.S.C. Section 134. In
19 addition, an MPO may include projects in its transportation plan that are not included in
20 a financially constrained plan or are anticipated to be needed beyond the horizon year
21 as required by 23 U.S.C. Section 134. For municipalities located within an MPO, the
22 development of a comprehensive transportation plan will take place through the
23 metropolitan planning organization. For purposes of transportation planning and
24 programming, the MPO shall represent the municipality's interests to the Department of
25 Transportation.

26
27 WHEREAS, Chapter 136, Section 66.2(b) of the General Statutes of North Carolina states:

28
29 After completion and analysis of the plan, the plan shall be adopted by both the
30 governing body of the municipality or MPO and the Department of Transportation as
31 the basis for future transportation improvements in and around the municipality or
32 within the MPO. The governing body of the municipality and the Department of
33 Transportation shall reach agreement as to which of the existing and proposed streets
34 and highways included in the adopted plan will be a part of the State highway system
35 and which streets will be a part of the municipal street system. As used in this Article,
36 the State highway system shall mean both the primary highway system of the State and
37 the secondary road system of the State within municipalities.

38
39 WHEREAS, Chapter 136, Section 66.2(d) of the General Statutes of North Carolina states:

40
41 For MPOs, either the MPO or the Department of Transportation may propose changes
42 in the plan at any time by giving notice to the other party, but no change shall be
43 effective until it is adopted by both the Department of Transportation and the MPO.
44

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

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

- 4
- 5 1. Assist governing bodies and official agencies in determining courses of action and in
 6 formulating attainable capital improvement programs in anticipation of community
 7 needs; and,
- 8
- 9 2. Guide private individuals and groups in planning their decisions which can be important
 10 factors in the pattern of future development and redevelopment of the area;
- 11

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

Comment [BE4]: Changed from "Durham Urbanized Area" in response to NCDOT comment.

Comment [BE5]: Changed reference from Federal Transit Act of 1991 to the U.S.C. related to Metropolitan Planning and public transportation

Comment [BE6]: Added Clean Air Act – references U.S.C. requirements on conformity

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

20 NOW THEREFORE, the following Memorandum of Understanding is made:

21
 22 Section I

23
 24 It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of
 25 Hillsborough, County of Durham, County of Orange, County of Chatham, and the North Carolina
 26 Department of Transportation in cooperation with the United States Department of
 27 Transportation will participate in a continuing, cooperative, and comprehensive transportation
 28 planning process with responsibilities and undertakings as related in the following paragraphs:

Comment [BE7]: Added.

- 29 1. The Durham-Chapel Hill-Carrboro Metropolitan Planning Area, will consist of the
 30 Durham Urbanized Area as defined by the United States Department of Commerce,
 31 Bureau of the Census, plus that area beyond the existing urbanized area boundary that
 32 is expected to become urbanized or be affected by urban policies within a twenty-year
 33 planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
 34
- 35 2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall
 36 include the boards of general purpose local government – the Durham City Council,
 37 Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of
 38 Commissioners, Durham County Board of Commissioners, Orange County Board of
 39 Commissioners, and Chatham County Board of Commissioners; the North Carolina
 40 Department of Transportation; a MPO Board hereinafter defined, a MPO Technical
- 41
- 42
- 43

Comment [BE8]: Metropolitan Planning Area – not Metropolitan Area Boundary – is term used in U.S.C.

Comment [BE9]: Changed from Durham-Chapel Hill-Carrboro Urbanized Area. Census uses "Durham Urbanized Area"

Comment [BE10]: New name for TAC

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

Comment [BE11]: New name for TCC

Comment [BE12]: Added regional. Could refer to TJCOG, Triangle Transit, etc.

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

7
 8 4. The continuing transportation planning process will be a cooperative one reflective of
 9 and responsive to the programs of the North Carolina Department of Transportation,
 10 and to the comprehensive plans for growth and development of the Municipalities of
 11 Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange,
 12 and Chatham. Attention will be given to cooperative planning with the neighboring
 13 metropolitan and rural planning organizations.

Comment [BE13]: Changed to more inclusive language (previously only referenced CAMPO).

14
 15 5. The continuing transportation planning process will be in accordance with the intent,
 16 procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.

17
 18 6. The continuing transportation planning process will be in accordance with the intent,
 19 procedures, and programs of Clean Air Act of 1970, as amended.

Comment [BE14]: Added

20
 21 7. Transportation policy decisions within the MPO are the shared responsibility of the MPO
 22 Board, the N.C. Board of Transportation, and participating local governments.

Comment [BE15]: Changed from "Planning Area" in response to NCDOT comment.

23
 24 8. Transportation plans and programs, and land use policies and programs, for the
 25 Planning Area, having regional impacts, will be coordinated with Triangle Transit, the
 26 neighboring metropolitan and rural planning organizations, and Triangle J Council of
 27 Governments.

Comment [BE16]: Changed to more inclusive language (previously only referenced CAMPO).

28
 29 9. A MPO Board is hereby established with the responsibility for cooperative
 30 transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan
 31 Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for
 32 keeping the policy boards informed of the status and requirements of the
 33 transportation planning process; assisting in the dissemination and clarification of the
 34 decisions, inclinations, and policies of the policy boards, and for providing opportunities
 35 for citizen participation in the transportation planning process.

36
 37 The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section
 38 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not
 39 limited to:

Comment [BE17]: Updated reference to public transportation U.S.C.

Comment [BE18]: Added. References Clean Air Act requirements.

40
 41 a. Establishment of goals and objectives for the transportation planning process;

42

- 1 b. Review and approval of a Prospectus for transportation planning which defines
- 2 work tasks and responsibilities for the various agencies participating in the
- 3 transportation planning process;
- 4
- 5 c. Review and approval of the transportation Unified Planning Work Program;
- 6
- 7 d. Review and approval of changes to the National Highway System, Functional
- 8 Classification, and Metropolitan Planning Area boundary;
- 9
- 10 e. Review and approval of the Comprehensive and Metropolitan Transportation
- 11 Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive
- 12 Transportation Plan shall include the projects in the Metropolitan Transportation
- 13 Plan and may include additional projects that are not included in the financially
- 14 constrained plan or are anticipated to be needed beyond the horizon year as
- 15 required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-
- 16 66.2(d) revisions to the Comprehensive Transportation Plan are required to be
- 17 jointly approved by the North Carolina Department of Transportation and the
- 18 MPO Board;
- 19
- 20 f. Review and approval of the Transportation Improvement Program and changes
- 21 to the Transportation Improvement Program. As specified in 23 U.S.C. Section
- 22 134(k), all federally funded projects carried out within the boundaries of a
- 23 metropolitan planning area serving a transportation management area
- 24 (excluding projects carried out on the National Highway System) shall be
- 25 selected for implementation from the approved TIP by the metropolitan
- 26 planning organization designated for the area in consultation with the State and
- 27 any affected public transportation operator;
- 28
- 29 g. Review and approval of planning procedures for air quality conformity and
- 30 review and approval of air quality conformity determination for projects,
- 31 programs, and plans;
- 32
- 33 h. Review and approval of a Congestion Management Process;
- 34
- 35 i. Review and approval of the distribution and oversight of federal funds designated
- 36 for the DCHC MPO under the provisions of MAP-21 and any other subsequent
- 37 Transportation Authorizations;
- 38
- 39 j. Review and approval of a policy for public involvement for the DCHC MPO;
- 40
- 41 k. Review and approval of an agreement between the MPO, the State, and public
- 42 transportation operators serving the Metropolitan Planning Area that defines
- 43 mutual responsibilities for carrying out the metropolitan planning process in
- 44 accordance with 23 C.F.R. 450.314;

Comment [BE19]: Old MOU includes “urban area boundary”. Urbanized area set by Census. Smoothed UZA no longer necessary.

Comment [BE20]: Changed from “as well as” in response to NCDOT comment

Comment [BE21]: Changed from “may be” in response to NCDOT comment.

Comment [BE22]: Updated to reflect current names of plans and legislation.

Comment [BE23]: Added reference to specific language for selection of TIP projects in Transportation Management Areas.

Comment [BE24]: Added

Comment [BE25]: Added

Comment [BE26]: Changed from “Durham Urbanized Area” in response to NCDOT comment.

Comment [BE27]: Added

Comment [BE28]: Added

Comment [BE29]: Added

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- 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 [BE30]: Added

Comment [BE31]: 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 [BE32]: 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	16*
Town of Chapel Hill	6
Durham County	4
Orange County	4
Town of Carrboro	2
Chatham County	2
Town of Hillsborough	2
N.C. Board of Transportation	1

Triangle Transit	1
Total	38

* 8 votes per representative

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

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:

- a. The City of Durham 5 representatives
- b. The Town of Chapel Hill 3 representatives

Comment [BE33]: Proposed Weighted Voting is based on the current MOU, but makes Durham County and Orange County equivalent due to similar populations and increases Chapel Hill due to comparatively larger size. In response to Carrboro's comments, all local governments receive a minimum of two votes. The number of weighted votes for all jurisdictions were doubled from the draft MOU. Quorum is 6 members who represent 20 weighted votes.

Comment [BE34]: Current MOU "A Division Administrator(s) of the Federal Highway Administration and/or the Federal Transit Administration, or their representative(s);"

Comment [BE35]: Changed from City of Durham Department of Transportation

Comment [BE36]: Changed from "the transportation study" in response to Orange County comment.

Comment [BE37]: Added.

- 1 c. The Town of Carrboro 2 representatives
- 2 d. The Town of Hillsborough 1 representative
- 3 e. Durham County 3 representatives
- 4 f. Orange County 3 representatives
- 5 g. Chatham County 1 representative
- 6 h. The N.C. Department of Transportation 5 representatives
- 7 i. Triangle J Council of Governments 1 representative
- 8 j. Duke University 1 representative
- 9 k. N.C. Central University 1 representative
- 10 l. The University of North Carolina 1 representative
- 11 m. The Raleigh-Durham Airport Authority 1 representative
- 12 n. Triangle Transit 1 representative
- 13 o. The Research Triangle Park Foundation 1 representative
- 14 p. The N.C. Department of the Environment and 1 representative
- 15 Natural Resources

Comment [BE38]: Increased to 3 to be equal with Durham County.

Comment [BE39]: Added due to air quality and Merger Process roles

16
17 The City of Durham’s membership shall not include members of the Lead Planning
18 Agency staff.

Comment [BE40]: Added

19
20 In addition to voting membership, the following agencies shall have non-voting
21 membership:

- 22
- 23 a. The Federal Highway Administration 1 representative
- 24 b. The Federal Transit Administration 1 representative
- 25 c. The U.S. Army Corps of Engineers 1 representative
- 26 d. The U.S. Environmental Protection Agency 1 representative
- 27 e. The U.S. Fish and Wildlife Service 1 representative
- 28 f. The N.C. Department of Cultural Resources 1 representative
- 29 g. The N.C. Department of Commerce 1 representative
- 30 h. The U.S. Department of Housing and Urban
31 Development 1 representative
- 32 i. The N.C. Railroad Company 1 representative
- 33 j. The N.C. Trucking Association 1 representative
- 34 k. The N.C. Motorcoach Association 1 representative
- 35 l. Regional Transportation Alliance 1 representative
- 36

Comment [BE41]: Current MOU says 2 from USDOT. Proposed MOU specifically requests one from FHWA and one from FTA.

Comment [BE42]: Added – all have role in Merger Process

Comment [BE43]: Added due to Livability Initiative.

Comment [BE44]: Added to incorporate freight interests.

Comment [BE45]: Added as a substitute for the Greyhound membership currently in the TCC bylaws. Represents private charter bus operators.

Comment [BE46]: Added to incorporate economic development interests.

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

- 41
- 42 11. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen,
- 43 Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange
- 44 County Board of Commissioners, and Chatham County Board of Commissioners shall

1 serve as the primary means for citizen input to the continuing transportation planning
2 process. During the Metropolitan Transportation Plan reevaluation, citizen involvement
3 in the planning process shall be encouraged during re-analysis of goals and objectives
4 and plan formation. This citizen involvement will be obtained through procedures
5 outlined in the MPO's policy for public involvement.

Comment [BE47]: Deleted "...goals and objectives surveys, neighborhood forums, and public hearings in accordance with..."

Comment [BE48]: Changed from "North Carolina Highway Action Plan"

6
7 The MPO Board may also receive public input or hold public hearings as may also be
8 required by federal or state law.
9

10 Section II

11
12 It is further agreed that the subscribing agencies will have the following responsibilities, these
13 responsibilities being those most logically assumed by the several agencies:
14

15 The Municipalities and the Counties

Comment [BE49]: Condensed into one section. Current MOU includes identical language for all seven municipalities and counties.

16
17 The municipalities and the counties will assist in the transportation planning process by
18 providing planning assistance, data, and inventories in accordance with the Prospectus.
19 The municipalities and the counties shall coordinate zoning and subdivision approval
20 within their respective jurisdictions in accordance with the adopted Metropolitan
21 Transportation Plan and the Comprehensive Transportation Plan.
22

23 Additionally, the City of Durham will serve as the Lead Planning Agency for the
24 transportation planning process in the Planning Area.
25

26 The municipalities and the counties will participate in funding the portion of the costs of
27 the MPO's work program not covered by federal or state funding as reflected in the
28 annual Planning Work Program approved by the MPO Board. The portion to be paid by
29 each municipal and county member government will be based upon its pro rata share of
30 population within the MPO Planning Area, utilizing the most recent certified North
31 Carolina Office of State Planning municipal and county population estimates. In
32 addition, MPO members may also voluntarily contribute additional funds for other
33 purposes such as to participate in funding the costs of special studies, or other
34 specialized services as mutually agreed upon.
35

Comment [BE50]: Added in response to Chapel Hill comment.

Comment [BE51]: Added. Uses same language as CAMPO.

36 Funding provided by member agencies will be used to provide the required local match
37 to federal funds. Failure by member agencies to pay the approved share of costs would
38 impact the MPO's ability to match federal funds and could have the effect of
39 invalidating the MPO's Unified Planning Work Program and the annual MPO self-
40 certification, and could also result in the withholding of transportation project funds.
41 Failure by member governments to pay the approved share of costs may also result in
42 the withholding of MPO services and funding.
43
44

Comment [BE52]: Added. This paragraph was rewritten in response to NCDOT and Orange County comment.

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

Comment [BE53]: Added

4
5 North Carolina Department of Transportation

6
7 The Department will assist in the transportation planning process by providing planning
8 assistance, data, and inventories in accordance with the Prospectus. Should any
9 authorized local government body choose to adopt or amend a transportation corridor
10 official map for a proposed public transportation corridor pursuant to N.C.G.S. § 136-
11 44.50, the Department may offer assistance by providing mapping, data, inventories, or
12 other Department resources that could aid the local government body in adopting or
13 amending a transportation corridor official map.

Comment [BE54]: Changed from "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" in response to NCDOT comment.

14
15 Triangle Transit

16
17 Triangle Transit will assist in the transportation planning process by providing planning
18 assistance, data, and inventories in accordance with the Prospectus. Triangle Transit
19 shall comply with adopted reporting and oversight procedures for the receipt of federal
20 transportation funding designated for the Durham Urbanized Area as approved by the
21 MPO Board through the Unified Planning Work Program.

Comment [BE55]: Added.

22
23 E-Verify Compliance for All Parties to this Agreement

24
25 Each of the parties covenants that if it enters into any subcontracts in order to perform
26 any of its obligations under this contract, it shall require that the contractors and their
27 subcontractors comply with the requirements of NC Gen. Stat. Article 2 of Chapter
28 64. In this E-Verify Compliance section, the words contractors, subcontractors, and
29 comply shall have the meanings intended by applicable provisions of NC Gen. Stat.
30 Chapters 153A and 160A.

Comment [BE56]: Added in response to City of Durham comment.

31
32 Section III

33
34 Parties to this Memorandum of Understanding may terminate their participation in the
35 continuing transportation planning process by giving ninety (90) days written notice to the
36 other parties prior to the date of termination. If any party should terminate participation, this
37 Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro
38 Metropolitan Planning Organization shall continue to operate as long as 75% or more of the
39 population within the Metropolitan Planning Area is represented by the remaining members.
40 For the purpose of determining 75% representation, the populations within incorporated areas
41 are represented by the respective municipal governments and the populations within the
42 unincorporated areas are represented by the respective county governments.

Comment [BE57]: Changed from "thirty (30)" in response to Carrboro and City of Durham comment.

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44 Section IV

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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, Triangle Transit 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 _____, ____.

Comment [BE58]: Current MOU says "City Manager" for City of Durham only

Comment [BE59]: Added in response to NCDOT comment.

(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

1 (Seal) _____ County of Orange

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5 _____ By _____
6 Clerk Chair

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8 (Seal) _____ County of Chatham

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12 _____ By _____
13 Clerk Chair

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16 (Seal) _____ Triangle Transit

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20 _____ By _____
21 Clerk Chair

22
23 (Seal) _____ North Carolina Department of
24 Transportation

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26
27

28 _____ By _____
29 Secretary

30

Comment [BE60]: Signature lines will be on separate pages in the final MOU for easier execution.

A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION WITH RECOMMENDED REVISIONS TO THE DRAFT METROPOLITAN PLANNING ORGANIZATION MEMORANDUM OF UNDERSTANDING (2014-02-10/R-6)

WHEREAS, the Town of Chapel Hill is a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has proposed revisions to the adopted Memorandum of Understanding; and

WHEREAS, the Chapel Hill Town Council has reviewed the Draft Memorandum of Understanding and identified several recommended modifications to the Memorandum.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council recommends the following modifications to the Draft Memorandum of Understanding.

- The process of developing and monitoring the development of the annual work program for the Metropolitan Planning Organization should be included in the MOU.
- Triangle Transit, as a full member of the MPO, should participate in funding the local match to support MPO activities.
- The role of the MPO in oversight of the Durham County and Orange County Transit Plans should be included in the MOU.

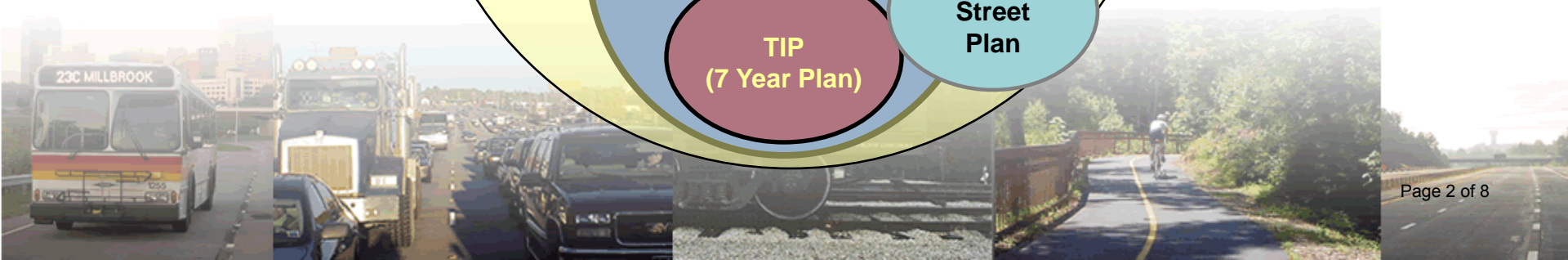
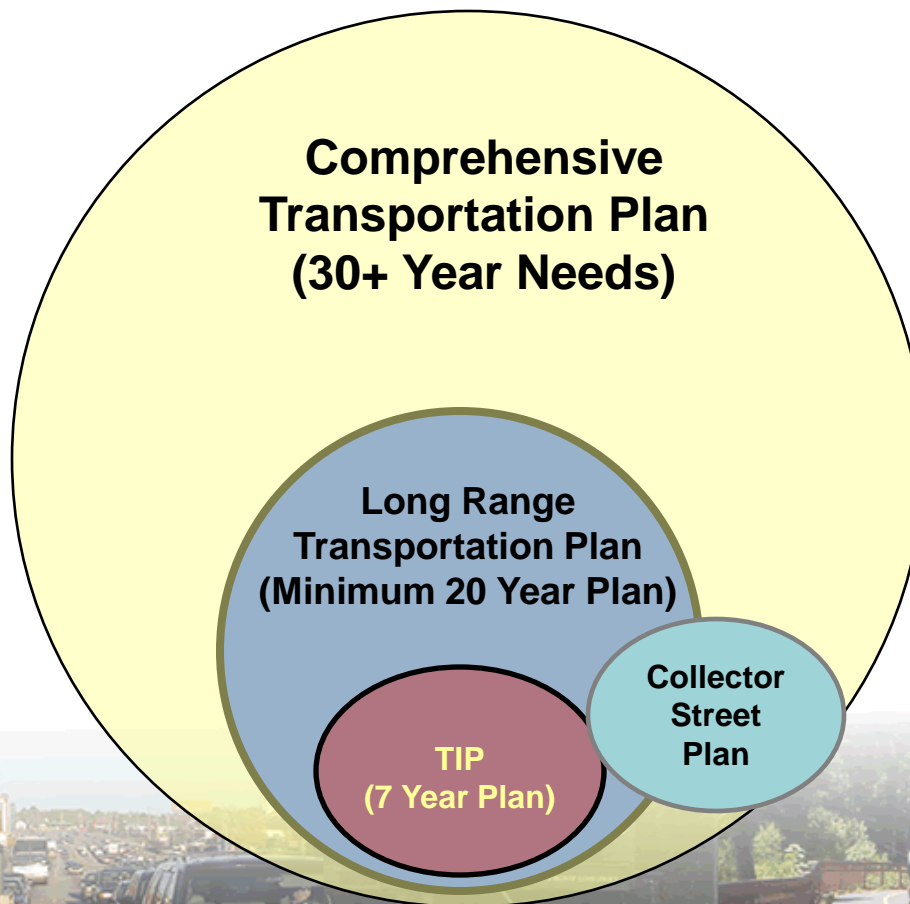
This the 10th day of February, 2014.

DCHC MPO

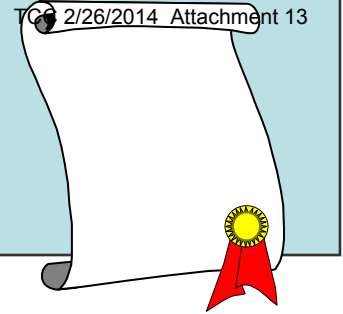
Refresher Course on LRTP, CTP and CSP

February 26, 2014

Relationship Between Plans



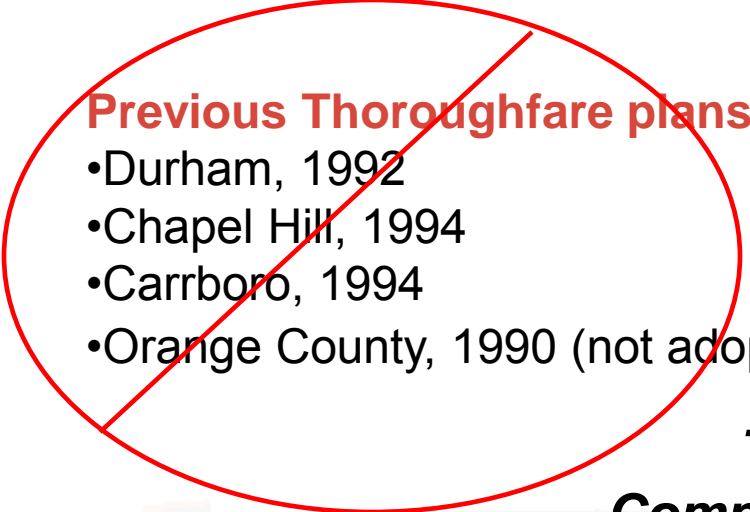
DCHC Thoroughfare Plans



Thoroughfare Plan

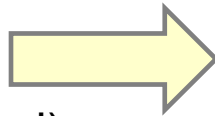


Comprehensive Transportation Plan



Previous Thoroughfare plans:

- Durham, 1992
- Chapel Hill, 1994
- Carrboro, 1994
- Orange County, 1990 (not adopted)



These are no longer valid after adoption of DCHC Comprehensive Transportation Plan

The DCHC CTP will be in the new Comprehensive Transportation Plan format



Plan Comparison

	Approximate Plan Horizon	Identifies?	Fiscally Constrained	Report Required
Comprehensive Transportation Plan	30+ Years	Existing and planned facilities	No	Yes
Long Range Transportation Plan	20 Year Minimum	Planned facilities	Yes	Yes
Transportation Improvement Program	7 Years	Planned facilities	Yes	No
Collector Street Plan	30+ Years	Existing and planned facilities	No	No

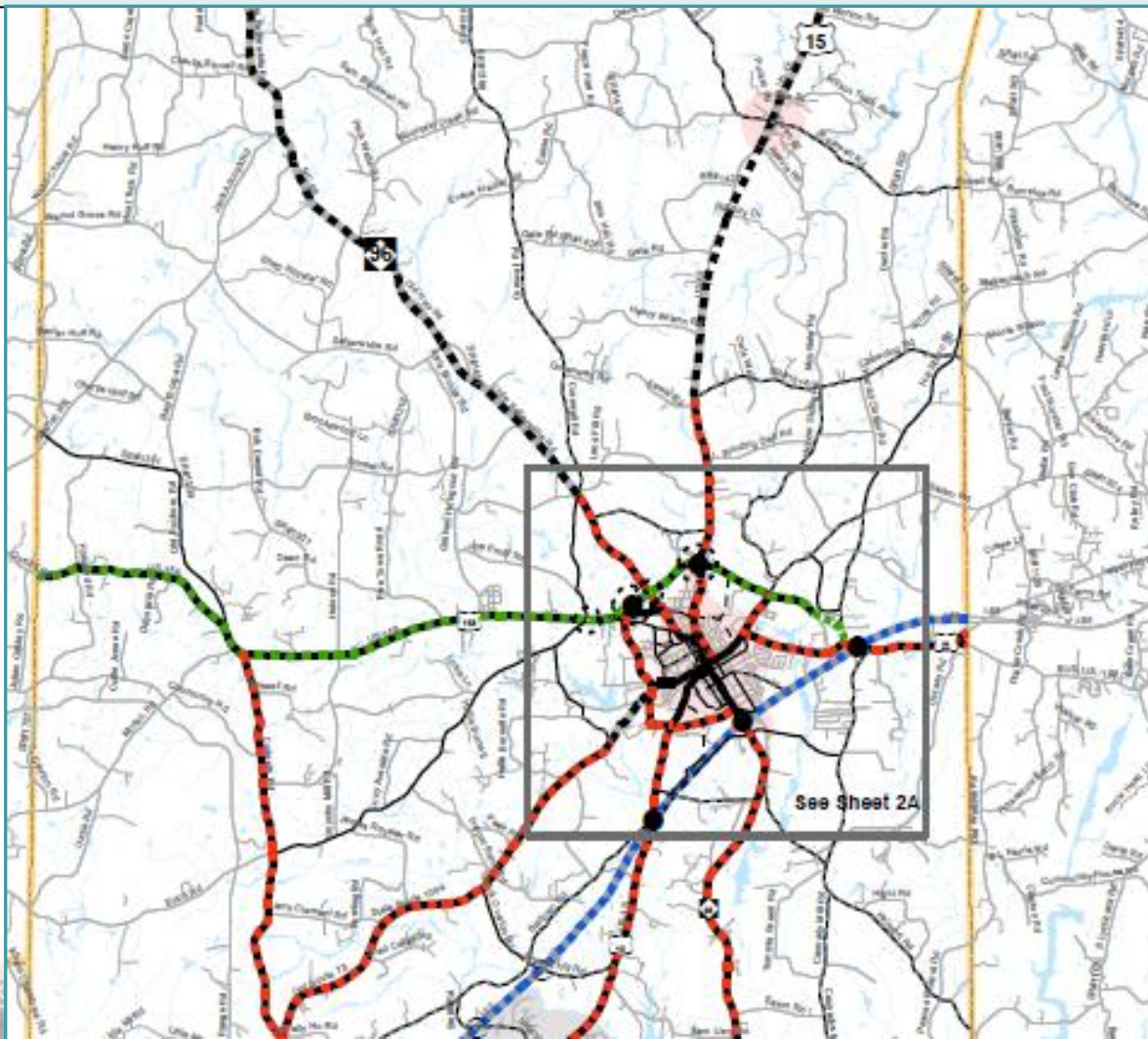


Plan Comparison (continued)

	Who Requires?	Update Requirement	Adopted by	A/Q Conformity Required
Comprehensive Transportation Plan	State Statute	No requirement	TAC and NCDOT BOT	No
Long Range Transportation Plan	Federal legislation	Every 4 years	TAC	Yes, for non-attainment areas
Transportation Improvement Program	Federal legislation	Every 2 years	TAC and NCDOT BOT	Yes, for non-attainment areas
Collector Street Plan	No requirement	No requirement	TAC (local ordinance reference)	No



CTP Format



Granville County Comprehensive Transportation Plan

Plan date: September 06, 2007

- Freeways**
 - Existing: Solid blue line
 - Needs Improvement: Dashed blue line
 - Recommended: Dotted blue line
- Expressways**
 - Existing: Solid green line
 - Needs Improvement: Dashed green line
 - Recommended: Dotted green line
- Boulevards**
 - Existing: Solid red line
 - Needs Improvement: Dashed red line
 - Recommended: Dotted red line
- Other Major Thoroughfares**
 - Existing: Solid black line
 - Needs Improvement: Dashed black line
 - Recommended: Dotted black line
- Minor Thoroughfares**
 - Existing: Solid thin black line
 - Needs Improvement: Dashed thin black line
 - Recommended: Dotted thin black line



CTP Issues

- Can use most SE Data, TRM (model) and project list from 2040 MTP
- Have to consider neighbors' CTPs:
 - Orange County
 - Chatham County (draft)
 - Granville County
 - Person County
- MPO/NCDOT disagreement on roadway classification, e.g., Northern Durham Parkway



Draft -- CTP Schedule -- Draft

	Start Date (MM/DD/YYYY)	
Overall CTP	11/7/2013	

	Due Date (MM/DD/YYYY)	Duration (# of Months)
STUDY LETTER (CTP 0)		
FIRST CTP MEETING (CTP 1)		
CTP VISION (CTP 1)		
COLLECT/FORECAST SE DATA (CTP 2)		
IDENTIFY NETWORK FOR ANALYSIS (CTP 2)	3/31/2014	
DEFICIENCY ANALYSIS (CTP 2)	5/31/2014	2
ANALYZE ALTERNATIVES (CTP 3)	9/30/2014	4
DRAFT CTP TO LOCALS (CTP 4)	12/31/2014	3
LOCAL ADOPTION (CTP 5)	3/31/2015	3
NCDOT ADOPTION (CTP 5)	6/30/2015	2
CTP MAPS DISTRIBUTED (CTP 5)	6/30/2015	1
DOCUMENTATION & STUDY CLOSEOUT	6/30/2015	1
Total		16



MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 12, 2014

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

This memorandum provides a summary status of tasks for projects in the FY 2013-2014 Unified Planning Work Program.

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

FY 2013-2014 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Draft CTP Vision - December 2012
- ✓ CTP Deficiency Analysis & Needs Assessment – December 2013
- CTP Purpose Statement – February 2014
- Alternative Analysis – April 2014
- Draft CTP Maps /Draft CTP - June 2014
- MPO Adopt CTP – September 2014
- NCDOT BOT – December 2014
- Final CTP documentation and distribution – February 2015

MPO Community Viz. Scenarios Planning and Visualization -2.0

- ✓ Funding for local Community Viz 2.0 preparatory work – July 2013
- Geo-spatial database development for Community Viz 2.0 – April 2014
- Implementation in ArcGIS online – March - April 2014
- Field verification & Validation of data – February - June 2014
- Model/Scenario Building – FY 2015

Update of the MPO Public Involvement Policy (PIP)

- ✓ Reconcile MPO Public Involvement Policy with MAP-21 – December 2013
- Update of the MPO Public Involvement to reflect MAP-21 and new MOU – April 2014
- Public Comment period of the Draft MAP -21 compliant PIP – May 2014
- TAC adopted of the MAP-21 compliant PIP – June 2014

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

- ✓ Desk Audit of MPO Title VI/LEP – October 2013
- ✓ Response to Title Audit – February 2014
- Implementation of the MPO Title VI and LEP – on going
- Monitoring of Title VI and LEP – On going

SE Data Update – Employment /Housing/Population Verification

- ✓ Setup of INFO-USA and Wood & Pole Employment Data - July/August 2013
- ✓ Geo-spatial development of INFOUSA employment data - December 2013
- ✓ 2013 Base Year Employment Verification – January /February 2014
- Update of Certificate of Occupancy from 2010-2013 – December 2013
- Establishment of 2013 Base Year Dwelling Unit data by TAZ – January 2014
- Development of Draft 2013 Base Year Employment & Dwelling Unit by TAZ – January/February 2014
- Employment/Dwelling Unit/Population data tabulation – December 2013
- Development of County control Totals – February 2014
- Local Review/Concurrence and Endorsement of Control Totals – March/April 2014
- SE Data Forecasts – 2014

Base Year Data Collection (Traffic/Travel Time/Crash/Transit)

- ✓ Fall data collection (Volume/Trucks/ Travel Time/Speed) –September to December 2013
- ✓ Fall Transit data collection - Augusta - December 2013
- Monitoring of Title VI and LEP – On going

GIS Online (AGOL)/Data Management

- ✓ Development of GIS online Administration - Complete
- ArcGIS Online portal –interactive GIS – March 2014
- ✓ AGOL for Employment Analyst - Complete
- AGOL for MPO Data Management and Surveillance of Change - ongoing
- AGOL for network viewing and editing –April 2014
- AGOL integration with the DCHCMPO Website – June 2014
- Portal for public interactive mapping –On going

MPO Congestion Management Process CMP

- Data tabulation (ADT, Travel Time, Bike/Pedestrian, Level of Service –LOS, Crash, etc.) – March 2014
- Data Analysis –March/April 2014
- MPO Mobility Report Card
- MPO CMP State of System Report – June 2014
- Congestion monitoring – Continuously –On going

MPO Website Update

- ✓ Contract Negotiation - complete
- Contract Execution – February 29, 2014
- Notice to Proceed – March 3
- Website Design Kick Off – March 7
- Concept/Design/Web Engineering – April 28
- Information Architecture and Content Management Migration
- Mapping integration
- Content Editor & System Administration Training
- Quality Assurance & Technology Transfer

- Launch Stage
- Post Lunch Services

Triangle Regional Model Update

Prioritization 3.0/STI/ FY 2016-22 TIP

- ✓ Modify and update MPO FY-2014-20 highway prioritization – complete
- ✓ Preparation and submission of transit projects – complete.
- ✓ TAC approves highway and bike/pedestrian projects to be submitted for SPOT-3 – complete
- ✓ TCC recommends to TAC rail projects to be submitted for SPOT-3 – January 22, 2014 - complete
- ✓ TAC recommends rail projects to be submitted for SPOT-3 – February 12, 2014
- LPA develops and approves local ranking methodology – April 2014
- TCC makes recommendation on local ranking methodology – March 26, 2014
- TAC approves local ranking methodology – April 9, 2014
- MPO applies local ranking methodology (points) – May 13, 2014
- TAC releases MPO assigned points for local input/public comments – May 14, 2014
- TAC holds public hearing – June 11, 2014
- LPA addresses public comments and makes draft recommendation on local points
- Approval of points – June 25, 2014
- Submission of points to NCDOT – July 31, 2014

MAP-21 Performance Measurement

Contract Number: C202436	Route: US-70, SR-1322
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3638, R-5164F
Length: 1.233 miles	Federal Aid Number: BRSTP-70B(2)
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.	
Contractor Name: DEVERE CONSTRUCTION COMPANY, INC	
Contract Amount: \$1,969,734.20	Cost Overrun/Underrun: -1.24%
Availability Date: 7/30/2012	Letting Date: 6/19/2012
Completion Date: 3/18/2014	Work Began: 9/17/2012
Revised Completion Date: 3/25/2014	Estimated Completion: 3/25/2014
Last Estimate Thru: 11/30/2013	Scheduled Progress: 100%
Last Estimate Paid: 12/23/2013	Actual Progress: 99.62%

Contract Number: C202507	Route: I-540
Physical Division: 5	County: Durham
Administrative Division: 15	TIP Number: R-2635, U-4763B
Length: 18.8 miles	Federal Aid Number: TIFIA-540(2)
Resident Engineer: George C. Gibson, PE	RE Phone Number: (919)836-4873
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.	
Type of Work: DESIGN-BUILD LANDSCAPING.	
Contractor Name: SOUTHERN GARDEN, INC.	
Contract Amount: \$4,800,000.00	Cost Overrun/Underrun:
Availability Date: 8/15/2011	Letting Date: 4/21/2011
Completion Date: 7/1/2015	Work Began: 8/15/2011
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202875	Route: I-540
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: I-5307, I-5310
Length: 17.133 miles	Federal Aid Number: IM-0540(23)
Resident Engineer: Michelle H. Gaddy, PE	RE Phone Number: (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.	
Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,384,157.45	Cost Overrun/Underrun: -3.82%
Availability Date: 2/27/2012	Letting Date: 1/17/2012
Completion Date: 11/15/2012	Work Began: 2/27/2012
Revised Completion Date: 4/4/2013	Estimated Completion: 6/30/2013
Last Estimate Thru: 6/22/2013	Scheduled Progress: 100%
Last Estimate Paid: 6/27/2013	Actual Progress: 98.14%

Contract Number: C202995	Route: NC-56, NC-96, US-15 US-158, SR-1103, SR-1127 SR-1135, SR-1192, SR-1671 SR-1675
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
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: 3.47%
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: 9/30/2013
Last Estimate Thru: 8/15/2013	Scheduled Progress: 98%
Last Estimate Paid: 8/21/2013	Actual Progress: 96.62%

Contract Number: C203128	Route: SR-1978
Physical Division: 5	County: Durham

Administrative Division: 5	TIP Number: U-4716, U-4716A, U-4716B U-4716C
Length: 4.203 miles	Federal Aid Number: FRA-FR-HSR-0006-10-01-00
Resident Engineer: Michelle H. Gaddy, 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: 17.48%
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: 1/7/2014	Scheduled Progress: 84%
Last Estimate Paid: 1/15/2014	Actual Progress: 54.56%

Contract Number: C203273	Route:
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 1.189 miles	Federal Aid Number:
Resident Engineer: E. Boyd Tharrington, PE	RE Phone Number: (919)562-7000
Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.	
Type of Work: DESIGN BUILD.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,800,000.00	Cost Overrun/Underrun: 0%
Availability Date: 4/29/2013	Letting Date: 3/19/2013
Completion Date: 9/30/2016	Work Began: 4/29/2013
Revised Completion Date:	Estimated Completion: 9/30/2016
Last Estimate Thru: 1/31/2014	Scheduled Progress: 9.73%
Last Estimate Paid: 1/31/2014	Actual Progress: 9.73%

Contract Number: DE00073	Route: I-40
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-4049E
Length: 0 miles	Federal Aid Number: STP-000S(197)
Resident Engineer: David B. Moore	RE Phone Number: (919)250-4202
Location Description: I-40, I-440 AND US 1 IN WAKE AND DURHAM COUNTIES	
Type of Work: CCTV METAL POLE INSTALLATIONS	
Contractor Name: ALS OF NORTH CAROLINA, INC.	
Contract Amount: \$149,646.48	Cost Overrun/Underrun:
Availability Date: 9/16/2013	Letting Date: 8/28/2013
Completion Date: 3/14/2014	Work Began: 9/23/2013
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>
09/13	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 GFER STREET
04/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NC 147 (BUCK DEAN FREEWAY)TO NORTH OF NC 98
06/14	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS
09/14	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
09/14	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS - NC 98 (HOLLOWAY STREET)
06/15	U-5517	5	DURHAM	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS
11/15	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM
08/16	I-5331	5	DURHAM	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IMPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE
03/17	I-5334	5	DURHAM	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70
06/17	B-4943	5	DURHAM	Raleigh Letting (LET)	RELPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616
05/14	Small Constr.	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT
10/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)
11/14	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout
07/14	EB-4411D	5	DURHAM	Division POC Let (DPOC)	Paved Shoulders on Barbee Chapel Rd, Farrington Rd, & Stagecoach Rd w/ left-turn lane at Farrington Mill Rd.
	SS 4906BP 43696.1.1 43696.3.1	5	DURHAM	Division annual needs contract	Upgrade SR 1327 (Gregson St) at Club Blvd replace existing ped heads, add flashing yellow arrows, remove concrete island in NW quadrant, cut back islands on north and west legs
	SS 4905BR 43781.1.1 43781.3.1	5	DURHAM	Division annual needs contract	Upgrade NC 55 (Alston Ave) at NC 147 NB Off Ramp/Gann St with flashing yellow arrows for NBLT onto Gann St and SBLT from NC 55 onto NC 147 SB on ramp

	SS 4905BT 43783.1.1 43783.3.1	5	DURHAM	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accomodations on all legs of the intersection. TCC 2/26/2014 Attachment 16
	Developer 36249.3312	5		Developer	Signal upgrade/modifications as part of BCBS TIA requirements

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TCC 2/26/2014 Attachment 16

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
ER-2971G 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 Chapel Hill .	5/2/13	8/15/13		100% Complete. Final review pending.	\$200,000	Small Construction/ Division Enhancement; MA w/TOCH, LGA
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/1/2014	Carolina Sunrock	Begin construction Spring 2014	\$4,300,000	TIP
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 Chapel Hill .	10/16/2012	12/28/2014	Triangle Grading and Paving	73%Complete 53% 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 Carrboro .	12/18/2012	5/14/2015	Yates Construction	35% Complete 51% 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 Chapel Hill .	7/20/2010	Anticipated 5/15/14 due to extra work, Partial acceptance pending.	Yates Construction	100% Complete 100% 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	12/15//13	Carolina Sunrock	100% Complete 100% Schedule. Pending RTE inspection.	\$4,750,000	High Hazard Safety
43745	Installation of a traffic signal on SR 1750 (Estes Drive) at Library Drive (non system) in Chapel Hill .		4/1/13	Project complete. Ped head installation by Town complete	NCDOT forces - 100% Complete	\$75,000	Small Construction Funds
SS-4907AW 43295.3.1	Installing guardrail on NC 751 at Bridge 16, 0.2 miles south of US 70, east of Hillsborough.		11/15/2013		Work complete 10/28/13. RTE inspection complete.	\$60,000	State Spot Safety
W-5207E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving	Contract awarded. Construction Spring 2014.	\$640,000	High Hazard Safety

NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

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W-5207E 45337.1.5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving	Contract awarded. Construction Spring 2014.	CC 2/26/2014 Attachment 16 \$640,000	High Hazard Safety
NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO							
TIP/WBS #	Description	Let Date	Completion Date		Status	Cost	Comments
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in Chapel Hill .	TBD	Spring 2014		Town acquiring R/W - Easement from UNC	\$30,000	Division Enhancement; MA w/TOCH, LGA
W-5207I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in Carrboro	Spring 2014	TBD		Meet with city/utilities and others 11/8/13. Sidewalk issue at Kangaroo still pending.	\$50,000	High Hazard Safety
SS -4907V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	6/15/2014	TBD		Alternate Design in progress	\$198,000	Spot Safety-State
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	2/20/2014	TBD		Funding Transfer approved	\$500,000	Bike/Ped enhancement

DIV 7 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 Hillsborough	3/1/14	TBD	Design in progress, R/W authorization pending	\$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	9/30/2014 (D5DRL)	TBD	Design in progress, R/W -1/1/14	\$4,900,000	Enhancement - Bike and Ped.
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 Carrboro	6/31/14	TBD	Design in progress	\$480,000	STP-DA; MA w/TOC
SR-5000S 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-5001AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rosburn Rd. in Chapel Hill	4/12/12	9/30/13	Construction complete; Final closeout pending	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOCH
U-4726DC 36268.3.4	Wilson Park Multi-Use Path in Carrboro	6/7/12	11/26/12	Construction complete; Final review complete, closeout pending	\$129,431	STP-DA; MA w/TOC
U-4726DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in Carrboro	10/31/13	4/30/14	Plans under review	\$428,960	STP-DA; MA w/TOC
U-4726DE (replaces EL- 4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in Carrboro	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
U-4726DF	Bicycle detection at Signalized Intersections in Carrboro	3/31/14	TBD	Design underway	\$36,000	STP-DA; MA w/TOC
U-4726IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in Chapel Hill	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH
U-4726IG	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 Chapel Hill	9/12/12	11/1/13	Construction underway	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

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

DRAFT

CMAQ Timeline

6/1/2014	NCDOT-TPB completes update of CMAQ application based on MAP-21 guidance and determines eligible CMAQ project areas based on updated CMAQ guidance from FHWA. NCDOT-TPB updates CMAQ website for revised application and guidance.
6/1/2014	NCDOT-TPB provides current CMAQ eligible MPOs/RPOs with list of currently programmed CMAQ projects, along with the current status for these projects, and list of project applications previously submitted for funding consideration in 2016 & 2017.
6/1/2014 to 10/1/2014	Eligible CMAQ areas develop CMAQ applications, update applications previously submitted for consideration in 2016 & 2017 and prioritize CMAQ projects. Existing projects without funding authorizations will need to be confirmed.
10/15/2014	NCDOT-TPB receives CMAQ funding allocations from FHWA based on reauthorization (or MAP-21 extension). NCDOT-TPB allocates funding based on current guidance and provides funding targets for eligible areas for FY 2015, 2016 and 2017. Due to less funding from MAP 21 than originally anticipated for FY 2013 and 2014 and an anticipated decrease in funding for FY 2015-2017, less funding will be available for programming for these years. As a result, some existing projects may need to be delayed resulting in less money being available for new projects.
10/1/2014 to 11/30/2014	SPOT On!ine available to submit CMAQ projects. If not available, projects will need to be submitted electronically through email. NCDOT-TPB reviews project submittals for accuracy and preliminary eligibility.
12/1/2014 to 2/27/2015	NCDOT-TPB coordinates interagency review of submitted CMAQ projects.
3/2/2015 to 3/31/2015	NCDOT-TPB finalizes list of CMAQ projects for FY 2015, 2016 and 2017
4/1/2015	NCDOT-TPB submits list of CMAQ projects to Program Development for programming for new STIP (2016-2025). As in the past, funding will be programmed as a blanket project to allow flexibility in project implementation.
6/1/2015	NCDOT-Program Development provides copy of draft final STIP to BOT for approval.
7/9/2015	NCDOT-BOT approves STIP.