

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

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

**March 12, 2014
9:00 a.m.**

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

- 1. Roll Call**
- 2. Ethics Reminder**
It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.
- 3. Adjustments to the Agenda**
- 4. Public Comments**
- 5. Directives to Staff (Attachment 5)**

CONSENT AGENDA (9:00-9:05)

- 6. February 12, 2014 TAC Meeting Minutes
Attachment 6**

A copy of the February 12, 2014 TAC meeting minutes is enclosed as Attachment 6.

TAC Action: Approve minutes of the February 12, 2014 TAC meeting.

- 7. FY 2013-2014 Unified Planning Work Program - Amendment #2
Attachment 7, 7A
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 7 is a memo describing Amendment #2 to the FY 2013-14 UPWP. Attachment 7A is a resolution and associated tables.

TCC Recommendation: Recommend approval of the resolution.

TAC Action: Approve the resolution.

ACTION ITEMS

8. Draft FY 2014-2015 Unified Planning Work Program (UPWP) (9:05-9:35)

Attachment 8, 8A, 8B

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 8 is a staff memo which provides additional information. Attachment 8A is the Supplemental Document that highlights the FY15 work program and resource allocation. The draft FY 2014-2015 UPWP is presented in Attachment 8B. 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.

TAC Action: Receive Draft FY2014-15 UPWP and release for public comment.

9. Re-allocation of FY11 Job Access/Reverse Commute (JARC) Section 5316 Funds (9:35-9:45)

Attachment 9

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.

TAC Action: Approve the re-allocation of JARC funds in the 2011 Program of Projects.

10. STP-DA and Transportation Alternatives Program (TAP) (9:45-10:00)

Attachment 10, 10A, 10B, 10C, 10D

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Attachment 10 is a memo describing the proposed Call for Projects. Attachment 10A is the table of FY 2014 STPDA projects. Attachment 10B is a TIP amendment reflecting changes to FY 2014 STPDA projects. Attachment 10C displays the projects that local governments have proposed for FY 2015 and 2016. Attachment 10D 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.

TAC Action: Approve 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.

11. DCHC MPO Memorandum of Understanding (10:00-10:15)

Attachment 11, 11A

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 11 is a memo on the status of the MOU approval. Attachment 11A is the TCC's recommended MOU with comments and line numbers. This MOU includes a few additional recommended changes in response to member government comments

TCC Recommendation: That the TAC approve the recommended minor changes to the MOU

TAC Action: Approve the recommended minor changes to the MOU

12. Prioritization 3.0 – Local Ranking Methodology (10:15-10:30)

Attachment 12, 12A, 12B

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Andy Henry, LPA Staff

A memo on Prioritization 3.0 is provided as Attachment 12. 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. MPOs, RPOs, and Division Engineers were required to submit projects by March 3, 2013. A list of all highway, bicycle/pedestrian, transit, and rail projects is provided as Attachment 12A.

Attachment 12B is a set of tables outlining the proposed MPO Local Ranking Methodology. The TCC recommends sharing this draft with the TAC for review and comment at this time. The draft will also be reviewed by NCDOT. A final version will be recommended by the TCC in March for TAC approval in April. A state law requires that NCDOT approve the MPO's Methodology. NCDOT is requiring a May 1, 2014 deadline for this approval.

TCC Recommendation: Recommend that the TAC receive and review a draft Local Ranking Methodology.

TAC Action: Receive and review a draft Local Ranking Methodology.

REPORTS:

13. Report from the TAC Chair
Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

14. Report from the TCC Chair
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

15. Report from Staff
Attachment 15
Felix Nwoko, LPA Staff

TAC Action: Receive report from staff.

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

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

17. Recent News Articles and Updates

Attachment 17

18. NC Ethics Commission – Filing SEI and Real Estate Disclosure Forms TAC Members

(MPOs and RPOs)

Attachment 18

Adjourn

Next meeting: April 9, 2014

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

Dates of Upcoming Transportation-Related Meetings:

3/21/2014	RTA Transit Innovations Series: Session 5 Arterial Treatments; Greater Raleigh Chamber of Commerce, 10:30 am
4/16/2014	RTA Transit Innovations Series: Session 6 Circulator Innovations; Greater Raleigh Chamber of Commerce, 2:30 pm

www.dhcmmpo.org
www.twitter.com/dhcmmpo

TAC Directives to Staff
 Pre-12/31/12 (Pending/In Progress/On Going)
 01/01/13 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress:</u> DCHC MPO is now on Twitter. Website consultant has been selected. Website redevelopment is underway.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u> Staff is creating updated Community Viz model.
12/12/2012	Provide a report on how the Bennett Road and Mount Carmel Church Road intersection can be improved and funded	<u>In Progress:</u> Pending NCDOT cost estimate of preferred option.
2/13/2013	Provide a presentation on the Statewide Bicycle and Pedestrian Plan	<u>Completed:</u> Draft plan released. See 4/10/2013 TAC Agenda
2/13/2013	Provide a recommendation on how to add transit operators as voting members of the TAC	<u>In Progress:</u> This issue is included in the MPO MOU update.
2/13/2013	Send letter to incoming Board of Transportation members	<u>Completed:</u> LPA staff has been in contact with new members.
3/13/2013	Send a letter to Governor McCrory, Speaker Tillis, and Pro Tem Berger regarding state rail funding	<u>Completed:</u> See 4/10/2013 TAC Agenda
3/13/2013 and 4/10/2013	Send a letter to the Chatham TAC representative when Chatham County issues are on the agenda	<u>On-going:</u> LPA staff will continue to reach out to Chatham County's staff and TAC member as issues arise. LPA staff presented at Chatham BOCC on 4/15/2013.
5/8/2013	Send a letter to the legislative delegation regarding the Strategic Mobility Formula	<u>Completed:</u> See 6/12/2013 TAC Agenda.
5/8/2013 10/9/2013	Send the draft MPO Memorandum of Understanding to the member governments for review	<u>In Progress:</u> Final MOU has been sent to member governments for approval by February 2014.
10/9/2014	Send a letter to the NC Board of Transportation members regarding the Strategic Transportation Investments	<u>Completed:</u> See 11/13/2013 TAC Agenda.

All Completed Directives since 1/1/2013 are shown.

TRANSPORTATION ADVISORY COMMITTEE

February 12, 2014

MINUTES OF MEETING

The Transportation Advisory Committee met on February 12, 2014 at 9:05 a.m. in the Council

Committee Room on the second floor of Durham City Hall. The following attended:

- | | |
|-----------------------|---------------------------------|
| **Diane Catotti | City of Durham |
| **Jim Crawford | NCDOT |
| **Alice Gordon | Orange County |
| **Eric Hallman | Town of Hillsborough |
| **Ed Harrison | Town of Chapel Hill - Alternate |
| *Lydia Lavelle | Town of Carrboro - Alternate |
| *Bernadette Pelissier | Triangle Transit |
| **Ellen Reckhow | Durham County (TAC Chair) |
| **Damon Seils | Town of Carrboro |
| Mark Ahrendsen | City of Durham |
| Ellen Beckmann | DCHC MPO |
| Julie Bollinger | NCDOT - TPB |
| David Bonk | Town of Chapel Hill |
| Jeff Brubaker | Town of Carrboro |
| Michael Christian | Carrboro – resident |
| Jeremy Goldstein | Gannett Fleming |
| Kurt Gray | Carrboro – resident |
| Andrew Henry | DCHC MPO |
| John Hodges–Copple | Triangle J COG |
| Mike Kneis | NCDOT – Division 5 |
| Patrick McDonough | Triangle Transit |
| Dale McKeel | DCHC MPO |
| Felix Nwoko | DCHC MPO |
| Brian Rhodes | DCHC MPO |
| Sherry Taylor-Lewis | DCHC MPO |
| Mila Vega | Chapel Hill Transit |
| Patrick Wilson | NCDOT – Division 7 |

- **Voting Member
- * Alternate or Non-Voting Member

Ellen Reckhow, TAC Chair, called the meeting to order at 9:05 a.m. and the Roll Call was conducted.

Ethics Reminder

41 Ellen Reckhow read the Ethics Reminder for TAC members and asked board members if there
42 are any known conflicts of interest with respect to matters coming before the board and requested that
43 if there were any identified during the meeting for them to be announced.

44 **Adjustments to the Agenda**

45 There were no adjustments to the agenda; however, Mark Ahrendsen notified the Board of the
46 hand-out (adjusted minutes) that was provided. Ellen Reckhow requested a moment of silence to
47 remember Becky Heron.

48 **Public Comments**

49 There were no public comments.

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

51 The Directives to Staff are attached for review.

52 **CONSENT AGENDA:**

53 **January 8, 2014 TAC Meeting Minutes (Attachment 6)**

54 Ellen Reckhow stated that Alice Gordon and Diane Catotti submitted amendments to the
55 minutes. A motion was made by Damon Seils and seconded by Diane Catotti to approve the consent
56 agenda with the changes from Diane Catotti and Alice Gordon to the January 8, 2014 TAC Meeting
57 Minutes. The motion carried unanimously.

58 **FY 2012-2018 TIP Amendment#14 (Attachment 7, 7A)**

59 A motion was made by Damon Seils and seconded by Diane Catotti to approve the consent
60 agenda. The motion carried unanimously.

61 **ACTION ITEMS:**

62 **Prioritization 3.0 – Approval of Submission of Projects (Attachment 8, 8A, 8B, 8C, 8D, 8E)**

63 Ellen Beckmann provided an update on Prioritization 3.0 - Approval of Submission of Projects
64 along with handouts. Ellen Beckmann stated the TCC recommendation for today was to approve the

65 Transit and Rail projects. Ellen Beckmann stated that based on the feedback from the NCDOT Divisions
66 the TCC recommends making a slight adjustment to the Highway list.

67 The MPO must submit all projects by February 24, 2014. The ranking points for projects are to
68 be applied by July 31, 2014. An additional TAC meeting has been scheduled for June 25, 2014. Ellen
69 Beckmann provided an update on the Highway project list and referred to attachment 8A. NCDOT did
70 not agree on the removal of the Hillsborough Western Bypass therefore it will stay in the system. Ellen
71 Beckmann recommended approval of modifying the Highway list to only 16 projects with the assurance
72 that Division 7 will submit the US 15/501 Fordham Boulevard (interchange improvement) project listed
73 on page 11, SPOTID New-1. Diane Catotti asked about the response from Division 5 about submission of
74 the Superstreet on NC 54 and grade separation on Barbee Chapel Road. Ellen Beckmann stated the
75 letter that was sent to Division 5 and 7 for submission of these projects listed them as two separate
76 projects. Division 7 stated they will submit the two projects as a combined project.

77 A motion was made by Diane Catotti and seconded by Damon Seils to approve the amended
78 Highway list as recommended by staff. The motion carried unanimously.

79 Ellen Beckmann provided an update on the Bike and Pedestrian project list. There are no
80 changes to the already approved Bike and Pedestrian project list to be submitted. The Divisions were
81 requested to submit twelve Bike and Pedestrian projects. Division 5 is undecided as to which of the
82 twelve projects they will submit. Division 7 has confirmed they will be submitting five projects (Mt.
83 Carmel Church Road, Orange High School Road/Harold Latta Road sidewalk improvements, Pedestrian
84 connection to Cameron Park Elementary School from Cameron Street to St. Mary's Road, Trail
85 Connection from English Hill Lane to Buttonwood Drive, and Trail Connection from Patriots Pointe to
86 Timber Drive.)

87 A motion was made by Alice Gordon and seconded by Eric Hallman to endorse requesting that
88 Division 7 submit the Mt. Carmel Church Road project. The motion carried unanimously.

89 Ellen Beckmann provided an update on the Transit project list and referred to attachment 8A
90 pages 17 through 21. Pages 17, 18, and 19 are projects that were submitted by the transit agencies. The
91 transit agencies have requested the MPO submit the projects listed on pages 20 and 21. There is no cap
92 on the number of transit projects that can be submitted. Ellen Beckmann stated the request is to have
93 the TAC endorse the submission of these projects. Mark Ahrendsen stated that each shelter must be
94 listed separately.

95 A motion was made by Diane Catotti and seconded by Damon Seils to approve the transit list as
96 presented. The motion carried unanimously.

97 Ellen Beckmann provided an introduction to the Rail project list and referred to attachment 8A
98 page 22. Freight rail projects are in the Statewide category and thus are scored only through a
99 quantitative score. The MPO and Division Engineer do not apply points to these rail projects. The MPO is
100 allowed to submit up to five additional projects. Qualitative points can be applied to passenger rail
101 projects in the regional and division needs categories. Diana Catotti asked for clarification about the
102 project cost and if the MPO would have to contribute. Ellen Beckmann stated she would double-check;
103 however, she believes the rail company will provide funding to the project. The TCC recommended
104 projects are listed on page 23. Ellen Beckmann stated that a change has been recommended for project
105 #5 on the list (Hillsborough Train Station). The NCDOT Rail Division suggested that this project be
106 submitted as an interim station concept; for a modular unit and a concrete platform and not the full
107 station at this point. The cost for this project would be \$4 million dollars. Damon Seils requested
108 additional information. Bernadette Pelissier asked if a capacity study was needed. Patrick McDonough
109 stated that Triangle Transit was not aware of this being listed as a project and expressed his concern
110 with paying for a station that will not be an actual stop. Eric Hallman responded to Bernadette Pelissier
111 and stated that there was discussion about starting with the platform concept to get the stop there
112 sooner. Patrick McDonough stated clarification should be provided about the project. Damon Seils

113 agreed with Patrick McDonough and stated that the source of the cost should be provided in detail prior
114 to moving forward with this project. Ellen Reckhow stated that the policy guidance on the Hillsborough
115 Station is actually what is currently in the Durham-Orange Plan. Mark Ahrendsen mentioned that the
116 issue is the scope of the improvement on the station needs to be clarified. Ellen Beckmann stated
117 projects 2 and 3 are both double-tracking and, according to the NCDOT Rail Division, the capacity need is
118 not there today based on the existing level of passenger service. We can submit these projects, but they
119 are not expected to score well. Ellen Reckhow suggested putting the wording in for the Hillsborough
120 Station as it is in the plan with the cost that is in the plan, and the Board agreed. Ellen Beckmann stated
121 that the first project will be submitted (East Durham Siding), the second and third projects are not ready
122 for submission according to the Rail Division, and the fourth project (Buckhorn grade separation and
123 curve realignment), which is a safety project, has not been vetted through a traffic separation study.
124 There are concerns about public buy-in and the impacts of the project. With this consideration, the Rail
125 Division suggested that this project not be submitted without a public process and getting vetted
126 through a TSS. Alice Gordon stated it should be left in for the same reason the other two were left in.

127 A motion was made by Damon Seils and seconded by Eric Hallman to approve the rail projects
128 that were described by staff with the following two notes: the Hillsborough train station item be
129 modified to reflect what is in the Orange County Bus and Rail Investment Plan including the \$8 Million
130 dollars in capital investment described in the plan, and that the TAC approval of this list is not
131 necessarily implying endorsement of all the projects pre-populated in the database. The motion carried
132 unanimously.

133 Ellen Beckmann stated that the draft of the local priority methodology will be brought forward
134 at the next meeting. This item will need to be approved by NCDOT by the end of April 2014.

135 **DCHC MPO Memorandum of Understanding (Attachment 9, 9A)**

136 Ellen Beckmann provided an introduction to the DCHC MPO Memorandum of Understanding
137 along with attachments. The TAC endorsed the final MOU for approval by the member governments.
138 The MOU was sent out in November with the request to consider approval by February 20, 2014. The
139 City of Durham has approved the MOU with a minor change; Durham County approved it on Monday;
140 and Town of Hillsborough approved it in December. Orange County and Carrboro have considered it.
141 Chapel Hill adopted a resolution with a request to make changes. Bill Bell requested information on if
142 the Mayor or the City Manager should execute the MOU for the City. Ellen Beckmann informed Bill Bell
143 that she would look into this concern.

144 Ellen Reckhow suggested referring the MOU back to the TCC for a recommendation on the
145 technical changes to the MOU that were requested and report back to the TAC at the next meeting.
146 Mark Ahrendsen stated that the TCC will not recommend policy changes to the document that was
147 already adopted by the TAC. The only thing that the TCC will be doing is recommending the technical
148 language that doesn't constitute a substantive change. Ellen Reckhow suggested sending out a letter to
149 all the Boards that have already approved the MOU advising them of the minor changes that will be
150 made based on the feedback and allowing them the option to raise any issues or reapprove the
151 document.

152 Ellen Reckhow stated that she, Mark Kleinschmidt, and MPO staff will be meeting with Chatham
153 County on Monday.

154 **REPORTS:**

155 **Report from the TAC Chair**

156 Ellen Reckhow provided information about the memorial for Becky Heron at Duke Chapel, on
157 Saturday at 10:00 am. There will be a reception after the memorial at the Millennium Hotel. Alice
158 Gordon requested an advisory e-mail be sent out. Ellen Reckhow informed the Board about filling out

159 the Statement of Economic Interests and the Real Estate Disclosure form by April 15th. Damon Seils
160 stated the forms are on the same web page.

161 **Report from the TCC Chair**

162 There were no reports from TCC Chair.

163 **Report from Staff**

164 The Report from Staff is attached for review.

165 **Report from NCDOT**

166 Joey Hopkins, Division 5, informed the Board that the comment period for suggestions of new
167 projects for the STI submittal ends today. Joey Hopkins advised the Board that they have implemented
168 their snow plan.

169 Pat Wilson, Division 7, stated that the speed limit change on NC 751 to 45mph was made on
170 Monday. Mrs. Davis has been informed.

171 **INFORMATIONAL ITEMS:**

172 Ellen Reckhow stated that the next meeting is March 12, 2014 and RTA is holding a variety of
173 transit innovation meetings.

174 **Adjournment**

175 There being no further business before the Transportation Advisory Committee, the meeting
176 was adjourned at 10:47am

177

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: March 12, 2014

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
	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

MEMORANDUM

**TO: Transportation Advisory Committee
 DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: March 5, 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	\$146,954				\$146,954
Chapel Hill	\$175,675	\$147,541			\$323,216
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		\$153,563	\$245,073		\$398,636
TTA			\$684,000		\$684,000
Total	\$2,207,996	\$301,104	\$1,212,694	\$210,000	\$3,931,794
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.

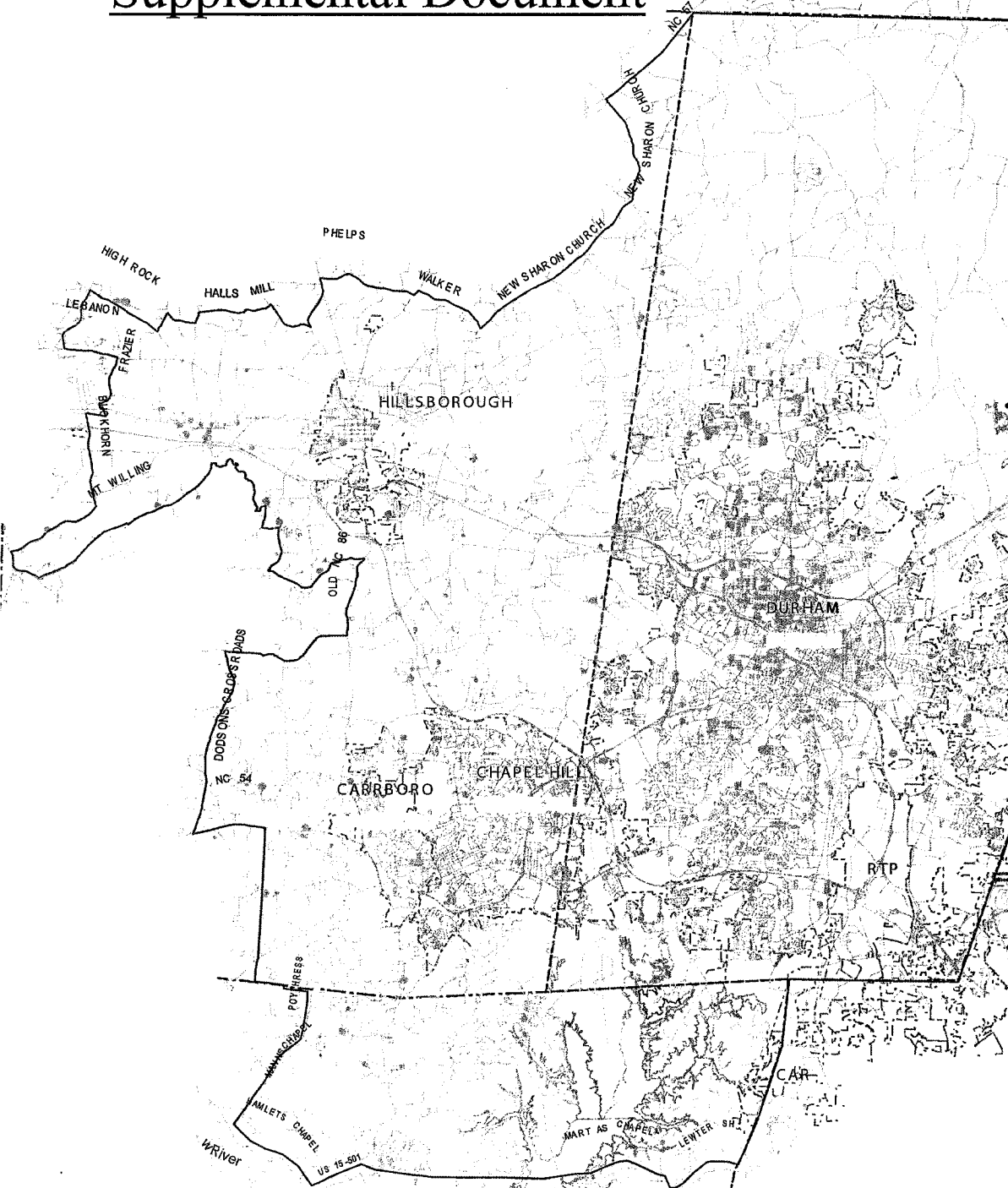
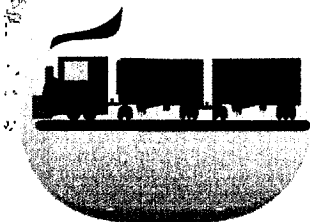
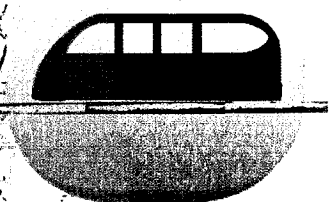
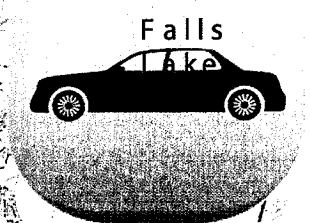
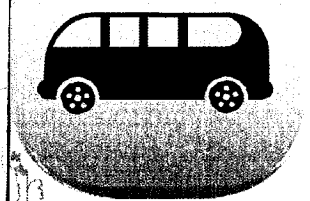
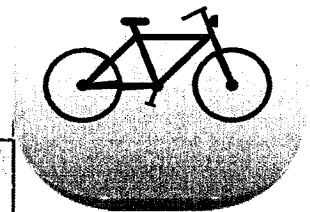
DATES	DCHC MPO ACTIVITY DESCRIPTION
27-Jan-14	Deadline for funding request to be submitted to MPO by member agencies. (deadline extended to 7-Feb-14)
December 2013 - January 2014	Development of Draft 2014-2015 UPWP and coordination with the Oversight Committee & local agencies.
26-Feb-14	TCC receives 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.

DCHC- MPO

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Unified Planning Work Program
FY 2014-2015 DRAFT
Supplemental Document



APPROVAL DATE
XXX

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

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I. Introduction

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. 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 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 the UPWP.

The funding source tables reflect available federal planning funds 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 be used only 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 in the FY 2014-2015 UPWP.

This document serves as a supplement to the FY 2014-2015 UPWP by providing thorough descriptions of the UPWP special projects and overall budget, MPO accomplishments of the prior fiscal year and current cost-sharing arrangement, as well as detailed resource allocations by member agencies.

II. Proposed FY 2014-2015 UPWP Lead Planning Agency (LPA) Budget

FY-2015 LPA funding: \$1,547,124 - Federal

\$1,933,905 - Total

Federal Funding for MPO Local Agencies for MPO FHWA Planning Activities

Jurisdiction	Planning	Special Projects	Total Federal funding (80%)
Carrboro	\$26,954	\$120,000	\$146,954
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			\$660,872

Federal Funding for MPO LPA and Local Agencies for MPO FHWA and FTA Planning Activities

Agency	FHWA	FTA Transit Planning			Total
	Planning	5303	5307	5309	
Lead Planning Agency	\$1,547,124				\$1,547,124
Carrboro	\$146,954				\$146,954
Chapel Hill	\$175,675	\$147,541			\$323,216
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		\$153,563	\$245,075		\$398,638
TTA			\$684,000		\$684,000
Total	\$2,207,996	\$301,104	\$1,212,696	\$210,000	\$3,931,796
Note: Federal Funds = 80%					

III. 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
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

IV. FY 2015 Emphasis/Special Projects Descriptions

Special emphasis projects and new initiatives for the FY14-15 UPWP are described below.

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.

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.

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 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).

V. Funding (Budget) Distribution by Tasks for the LPA

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%
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%

VI. 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 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

VII. 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

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.

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.

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 ongoing 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.
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.

IX. FY2015 UPWP Cost Sharing, Organization Chart, Resource Allocation

Summary of FY 2015 Local Match Cost Sharing Distribution
With and Without Chatham County Participation

Agency	With Chatham County	Without Chatham County
Durham City	\$ 201,392	\$ 207,869
Durham County	\$ 44,118	\$ 45,636
Chapel Hill	\$ 51,363	\$ 53,352
Carrboro	\$ 18,525	\$ 19,527
Hillsborough	\$ 7,209	\$ 7,857
Orange County	\$ 28,956	\$ 30,341
Chatham County	\$ 13,223	\$ 0
TTA	\$ 21,996	\$ 22,199
Totals Local 20%	\$ 386,781	\$ 386,781
80% Federal Share	\$ 1,547,124	\$ 1,547,122
Total 100%	\$ 1,933,905	\$ 1,933,905

Details of local match cost sharing are included in the following tables.

FY 2015 Local Match Cost Sharing - Distribution - With Chatham County										
No.	Agency	2010 Census Population	Pop Share	Routine Planning	TRM	Household Survey	FY 2015 Data	Transit OnBoard Survey	ADA - Freight CommViz	TOTAL
1	Durham City	228330	57.24%	\$132,374	\$17,173	\$13,176	\$15,750		\$22,920	\$201,392
2	Durham County	39287	9.85%	\$22,777	\$2,955	\$2,267	\$12,176		\$3,944	\$44,118
3	Chapel Hill	57233	14.35%	\$33,181	\$4,305	\$3,303	\$4,830		\$5,745	\$51,363
4	Carrboro	19582	4.91%	\$11,353	\$1,473	\$1,130	\$2,604		\$1,966	\$18,525
5	Hillsborough	6087	1.53%	\$3,529	\$458	\$351	\$2,260		\$611	\$7,209
6	Orange County	34202	8.57%	\$19,829	\$2,572	\$1,974	\$1,148		\$3,433	\$28,956
7	Chatham County	14160	3.55%	\$8,209	\$1,065	\$817	\$1,710		\$1,421	\$13,223
8	TTA			\$18,750					\$3,246	\$21,996
	Totals Local 20%	398881		\$250,000	\$30,000	\$23,017	\$40,478	\$0	\$43,286	\$386,781
	80% Federal Share			\$1,000,000						\$1,547,124
	Total 100%			\$1,250,000						\$1,933,905

FY 2015 Local Match Cost Sharing - Distribution - Without Chatham County

No.	Agency	2010 Census Population	Pop Share	Routine Planning	TRM	Household Survey	FY 2015 Data	Transit OnBoard Survey	ADA - Freight CommViz Chatham	Total without Chatham
1	Durham City	228330	59.35%	\$137,246	\$17,805	\$13,660	\$16,035		\$23,123	\$207,869
2	Durham County	39287	10.21%	\$23,615	\$3,064	\$2,350	\$12,461		\$4,147	\$45,636
3	Chapel Hill	57233	14.88%	\$34,402	\$4,463	\$3,424	\$5,115		\$5,948	\$53,352
4	Carrboro	19582	5.09%	\$11,770	\$1,527	\$1,172	\$2,889		\$2,169	\$19,527
5	Hillsborough	6087	1.58%	\$3,659	\$475	\$364	\$2,545		\$814	\$7,857
6	Orange County	34202	8.89%	\$20,558	\$2,667	\$2,046	\$1,433		\$3,636	\$30,341
7	Chatham County	0	0.00%	\$0	\$0	\$0	\$0		\$0	\$0
8	TTA			\$18,750					\$3,449	\$22,199
	Totals Local 20%	384721		\$250,000	\$30,000	\$23,017	\$40,478	\$0	\$43,286	\$386,781
	80% Federal Share			\$1,000,000						\$1,547,122
	Total 100%			\$1,250,000						\$1,933,905

DCHC MPO LEAD PLANNING AGENCY (LPA)



MPO
 March 3, 2014

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

Table 1 The Lead Planning Agency (LPA) Staff Hours															
No.	Task/Project	Trans. Pl. - MPO	Trans. Pl. - L RTP/CTP	Trans. Pl. - Bike/Ped	Fiscal Mngt- Grant	Engineer - Modeling Landuse	Engineer - CMP / Tech Serv	Tech Serv Superv.	GIS / Web	Technician	Planning Manager	TCC Chair	Secretary MPO Clerk	Interns	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	0	300	72	0	0	830	140	900	1,210	50	0	0	560	4,062
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0	635	0	0	1,000	0	500	0	180	320	0	0	780	3,415
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	170	826	460	0	500	440	400	100	350	0	0	0	300	3,546
4	Congestion Management Process -CMP	0	0	0	0	240	550	80	0	0	50	0	0	200	1,120
5	Air Quality Planning & Conformity	0	0	80	0	0	0	0	0	0	50	0	0	0	130
6	Short Range Transit Planning / TDP	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	UPWP & Fiscal/Grant Management/oversight & Audit	0	0	0	1,000	0	0	0	0	0	320	0	0	0	1,320
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	400	0	190	100	0	0	20	0	0	80	0	0	0	790
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	96	0	0	0	0	20	0	0	0	370	0	0	150	636
10	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	0	0	60	0	0	0	150	0	0	100	310
11	Public Involvement/ Website/Social media & Interactive mapping	44	54	30	0	0	0	0	500	0	100	0	0	50	778
12	Special Studies & State/Regional Coordination	210	25	50	0	100	0	260	380	0	100	0	0	0	1,125
13	MPO Management and Operations	980	60	60	800	60	0	500	20	160	310	100	250	100	3,400
Totals		1,900	1,900	942	1,900	1,900	1,900	1,900	1,900	1,900	1,900	100	250	2,240	20,632
% Hours Devoted to MPO Planning		100%	100%	50%	100%	100%	100%	100%	100%	100%	100%	5%	13%	100%	

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

No.	Task/Project	Percent Staff Hours Distribution by UPWP Tasks														
		Trans. Pl. -- MPO	Trans. Pl. -- LRTP/CTP	Trans. Pl. -- Bike/Ped	Fiscal Mgmt-Grant	Engineer - Modelling Landuse	Engineer - CMP / Tech Serv	Tech Serv Superv.	GIS / Web	Technician	Planning Manager	TCC Chair	Secretary MPO Clerk	Interns	Tot Staff Hours	
1	Data Collection & Monitoring/Surveillance	0.0%	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 & Ping 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 Ping/Drug Control Ping & 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%	3.2%	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 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	LPA	FHWA PI & STP-DA Funding				FTA 5303 and 5307 Funding					
			Chapel Hill	Carrboro	TICOG	Durham City	Durham Co	Orange	DATA 5303	GHT 5303	TTA 5307	
1	Data Collection & Monitoring/Surveillance Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	4,062	1,300	85	0	48	55	235	1,565	1,550	0	
2	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	3,415	0	70	0	0	0	120	0	0	0	
3	Congestion Management Process -CMP	3,546	1,305	80	0	544	1,165	120	0	1,200	0	
4	Air Quality Planning & Conformity	1,120	500	15	0	0	0	0	0	25	0	
5	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 Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	790	525	60	0	680	0	95	0	0	0	
9	Safety Ping/Drug Control Ping & Private Sector participation	636	0	10	0	120	0	0	0	0	0	
10	Public Involvement/ Website/Social media & Interactive mapping	310	0	0	0	0	0	0	0	0	0	
11	Special Studies & State/Regional Coordination	778	0	40	0	82	0	0	0	0	0	
12	MPO Management and Operations	1,125	458	80	1,057	88	265	105	0	665	0	
13		3,400	587	260	0	270	106	500	0	818	0	
	Totals	20,632	4,700	790	1,057	1,900	1,621	1,365	1,565	4,557	0	

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

FY 2015 UPWP - Overview of Budget by Task and Agency												
No.	Task/Project	FHWA PL & STP-DA Funding					Durham Co			FTA 5303 and 5307 Funding		
		LPA	Chapel Hill	Carrboro	TJCOG	Durham City	Durham Co	Orange	DATA 5303	CHT 5303	TTA 5307	
1	Data Collection & Monitoring/Surveillance	\$379,372	\$30,273	\$8,754	\$0	\$2,112	\$2,141	\$9,258	\$79,328	\$49,180	\$125,000	
2	Travel Model Updates & Survey Activities (including base year, intermedia years and Horizon model data)	\$425,673	\$0	\$2,354	\$0	\$0	\$0	\$4,874	\$0	\$0	\$90,000	
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	\$46,900	\$0	
4	Congestion Management Process -CMP	\$54,815	\$17,350	\$545	\$0	\$0	\$0	\$0	\$0	\$1,525	\$0	
5	Air Quality Planning & Conformity	\$6,795	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6	Short Range Transit Planning / TDP	\$0	\$0	\$1,634	\$0	\$0	\$0	\$5,828	\$26,098	\$8,163	\$0	
7	UPWP & Fiscal/Grant Management/oversight & Audit	\$62,180	\$1,525	\$1,634	\$0	\$2,992	\$1,333	\$1,960	\$0	\$0	\$0	
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$37,411	\$18,875	\$2,179	\$0	\$29,920	\$0	\$3,682	\$6,524	\$0	\$0	
9	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	\$28,467	\$855,000	
13	MPO Management and Operations	\$463,365	\$28,472	\$9,638	\$0	\$11,880	\$4,870	\$20,664	\$66,956	\$32,419	\$0	
	Totals	\$1,933,905	\$219,594	\$183,693	\$68,750	\$238,600	\$60,143	\$55,310	\$191,954	\$166,654	\$1,070,000	

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

No.	Task/Project	Salary & Fringe	Consulting
1	Data Collection & Monitoring/Surveillance	\$185,532	\$193,840
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	\$160,588	\$265,085
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	\$167,294	\$0
4	Congestion Management Process -CMP	\$54,815	\$0
5	Air Quality Planning & Conformity	\$6,795	\$0
6	Short Range Transit Planning / TDP	\$0	\$0
7	UPWP & Fiscal/Grant Management/oversight & Audit	\$62,180	\$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	\$37,411	\$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	\$32,781	\$0
10	Safety Ping/Drug Control Ping & Private Sector participation	\$15,374	\$0
11	Public involvement/ Website/Social media & interactive mapping	\$41,291	\$0
12	Special Studies & State/Regional Coordination	\$60,055	\$187,500
13	MPO Management and Operations	\$158,449	\$34,916
Totals		\$982,564	\$681,341

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	\$146,954	\$183,693	790	0.4
2	Chapel Hill	\$175,675	\$219,594	4,700	2.5
3	Chatham County				
4	Durham City	\$190,880	\$238,600	1,900	1.0
5	Durham County	\$48,115	\$60,143	1,621	0.9
6	Hillsborough				
7	Orange County	\$44,248	\$55,310	1,365	0.7
8	TJCOG	\$55,000	\$68,750	1,057	0.6
	Total	\$660,873	\$826,091	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	\$166,654	\$354,527	\$262,500	\$783,680
2	DATA	\$191,954	\$306,344		\$498,298
3	Triangle Transit		\$1,070,000		\$1,070,000
	Total	\$358,608	\$1,730,871	\$262,500	\$2,351,978

Chapel Hill FHWA - Table 1		Town of Chapel Hill Staff Hours											
No.	Task/Project	Trans. PI. - Bonk	Trans. PI. - Davis	Trans. PI. - Mickles	New position	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	0	0	0	500	500	300						1300
2	Travel Model Updates & Survey Activities (including base year, intermediate years and horizon model data)	0	0	0	0	0	0						0
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	100	0	205	200	500	300						1305
4	Congestion Management Process - CMP	0	0	0	500	0	0						500
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	25	0	0	0	0	0						25
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	25	0	500	0	0	0						525
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0	0	0	0	0	0						0
10	Safety Plng/Drug Control Plng & Private Sector participation	0	0	0	0	0	0						0
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	0	0	0						0
12	Special Studies & State/Regional Coordination	170	0	0	83	83	205						458
13	MPO Management and Operations	250	0	150	35	0	0						587
	Totals	570	0	855	1235	1083	805						4,700
	% Hours Devoted to MPO Planning	30.00%	0.00%	45.00%	65.00%	57.00%	42.37%						

Chapel Hill FHWA- Table 2													Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks												
No.	Task/Project	Trans. PI.-- Bonk	Trans. PI.-- Davis	Trans. PI.-- Michles	New position	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours							
1	Data Collection & Monitoring/Surveillance	0.0%		0.0%	40.2%	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%	40.2%	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	0.0%		0.0%	0.0%	0.0%	0.0%											0.0%							
7	UPWP & Fiscal/Grant 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	MPPO Management and Operations	49.9%		17.5%	2.8%	0.0%	0.0%											12.5%							
	Totals	100.0%		100.0%	100.0%	100.0%	100.0%											100.0%							

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

Carrboro FHWA - Table 1		Town of Carrboro Staff Hours										Tot Staff Hours			
No.	Task/Project	Trans. Pl. - Jeff	GIS - Ruth	Trans. Pl. - Pat	Trans. Pl. - Pat	Staff TBD	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	25	30	0	0	0	30								85
2	Travel Model Updates & Survey Activities (including base year, intermiate 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 & Fical/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	Title VI & Environmental Justice/ 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%									

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	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	0	30	0	0	0	25											55
2	Travel Model Updates & Survey Activities (including base year, intermediate years and horizon model data)	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 UPWP & Fiscal/Grant	0	0	0	0	0	0											0
7	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		17.86%	13.68%	44.74%	2.42%	5.26%												

Durham County FHWA- Table 2		Durham County - Percent Staff Hours Distribution by UPWP Tasks															
No.	Task/Project	Trans.											Tot Staff Hours				
		Pl. -	Laura	Hannah	Scott	Lisa	Kathryn	Staff	Staff	Staff	Staff	Staff					
1	Data Collection & Monitoring/Surveillance	0.0%		0.0%	0.0%	0.0%										3.4%	
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%
3	Long Range Planning & MTP/CTP/Collector-Street Planning/TDM	66.2%		82.4%	0.0%	100.0%											71.9%
4	Congestion Management Process - CMP	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%
6	Short Range Transit Planning / TDP	0.0%		0.0%	0.0%	0.0%											0.0%
7	UPWP & Fisca/Grant Management/oversight & Audit	8.8%		0.0%	0.0%	0.0%											1.9%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	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%
10	Safety Ping/Drug Control Ping & Private Sector participation	0.0%		0.0%	0.0%	0.0%											0.0%
11	Public Involvement/ Website/Social media & interactive mapping	0.0%		0.0%	0.0%	0.0%											0.0%
12	Special Studies & States/Regional Coordination	19.1%		17.6%	21.7%	0.0%											16.3%
13	MPO Management and Operations	8.8%		0.0%	78.3%	0.0%											6.5%
	Totals	100.0%		100.0%	100.0%	100.0%											100.0%

Orange County FHWA - Table 1													Orange County Staff Hours												
No.	Task/Project	Trans. Pl. --	Trans. Pl. --	Trans. Pl. --	New position	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours				
1	Data Collection & Monitoring/Surveillance	135	60	40	0	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	0														120			
3	Long Range Planning & MTP/CTP/Collector-Street Planning/TDM	80	0	40	0	0	0	0														120			
4	Congestion Management Process - CMP	0	0	0	0	0	0	0														0			
5	Air Quality Planning & Conformity	0	0	0	0	0	0	0														0			
6	Short Range Transit Planning / TDP	80	0	60	0	0	0	0														140			
7	UPWP & Fiscal/Grant Management/oversight & Audit	40	0	10	0	0	0	0														50			
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	80	0	15	0	0	0	0														95			
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	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			
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	0	0	0	0														0			
12	Special Studies & State/Regional Coordination	75	5	25	0	0	0	0														105			
13	MPO Management and Operations	300	0	200	0	0	0	0														500			
Totals		870	65	430	0	0	0	0														1,365			
% Hours Devoted to MPO Planning		45.79%	3.42%	22.63%	0.00%	0.00%	0.00%	0.00%																	

City of Durham FHWA - Table 1													
No.	Task/Project	Trans. Pl.--			Trans. Pl.--			Trans. Pl.--			Trans. Pl.--		
		Pl.--	Intern	Pl.--	Pl.--	Intern	Pl.--	Pl.--	Intern	Pl.--	Pl.--	Intern	
1	Data Collection & Monitoring/Surveillance	48	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	
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	544	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	
5	Air Quality Planning & Conformity	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	
7	Management/oversight & Audit	68	0	0	0	0	0	0	0	0	0	0	
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	680	0	0	0	0	0	0	0	0	0	0	
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	120	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	
11	Public Involvement/ Website/Social media & interactive mapping	82	0	0	0	0	0	0	0	0	0	0	
12	Special Studies & State/Regional Coordination	88	0	0	0	0	0	0	0	0	0	0	
13	MPO Management and Operations	270	0	0	0	0	0	0	0	0	0	0	
Totals		1900	0	0	0	0	0	0	0	0	0	0	
% Hours Devoted to MPO Planning		100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

City of Durham FHWA- Table 2		City of Durham - Percent Staff Hours Distribution by UPWP Tasks									
No.	Task/Project	Trans. Pl.--	Intern	Trans. Pl.--	Intern1	Intern2	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	0.0%									0.0%
7	UPWP & Fiscal/Grant 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%

TICOG FHWA- Table 2		TICOG - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	John	GIS	Trans. Pl. - Principal	TP-II	TP-II	TP-II	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%
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%
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	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%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								0.0%
6	Short Range Transit Planning / TDP UPWP & Fiscal/Grant	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								0.0%
7	Management/oversight & Audit	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%
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%
10	Safety Ping/Drug Control Ping & Private Sector participation	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								0.0%
11	Public involvement/ Website/Social media & interactive mapping	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								0.0%
12	Special Studies & State/Regional Coordination	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%								100.0%
13	MPO Management and Operations	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								0.0%
Totals		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0	0	0	0	0	0	0	100.0%

DATA : FTA 5307 Table 1		DATA : FTA 5307 Staff Hours											
No.	Task/Project	Trans. Pl. --	Fiscal - Angelia	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Monitoring/Surveillance	335	0										335
2	Activities (including base year, Long Range Planning & MTP/CTP/Collector Street Planning/TDM	0	0										0
3	Collector Street Planning/TDM	0	1520										1520
4	CMP	0	0										0
5	Air Quality Planning & Conformity	0	0										0
6	Short Range Transit Planning / TDP	0	0										0
7	Management/oversight & Audit	0	0										0
8	Prioritization/Proj Development Title VI & Environmental Justice/ Limited English Proficiency/ Minority	0	0										0
9		0	0										0
10	Private Sector participation	0	0										0
11	media & interactive mapping special issues & state/regional	0	0										0
12	Coordination	0	0										0
13	MPO Management and Operations	0	380										380
Totals		335	1900										2,235
% Hours Devoted to UPWP Planning		17.65%	100.00%										

DATA : FTA 5507- 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	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveillance	100.0%	0.0%											15.0%
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	0.0%	80.0%											88.0%
4	Congestion Management Process - CMP	0.0%	0.0%											0.0%
5	Air Quality Planning & Conformity	0.0%	0.0%											0.0%
6	Short Range Transit Planning / TDP	0.0%	0.0%											0.0%
7	UPWP & Fiscal/Grant 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	0.0%	0.0%											0.0%
13	MPO Management and Operations	0.0%	20.0%											17.0%
	Totals	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

DATA : FTA 5303 Table 1		DATA 5303 Staff Hours											
No.	Task/Project	Trans. Pl. -- Angella	Fiscal - Trans. Pl. --	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Monitoring/Surveillance Data Collection & Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	1565											1565
2	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	0											0
3	Congestion Management Process - CMP	0											0
4	Air Quality Planning & Conformity	0											0
5	Short Range Transit Planning / TDP	0											0
6	UPWP & Fiscal/Grant Management/oversight & Audit	0											0
7	TIP/SPOT/Mobility Funds/ Loop	0											0
8	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	1565											1,565
	% Hours Devoted to UPWP Planning	82.35%											

DATA : FTA 5303- 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
1	Monitoring/Surveillance	100.0%											100.0%
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	0.0%											0.0%
4	Congestion Management Process - CMP	0.0%											0.0%
5	Air Quality Planning & Conformity	0.0%											0.0%
6	Short Range Transit Planning / TDP	0.0%											0.0%
7	UPWP & Fiscal/Grant Management/oversight & Audit	0.0%											0.0%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%											0.0%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	0.0%											0.0%
10	Safety Ping/Drug Control Ping & Private Sector participation	0.0%											0.0%
11	Public involvement/ Website/Social media & interactive mapping	0.0%											0.0%
12	Special Studies & State/Regional Coordination	0.0%											0.0%
13	MPO Management and Operations	0.0%											0.0%
	Totals	100.0%											100.0%

Chapel Hill : FTA 5503 - Table 1														Town of Chapel Hill Staff Hours													
No.	Task/Project	Trans. Pl. -- Bonk		Trans. Pl. -- Davis		Staff - Moye		GIS Analyst Cecll		New		Staff		Staff		Staff		Staff		Staff		Tot Staff Hours					
1	Data Collection & Monitoring/Surveillance	50		400		0		0		800	300												1550				
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0		0		0		0		0	0												0				
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	200		1000		0		0		0	0												1200				
4	Congestion Management Process - CMP	25		0		0		0		0	0												25				
5	Air Quality Planning & Conformity	0		0		0		0		0	0												0				
6	Short-Range Transit Planning / TDP UPWP & Fiscal/Grant	0		0		0		0		289	0												289				
7	Management/oversight & Audit	0		0		0		0		0	0												0				
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	205		300		0		0		0	160												665				
13	MPO Management and Operations	185		200		133		0		0	300												818				
Totals		665		1900		133		1089		760													4,537				
% Hours Devoted to MPO Planning		35.00%		100.00%		7.00%		57.84%		40.00%																	

Chapel Hill FTA 5307- Table 2		Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Director Litchfield	Admin Surv Mgr 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 Cecll	Operation Supvrs	Operatio n Supvrs	Tot Staff Hours
1	Monitoring/Surveillance Data Collection &	17.8%	0.0%	0.0%	0.0%	0.0%	0.0%	35%	0%	0%	0%	100%	#DIV/0!	46%	34.8%
	Travel Model Updates & Survey Activities (including base year, intermate years and Horizon model data)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%
2	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%	0%	#DIV/0!	0%	0.0%
3	Congestion Management Process - CMP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%
4	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%
5	Short-Range Transit Planning / TDP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55%	0%	0%	0%	0%	#DIV/0!	0%	0.0%
6	UPWP & Fiscal/Grant														6.0%
7	Management/oversight & Audit	0.0%	0.0%	7.5%	0.0%	0.0%	0.0%	0%	0%	15%	0%	0%	#DIV/0!	0%	2.4%
8	TIP/SPOT/Mobility Funds/ Loop	0.0%	0.0%	7.5%	0.0%	0.0%	0.0%	0%	0%	15%	0%	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%	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%	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%	100%	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%	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%	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%	100.0%	#DIV/0!	100.0%	100.0%

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

Table T-1 : Transit Agencies FTA Planning Funds

No.	Task/Project	FTA 5303 Funding			FTA 5307 Funding			Total 5307	Total 5303 & 5307
		CHT	DATA	total 5303	CHT	DATA	TIA		
1	Data Collection & Monitoring/Surveillance	1,550	1,565	3,115	940	52,784	0	53,724	56,839
2	Travel Model Updates & Survey Activities (including base year, intermediate years and Horizon model data)	0	0	0	0	0	0	0	0
3	Long Range Planning & MTP/CTP/Collector Street Planning/TDM	1,200	0	1,200	0	107,540	0	107,540	108,740
4	Congestion Management Process - CMP	25	0	25	0	0	0	0	25
5	Air Quality Planning & Conformity	0	0	0	0	0	0	0	0
6	Short Range Transit Planning / TDP	299	0	299	163	100,578	0	100,741	101,040
7	UPWP & Fiscal/Grant Management/oversight & Audit	0	0	0	65	0	0	65	65
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0	0	0	65	9,689	0	9,754	9,754
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Ping for Elderly	0	0	0	353	3,504	0	3,857	3,857
10	Safety Ping/Drug Control Ping & Private Sector participation	0	0	0	55	0	0	55	55
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	74	9,368	0	9,442	9,442
12	Special Studies & State/Regional Coordination	665	0	665	159	0	0	159	824
13	MPO Management and Operations	818	0	818	829	22,881	0	23,710	24,528
Totals		\$4,557	\$1,565	\$6,122	\$2,703	\$306,344	\$0	\$309,047	\$315,169

X. 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.

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

(G) National Performance goals:

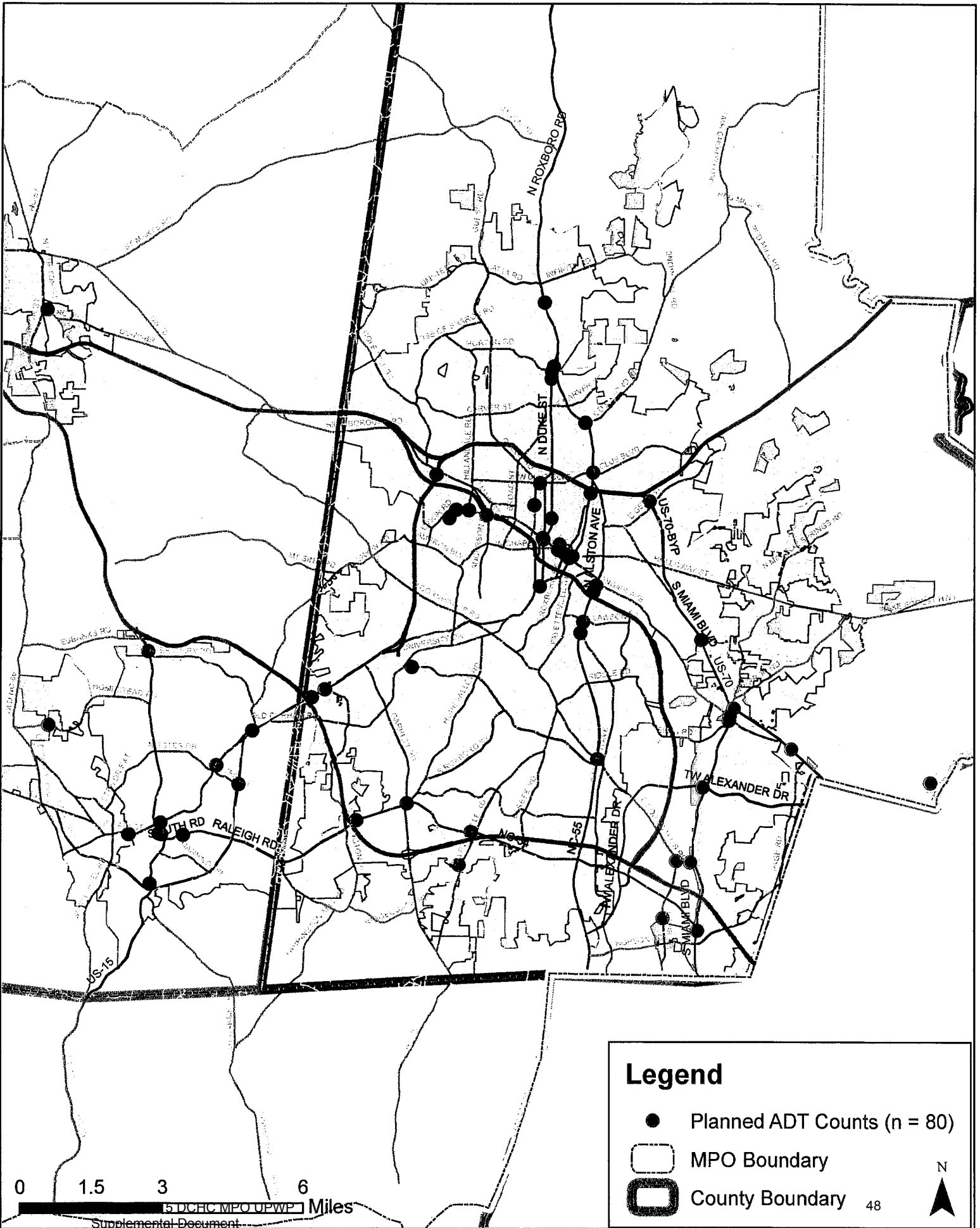
1. Safety (new safety requirements for all FTA recipients)
2. State of good repair –infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement & economic vitality
6. Environmental sustainability
7. Project delivery

(H) Optional Scenario Development:

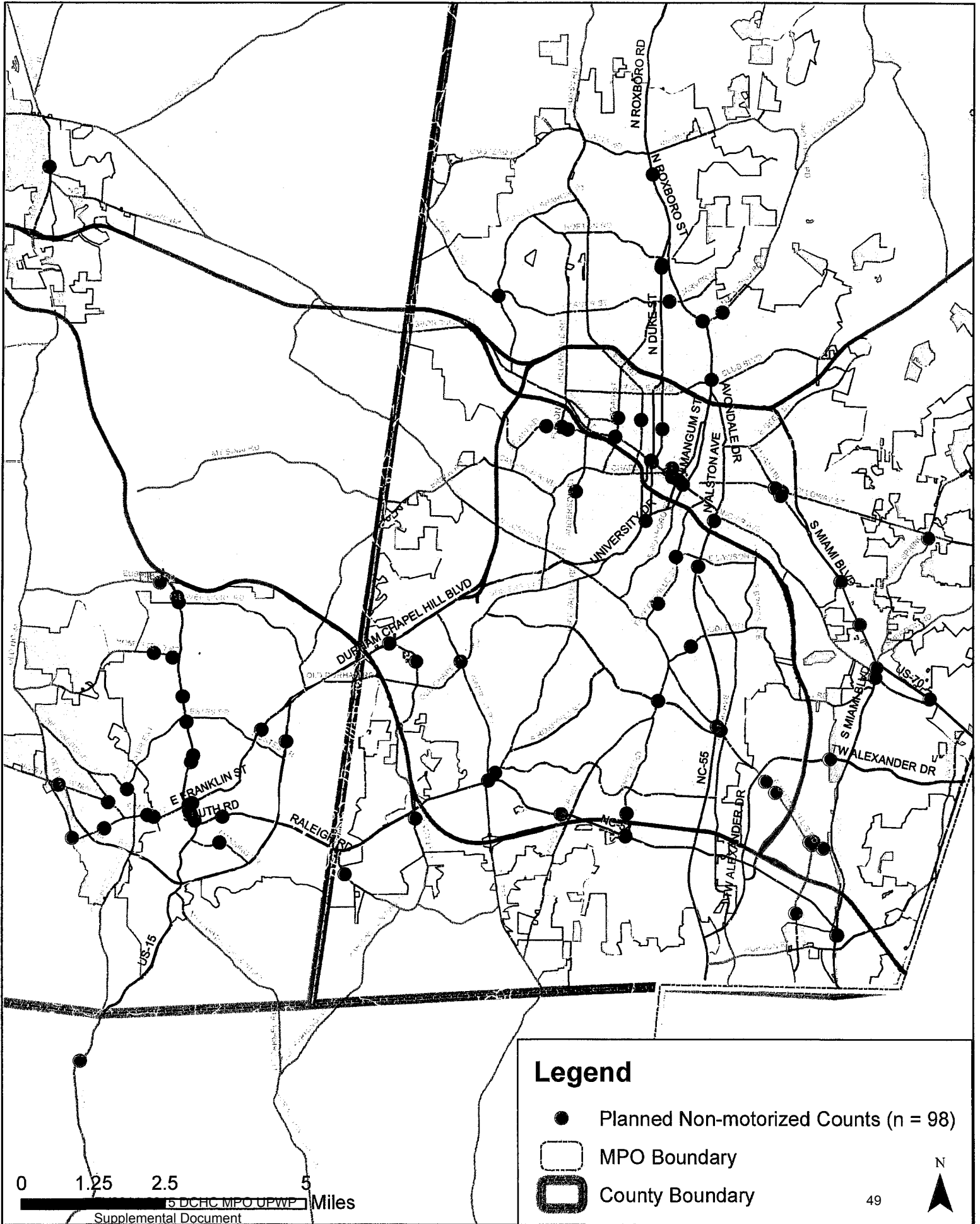
1. In general — A metropolitan planning organization may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan, in accordance with subparagraph (B).
2. Recommended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

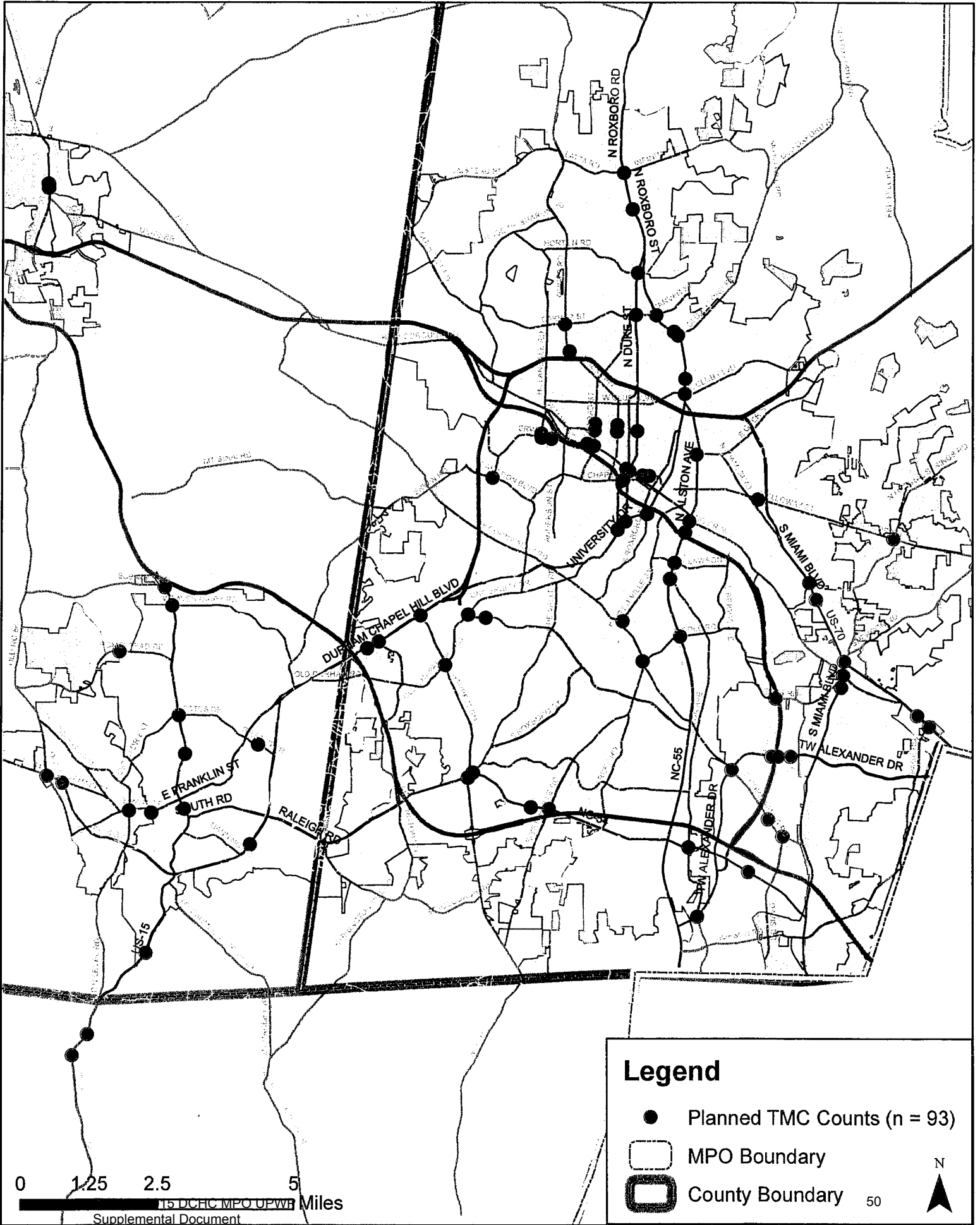
FY2015 Data Collection Plan (ADT)



FY2015 Data Collection Plan (Nonmotorized)



FY2015 Data Collection Plan (TMC)



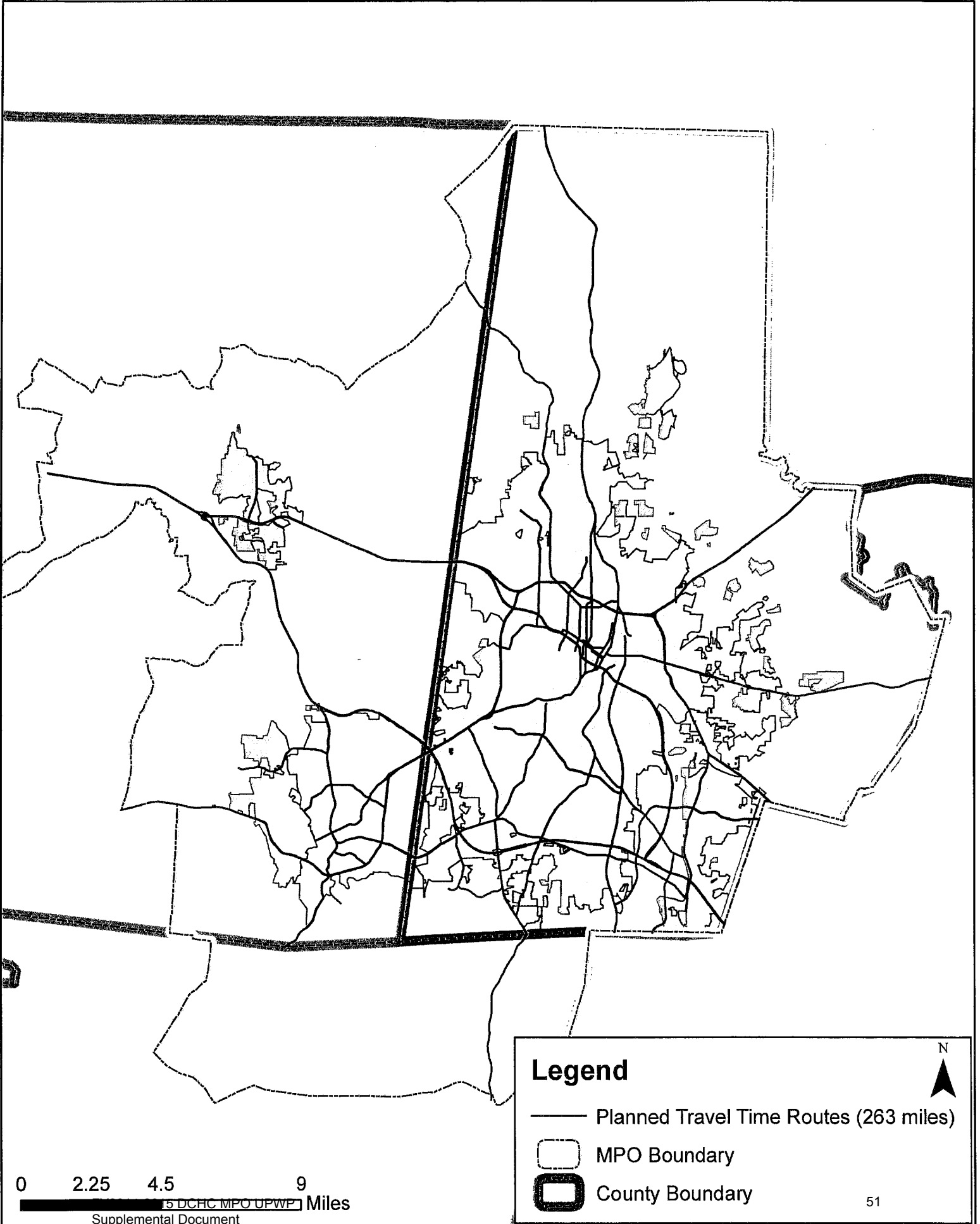
Legend

- Planned TMC Counts (n = 93)
- MPO Boundary
- ▭ County Boundary

0 1.25 2.5 5 Miles
 15 DC/HC MPO UPWR
 Supplemental Document

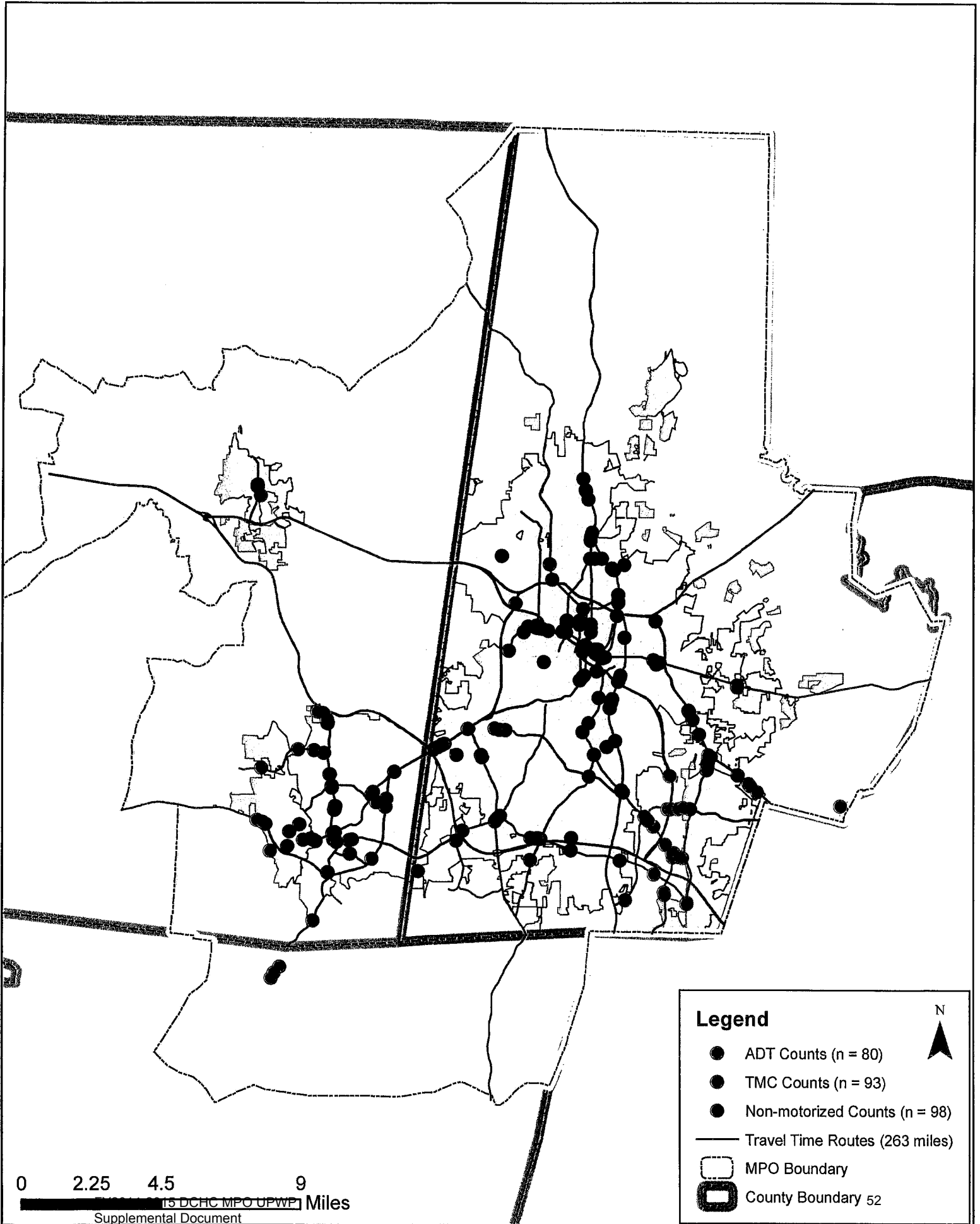


FY2015 Data Collection Plan (Travel Time)



FY2015 Data Collection Plan

TAC 3/12/2014 Attachment 8A





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"/>

FFY 2013 Title VI Review

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

**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.

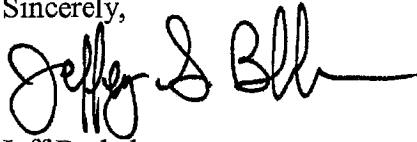
A parking plan would help address Goal 5 of the 2040 Metropolitan Transportation Plan, Integration of Land Use and Transportation, specifically Objectives 5c and 5e. It will help the Town identify implementation strategies that can lead to a more efficient transportation system.

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". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

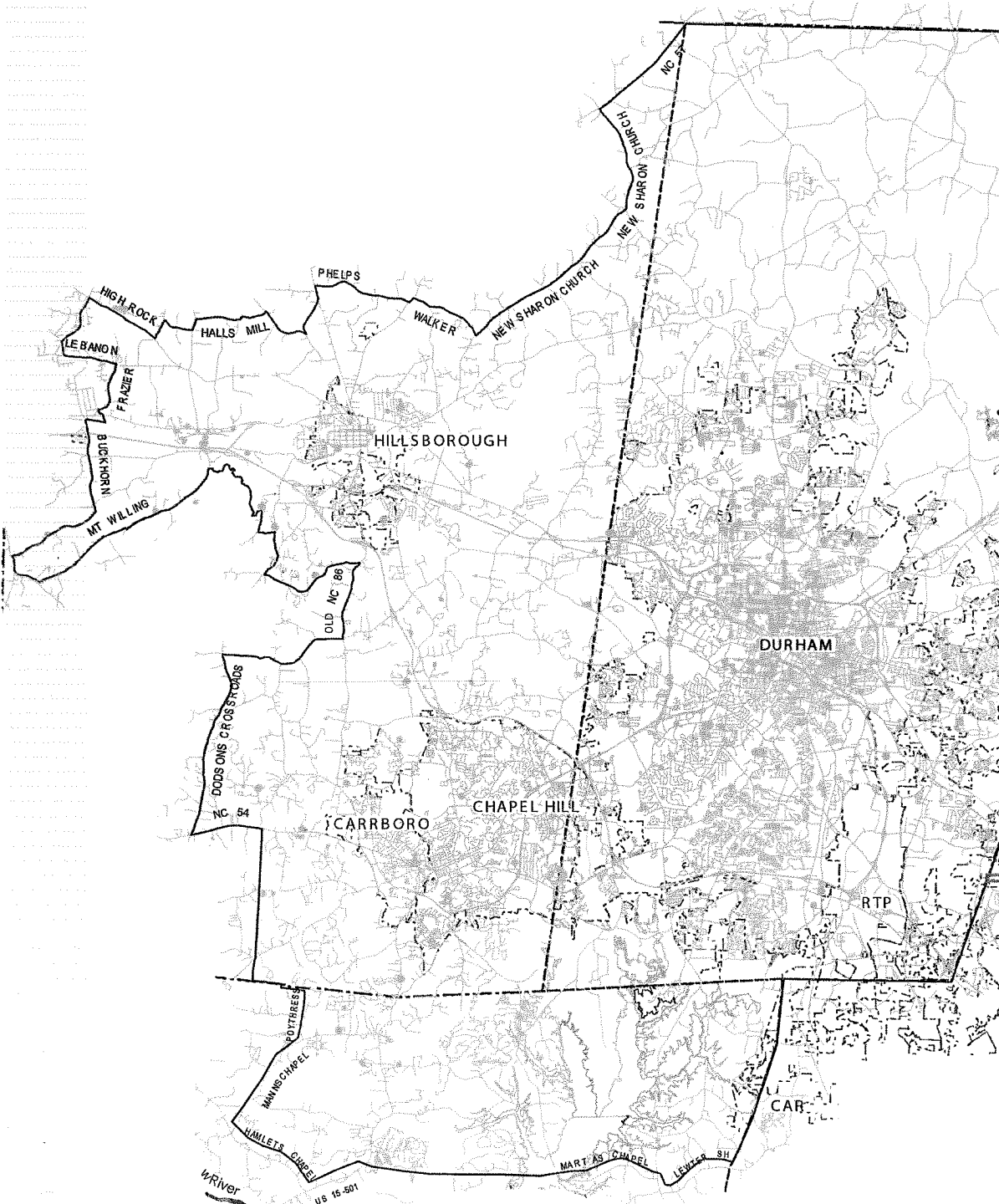
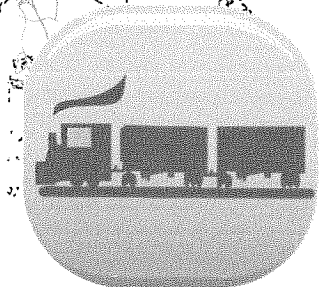
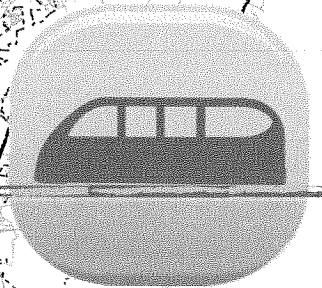
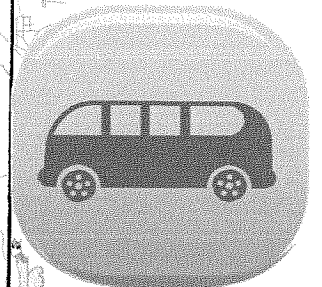
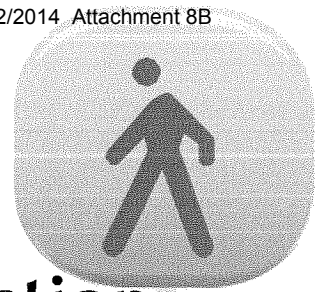
Jeff Brubaker
Transportation Planner
Town of Carrboro

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

Metropolitan Planning Self-Certification Process

Self-Certification Checklist

9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. MAP-21 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- a. Did the public participate in the development of the PIP?
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?
- MAP-21
- a. How _____
 - b. Why not _____

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.

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 Areas of the FY 2015 UPWP

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

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

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

	Federal	State	Local	Total
Non-Federal			\$215,000	\$215,000
PL/STP-DA (FHWA)	\$2,207,996		\$551,999	\$2,759,995
FTA 5303	\$301,104	\$37,638	\$37,638	\$376,380
FTA 5307	\$1,212,694	\$151,587	\$151,587	\$1,515,868
FTA 5309	\$210,000	\$26,250	\$26,250	\$262,500
Total	\$3,931,794	\$215,475	\$982,474	\$5,129,743

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	\$146,954				\$146,954
Chapel Hill	\$175,675	\$147,541			\$323,216
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		\$153,563	\$245,073		\$398,636
TTA			\$684,000		\$684,000
Total	\$2,207,996	\$301,104	\$1,212,694	\$210,000	\$3,931,794
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.

Development Schedule

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.

MPO Funds Distribution by Agency MPO Summary		Durham-Chapel Hill-Carrboro Urban Area FY 2014-2015 Unified Planning Work Program Funding Distribution by Agency & Funding Sources														MPO Summary 3/4/2014 21:41		
		SPR		STP-DA		Section 104(f)		Section 5303		Section 5307		Section 5309		Task Funding Summary		Federal	Total	
		Highway	Local	Local	Sec. 133(b)(3)(7)	Local	PL	Local	NCDOT	FTWA	Local	NCDOT	FTWA	Local	NCDOT			FTWA
NCDOT	Transit	Local	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%	NCDOT	Federal		
Durham			47,720	190,880	0	0	0	0	0	0	0	0	0	0	47,720		190,880	
Carrboro			36,739	146,954	0	0	0	0	0	0	0	0	0	0	36,739		146,954	
Chapel Hill			43,919	175,675	0	0	16,665	133,323	0	0	0	0	0	0	60,384	16,665	308,998	
Orange County			11,062	44,248	0	0	0	0	0	0	0	0	0	0	11,062		44,248	
TICOG			13,750	55,000	0	0	0	0	0	0	0	0	0	0	13,750		55,000	
TTA			\$215,000	0	0	0	0	0	0	85,500	85,500	684,000	0	0	300,500	85,500	1,070,000	
CHT			0	0	0	0	0	0	0	35,453	35,453	283,621	26,250	210,000	61,703	493,621	617,027	
DATA			0	0	0	0	0	0	0	19,195	19,195	153,563	30,634	245,075	49,830	398,638	498,298	
Durham County			12,029	48,115											12,029		48,115	
LPA			302,508	1,210,034	84,273	337,090									386,781		1,547,124	
NCDOT			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals			\$0	\$215,000	\$467,727	\$1,870,907	\$84,273	\$35,861	\$35,861	\$55,861	\$151,587	\$151,587	\$1,212,696	\$26,250	\$26,250	\$213,698	\$3,917,579	\$5,111,974

Durham-Chapel Hill-Carrboro Urban Area
FY 2014-2015 Unified Planning Work Program
Proposed Funding Source Tables - FHWA/FTA Funds
MPO Summary (FHWA/FTA Funds) **MPO Summary**
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Task Description	Sec. 1040 PL					Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary						
	SPR Highway NCDOT 20%	Local Transit 100	STP-DA 133(b)(3)(7)		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
			Local 20%	FHWA 80%			Local 10%	NCDOT 10%													
III A Surveillance of Change																					
1 Traffic Volume Counts	0	0	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	0	0	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	0	0	552	2,209	0	0	0	0	0	0	0	0	0	0	0	0	0	552	-	2,209	2,762
4 Traffic Accidents	0	0	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	0	125,000	300	1,200	0	7,933	63,463	6,888	6,888	53,103	0	0	0	0	0	0	140,121	14,821	119,765	274,706	
6 Dwelling Unit, Pop. & Emp. Change	0	0	6,988	27,953	1,250	5,000	0	0	0	0	0	0	0	0	0	0	8,238	-	32,953	41,192	
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Vehicle Occupancy Rates	0	0	21,606	86,423	0	0	0	0	0	0	0	0	0	0	0	0	0	21,606	-	86,423	108,029
9 Travel Time Studies	0	0	17,348	69,392	5,000	20,000	4,918	39,344	1,376	1,376	11,007	0	0	0	0	0	28,642	6,294	139,743	174,679	
10 Mapping	0	0	309	1,234	0	0	0	0	0	0	0	0	0	0	0	0	309	-	1,234	1,543	
11 Central Area Parking Inventory	0	0	454	1,815	0	0	0	0	0	0	0	0	0	0	0	0	454	-	1,815	2,268	
12 Bike & Ped. Facilities Inventory	0	0	11,067	44,267	0	0	0	0	0	0	0	0	0	0	0	0	11,067	-	44,267	55,334	
III B Long Range Transp. Plan																					
1 Collection of Base Year Data	0	0	9,442	37,769	0	0	0	0	0	0	0	0	0	0	0	0	9,442	-	37,769	47,211	
2 Collection of Network Data	0	0	1,237	4,948	0	0	0	0	0	0	0	0	0	0	0	0	1,237	-	4,948	6,185	
3 Travel Model Updates	0	90,000	49,556	198,223	0	0	0	0	0	0	0	0	0	0	0	0	139,556	-	198,223	337,779	
4 Travel Surveys	0	0	26,345	105,382	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	0	0	17,479	69,917	0	0	3,783	30,260	0	0	0	0	0	0	0	0	21,262	3,783	100,177	125,222	
6 Community Goals & Objectives	0	0	73	290	0	0	0	0	0	0	0	0	0	0	0	0	73	-	290	363	
7 Forecast of Future Travel Patterns	0	0	7,625	30,499	0	0	0	0	0	0	0	0	0	0	0	0	7,625	-	30,499	38,124	
8 Capacity Efficiency Analysis	0	0	10,297	41,187	0	0	0	0	0	0	0	0	0	0	0	0	10,297	-	41,187	51,483	
9 Highway Element of th L RTP	0	0	2,732	10,930	0	0	0	0	0	0	0	0	0	0	0	0	2,732	-	10,930	13,662	
10 Transit Element of the L RTP	0	0	7,861	31,443	0	0	326	2,610	483	483	3,862	0	0	0	0	0	8,670	809	37,915	47,594	
11 Bicycle & Ped. Element of the L RTP	0	0	53,953	215,812	0	0	694	694	5,552	0	0	0	0	0	0	0	54,647	694	221,364	276,705	
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	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	0	0
14 Rail, Water or other mode of L RTP	0	0	733	2,931	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	0	0
16 Financial Planning	0	0	9,692	38,767	4,850	19,400	153	153	1,220	0	0	0	0	0	0	0	35,811	35,811	286,487	398,109	
17 Congestion Management Strategies	0	0	1,359	5,436	0	0	0	0	0	0	0	0	0	0	0	0	1,359	-	5,436	6,795	
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III C Short Range Transit Planning																					
1 Short Range Transit Planning	0	0	1,492	5,970	0	0	3,426	3,426	27,409	10,682	10,682	85,458	0	0	0	0	15,601	14,108	118,536	148,546	
III-A Planning Work Program																					
1 Planning Work Program	0	0	4,325	17,299	10,000	40,000	0	0	0	248	248	1,985	0	0	0	0	14,573	248	59,285	74,106	
III-B Transp. Improvement Plan																					
1 Transp. Improvement Plan	0	0	5,426	21,702	5,000	20,000	632	632	5,219	1,217	1,217	9,737	0	0	0	0	12,295	1,869	56,658	70,822	
III-C Cvi Rtg. Cmp./Otr. Reg. Reqs.																					
1 Title VI	0	0	2,239	8,957	2,500	10,000	326	326	2,610	350	350	2,803	0	0	0	0	5,416	677	24,370	30,463	
2 Environmental Justice	0	0	1,623	6,491	1,250	5,000	0	0	0	248	248	1,982	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	0	0
4 Planning for the Elderly & Disabled	0	0	73	290	0	0	0	0	0	248	248	1,982	0	0	0	0	248	248	1,982	2,477	
5 Safety/Drug Control Planning	0	0	1,075	4,299	2,000	8,000	0	0	0	893	893	7,147	0	0	0	0	966	893	7,437	9,297	
6 Public Involvement	0	0	3,376	13,506	5,875	23,500	326	326	2,610	250	250	2,004	0	0	0	0	3,325	250	14,303	17,879	
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	1,137	1,137	9,096	0	0	0	0	10,715	1,463	48,711	60,889	
III-D Incidental Plng./Project Dev.																					
1 Transportation Enhancement Prog.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Enviric. Analysis & Pre-TIP Plng.	0	0	7,988	31,951	0	0	0	0	0	0	0	0	0	0	0	0	7,988	-	31,951	39,939	
3 Special Studies	0	0	78,068	312,272	0	0	1,161	1,161	9,288	85,500	85,500	684,000	26,250	26,250	210,000	210,000	190,979	112,911	1,215,560	1,519,450	
4 Regional or Statewide Planning	0	0	19,921	79,685	2,375	9,500	1,686	1,686	13,486	900	900	7,200	0	0	0	0	24,882	2,586	109,871	137,339	
III-E Management & Operations																					
1 Management & Operations	0	0	63,605	254,421	44,173	176,690	9,937	9,937	79,500	6,143	6,143	49,143	0	0	0	0	123,838	16,080	559,754	699,693	
Totals	\$0	\$215,000	\$467,727	\$1,870,907	\$84,273	\$337,090	\$35,861	\$35,861	\$286,886	\$151,587	\$151,587	\$1,212,696	\$26,250	\$26,250	\$210,000	\$26,250	\$980,697	\$213,698	\$3,917,379	\$5,113,974	

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)**

MPO Summary
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Task Description	Chapel Hill			Carrboro			Orange			TJCOG			Durham			Dur Cnty			LPA			MPO				
	Local 20%	FRWA 80%	Total 100%	Local 20%	FRWA 80%	Total 100%	Local 20%	FRWA 80%	Total 100%	Local 20%	FRWA 80%	Total 100%	Local 20%	FRWA 80%	Total 100%	Local 20%	FRWA 80%	Total 100%	Local 20%	FRWA 80%	Total 100%	Local 20%	FRWA 80%	Total 100%		
Composite Agencies Summary Tables (PL/STP-DA)																										
II A Surveillance of Change	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	
II A Traffic Volume Counts	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	
II A Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II A Street System Changes	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	
II A Traffic Accidents	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	
II A Transit System Data	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	
II A Dwelling Unit, Pop. & Emp. Change	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	
II A Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II A Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II A Travel Time Studies	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	
II A Mapping	6,055	24,218	30,273	482	1,929	2,411	580	2,320	2,900	2,411	845	1,056	259	1,036	1,295	14,761	59,043	73,804	22,348	89,932	111,739	11,739	89,932	108,029		
II A Central Area Parking Inventory	69	274	343	0	0	0	0	0	0	0	0	0	0	0	0	240	960	1,200	1,234	1,543	1,543	1,543	1,543	1,543		
II A Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	454	1,815	2,268	454	1,815	2,268	454	1,815	2,268		
II A Bike & Ped. Counts	0	0	0	1,200	4,800	6,000	0	0	0	0	0	0	0	0	0	9,867	39,467	49,334	11,067	44,267	55,334	11,067	44,267	55,334		
II B Long Range Transp. Plan																										
II B Collection of Base Year Data	0	0	0	253	1,012	1,265	975	3,900	4,874	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II B Collection of Network Data	0	0	0	218	871	1,089	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II B Travel Model Updates	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	
II B Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II B Forecast of Data to Horizon year	3,377	14,308	17,885	471	1,884	2,354	975	3,900	4,874	0	0	0	0	0	0	2,147	8,389	10,736	3,476	13,902	17,378	34,169	17,479	69,917	87,397	
II B Community Goals & Objectives	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	
II B Forecast of Future Travel Patterns	970	3,878	4,848	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II B Capacity Deficiency Analysis	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	
II B Highway Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	880	3,520	4,400	0	0	0	0	0	0	0	
II B Transit Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	880	3,520	4,400	4,897	19,588	24,485	0	0	0	0	
II B Bicycle & Ped. Element of the LRTP	17,069	68,275	85,344	0	0	0	0	0	0	0	0	0	0	0	0	31,880	127,520	159,400	0	0	0	0	0	0	0	
II B Airport/Aviation Element of LRTP	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	
II B Collector Street Element of LRTP	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	
II B 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	0	0	0	0	0	0	0	
II B Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II B Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II B Congestion Management Strategies	3,470	13,880	17,350	109	456	565	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II B Air Qual. Planning/Conformity Anal.	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	
II C Short Range Transit Planning																										
II C Short Range Transit Planning	0	0	0	327	1,307	1,634	1,166	4,663	5,828	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
II C Planning Work Program	305	1,220	1,525	327	1,307	1,634	392	1,568	1,960	0	0	598	2,394	2,992	267	1,067	1,333	12,436	49,744	62,180	14,325	57,999	71,624	71,624		
II C Transp. Improvement Plan	305	1,220	1,525	436	1,743	2,179	756	2,946	3,682	0	0	2,640	10,560	13,200	0	0	0	6,508	25,234	31,542	10,426	41,702	52,128	52,128		
III C Civil Rgts. Cmp./Otr. Reg. Reqs.																										
III C Title VI	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	
III C Environmental Justice	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	
III C Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
III C Planning for the Elderly & Disabled	0	0	0	73	290	363	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
III C Safety/Drag Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
III C Public Involvement	0	0	0	272	1,087	1,359	0	0	0	0	0	722	2,886	3,608	0	0	0	0	0	0	0	0	0	0	0	
III C Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
III D Incidental Ping/Project Dev.																										
III D Transportation Enhancement Ping.	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	
III D Enviro. Analysis & Pre-TIP Ping.	3,470	13,880	17,350	0	0	0	0	0	0	0	0	0	0	0	0	3,344	13,376	16,720	0	0	0	0	0	0	0	
III D Special Studies	1,785	7,139	8,923	30,503	122,013	152,516	198	792	990	0	0	0	0	0	0	1,170	4,682	5,852	44,412	177,647	222,059	78,068	312,272	390,340		
III D Regional or Statewide Planning	1,220	4,880	6,100	0	0	0	656	2,543	3,179	13,750	55,000	68,750	774	3,098	3,872	817	3,267	4,084	5,099	20,397	25,497	22,296	89,185	111,482		
III E Management & Operations																										
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	9,594	11,880	974	3,896	4,870	92,673	370,692	463,365	107,778	431,111	538,887	538,887		
Totals	43,919	175,675	219,594	36,759	146,954	183,693	11,062	44,248	55,310	13,750	55,000	68,750	47,720	238,600	12,029	48,115	60,143	386,781	1,547,124	1,933,905	551,999	2,407,997	2,959,984	2,959,984		

NOTE: Section 9 carryover funds are not refiled (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								
		03/04/14								
	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									
II A	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	6,988	27,953	34,942	1,250	5,000	6,250	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	17,348	69,392	86,739	5,000	20,000	25,000	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	11,067	44,267	55,334	0	0	0	11,067	44,267	55,334
II B	Long Range Transp. Plan									
II B	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 the 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	9,692	38,767	48,459	4,850	19,400	24,250	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									
II C	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	4,325	17,299	21,624	10,000	40,000	50,000	14,325	57,299	71,624
III-B	Transp. Improvement Plan	5,426	21,702	27,128	5,000	20,000	25,000	10,426	41,702	52,128
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
III-C	1 Title VI	2,239	8,957	11,197	2,500	10,000	12,500	4,739	18,957	23,697
	2 Environmental Justice	1,623	6,491	8,114	1,250	5,000	6,250	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	1,075	4,299	5,374	2,000	8,000	10,000	3,075	12,299	15,374
	6 Public Involvement	3,376	13,506	16,882	5,875	23,500	29,375	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.									
III-D	1 Transportation Enhancement Plng.	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	19,921	79,685	99,607	2,375	9,500	11,875	22,296	89,185	111,482
III- E	Management & Operations									
1	Management & Operations	63,605	254,421	318,027	44,173	176,690	220,863	107,778	431,111	538,889
Totals		467,727	1,870,907	2,338,633	84,273	337,090	421,363	551,999	2,207,997	2,759,996

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II-A: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to feed into various MPO technical analyses such as modeling, Metropolitan Transportation Plan update, Congestion Management Process, project development, Title 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								

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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.

FY 2015 UPWP DCHC MPO Task Description and Summary Narrative

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

FY 2015 UPWP DCHC MPO Task Description and Summary Narrative

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

FY 2015 UPWP DCHC MPO Task Description and Summary Narrative

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

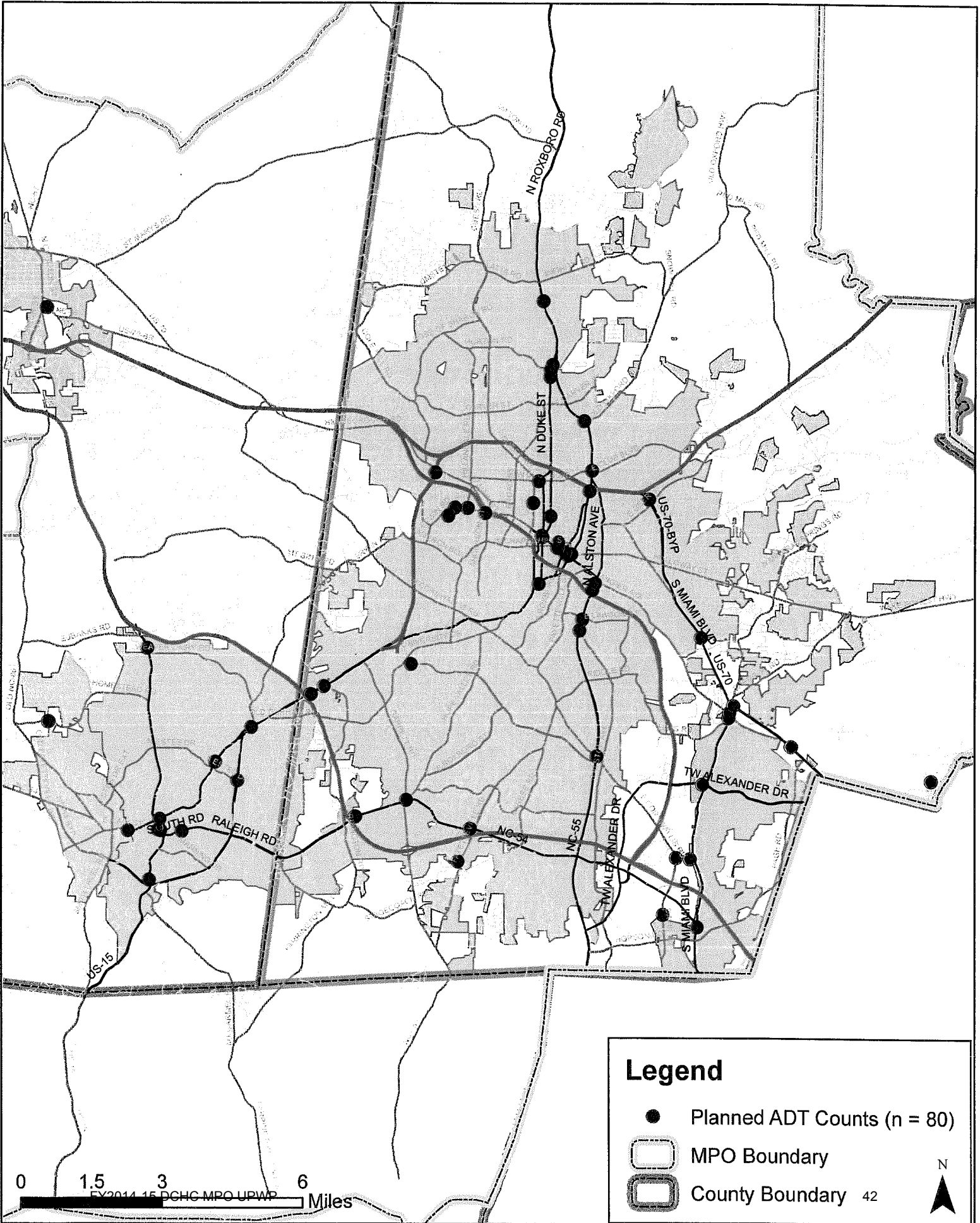
The thrust of this work program is to assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C 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

FY 2015 UPWP DCHC MPO Task Description and Summary Narrative

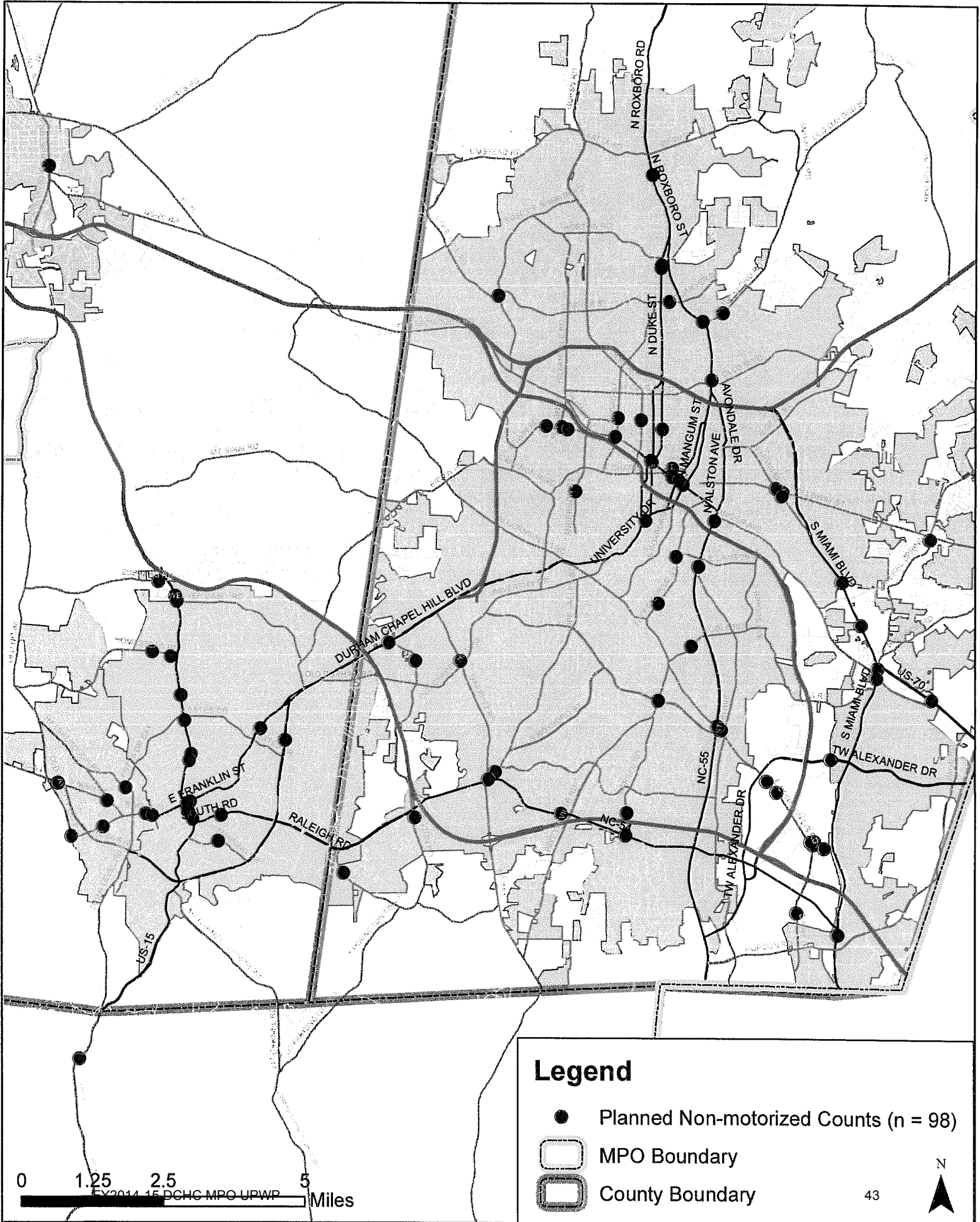
oversight of and reporting on the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. Proposed tasks include but are not limited to:

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.

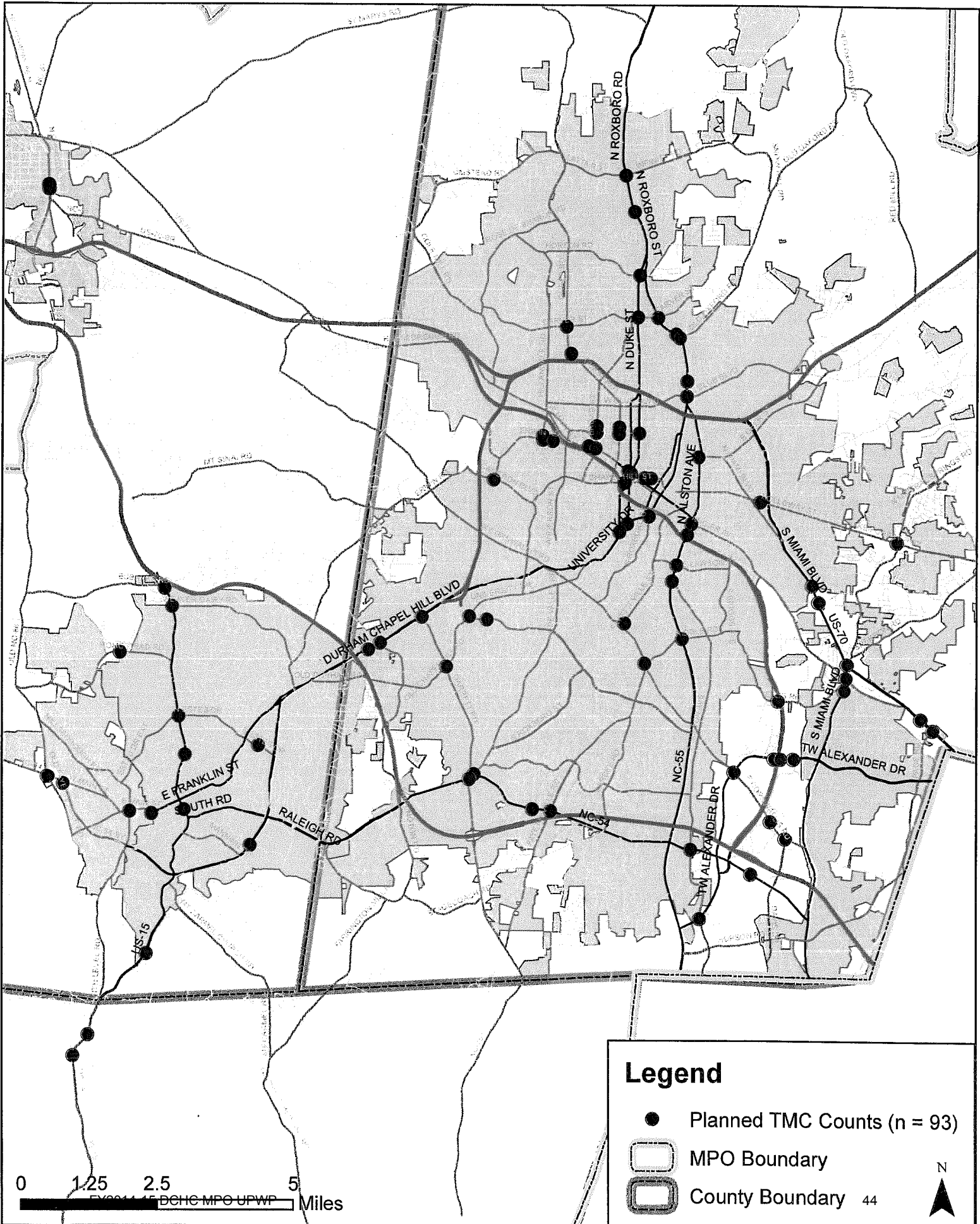
FY2015 Data Collection Plan (ADT)



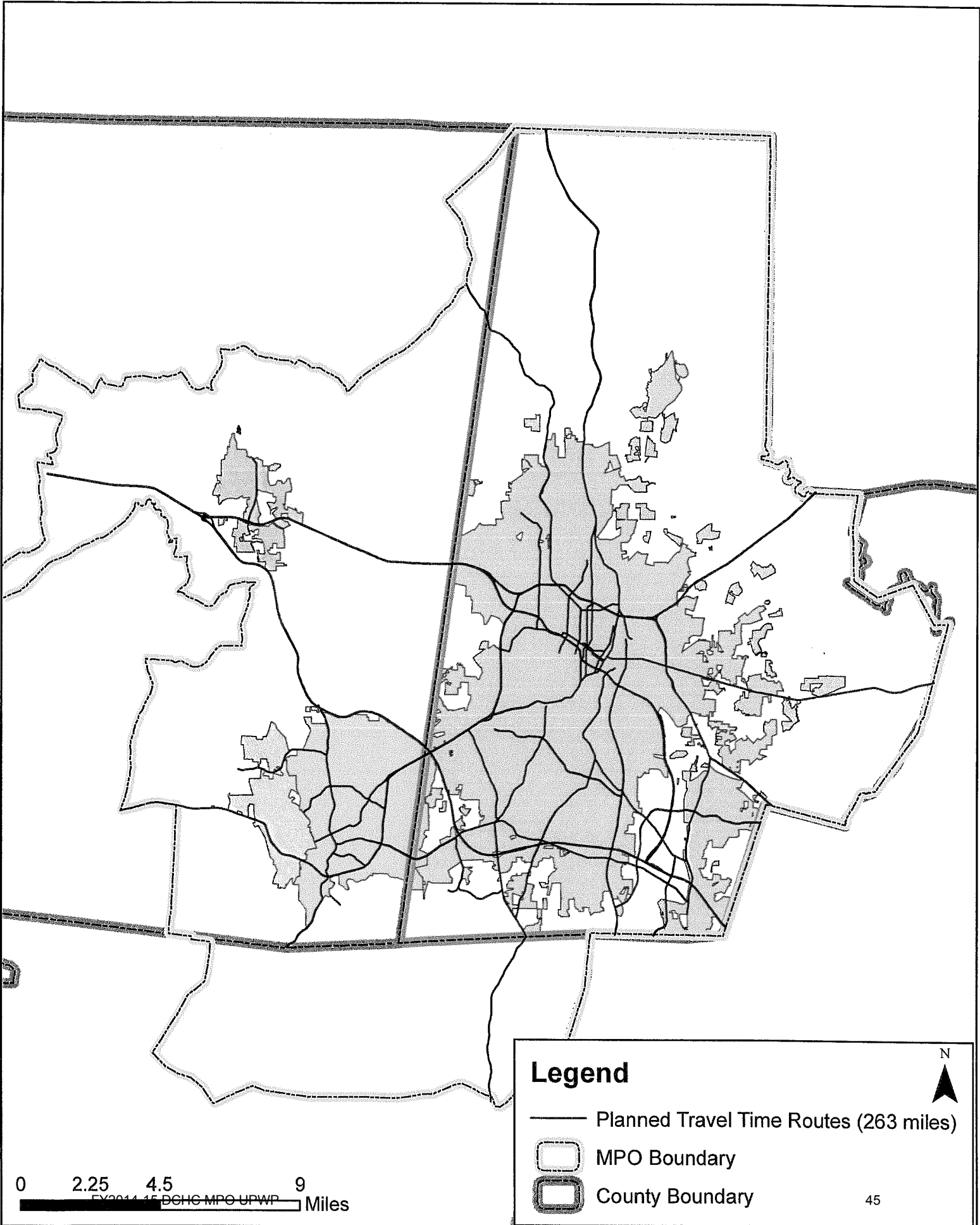
FY2015 Data Collection Plan (Nonmotorized)



FY2015 Data Collection Plan (TMC)

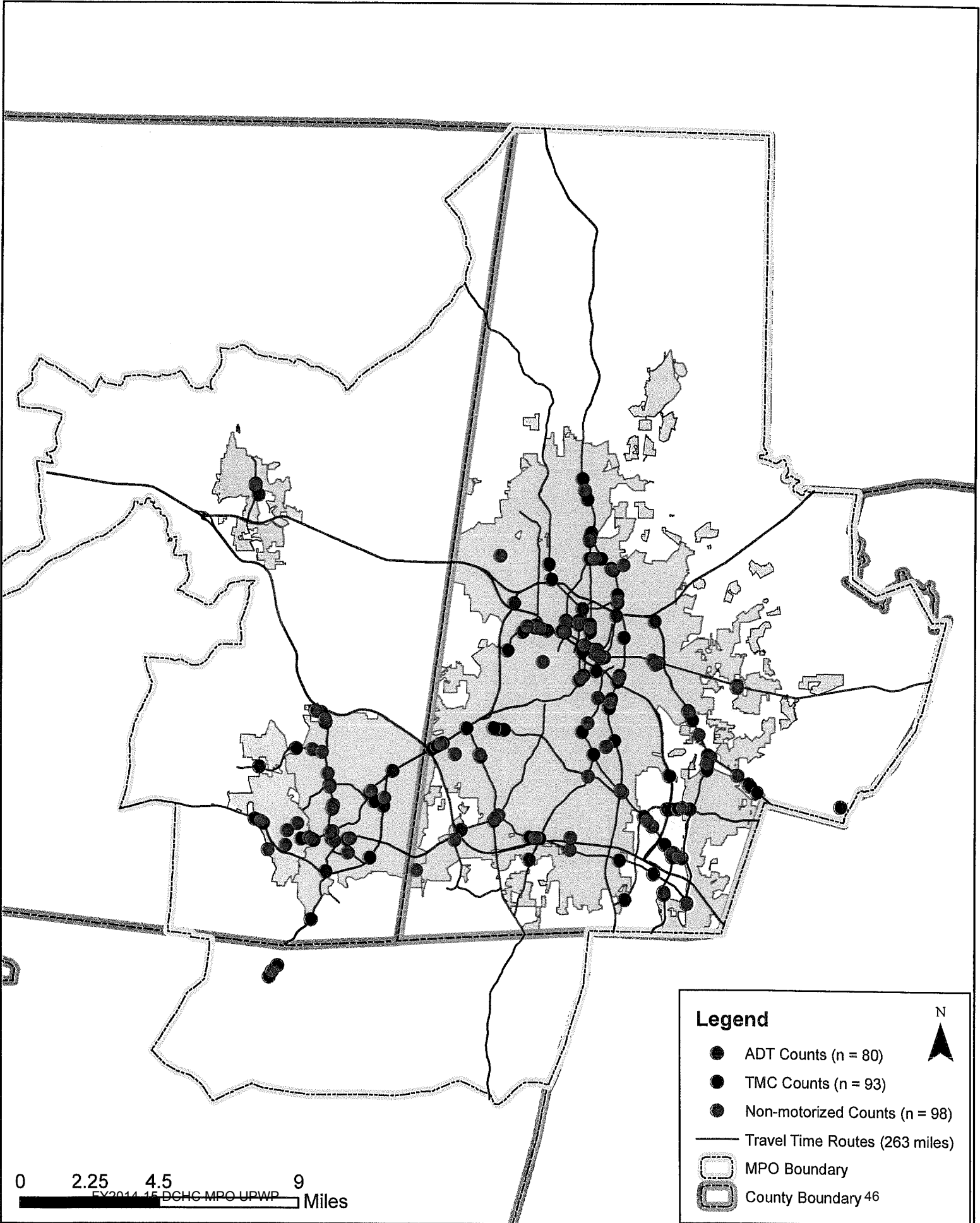


FY2015 Data Collection Plan (Travel Time)



FY2015 Data Collection Plan

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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"/>

FFY 2013 Title VI Review

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"/>
○ 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"/>
○ 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"/>
○ 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

TAC 3/12/2014 Attachment 8B

July 1, 2014 to June 30, 2019

	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 Grant monitoring and audit	UPWP financial management Grant monitoring and audit	UPWP financial management Grant monitoring and audit	UPWP financial management Grant monitoring and audit	UPWP financial management 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

DCHC MPO 5-Year Unified Planning Work Program

TAC 3/12/2014 Attachment 8B

July 1, 2014 to June 30, 2019

	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

**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
		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

DCHC MPO 5-Year Unified Planning Work Program

TAC 3/12/2014 Attachment 8B

July 1, 2014 to June 30, 2019

	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

DCHC MPO 5-Year Unified Planning Work Program

TAC 3/12/2014 Attachment 8B

July 1, 2014 to June 30, 2019

	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
	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)

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

Lead Planning Agency -LPA

FY	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	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%	25%	25%		
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	17,731	\$70,923	\$0	\$0	0	0	0	0	0	0	0	0	17,731	-	70,923	-	88,654
II A	2 Vehicle Miles of Travel	\$2,416	\$9,665	\$0	\$0	0	0	0	0	0	0	0	0	2,416	-	9,665	-	12,081
II A	3 Street System Changes	\$552	\$2,209	\$0	\$0	0	0	0	0	0	0	0	0	552	-	2,209	-	2,762
II A	4 Traffic Accidents	\$1,362	\$5,446	\$0	\$0	0	0	0	0	0	0	0	0	1,362	-	5,446	-	6,808
II A	5 Transit System Data	\$300	\$1,200	\$0	\$0	0	0	0	0	0	0	0	0	300	-	1,200	-	1,500
II A	6 Dwelling Unit, Pop. & Emp. Change	\$5,337	\$21,346	\$1,250	\$5,000	0	0	0	0	0	0	0	0	6,587	-	26,346	-	32,933
II A	7 Air Travel	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
II A	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
II A	9 Travel Time Studies	\$21,606	\$86,423	\$0	\$0	0	0	0	0	0	0	0	0	21,606	-	86,423	-	108,029
II A	10 Mapping	\$9,761	\$39,043	\$5,000	\$20,000	0	0	0	0	0	0	0	0	14,761	-	59,043	-	73,804
II A	11 Central Area Parking Inventory	\$240	\$960	\$0	\$0	0	0	0	0	0	0	0	0	240	-	960	-	1,200
II A	12 Bike & Ped. Facilities Inventory	\$454	\$1,815	\$0	\$0	0	0	0	0	0	0	0	0	454	-	1,815	-	2,268
II A	13 Bike & Ped. Counts	\$9,867	\$39,467	\$0	\$0	0	0	0	0	0	0	0	0	9,867	-	39,467	-	49,334
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	\$8,214	\$32,857	\$0	\$0	0	0	0	0	0	0	0	0	8,214	-	32,857	-	41,071
II B	2 Collection of Network Data	\$1,019	\$4,076	\$0	\$0	0	0	0	0	0	0	0	0	1,019	-	4,076	-	5,096
II B	3 Travel Model Updates	\$49,556	\$198,223	\$0	\$0	0	0	0	0	0	0	0	0	49,556	-	198,223	-	247,779
II B	4 Travel Surveys	\$26,345	\$105,382	\$0	\$0	0	0	0	0	0	0	0	0	26,345	-	105,382	-	131,727
II B	5 Forecast of Data to Horizon year	\$6,834	\$27,335	\$0	\$0	0	0	0	0	0	0	0	0	6,834	-	27,335	-	34,169
II B	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
II B	7 Forecast of Future Travel Patterns	\$6,655	\$26,621	\$0	\$0	0	0	0	0	0	0	0	0	6,655	-	26,621	-	33,276
II B	8 Capacity Deficiency Analysis	\$10,297	\$41,187	\$0	\$0	0	0	0	0	0	0	0	0	10,297	-	41,187	-	51,483
II B	9 Highway Element of the LRTP	\$1,852	\$7,410	\$0	\$0	0	0	0	0	0	0	0	0	1,852	-	7,410	-	9,262
II B	10 Transit Element of the LRTP	\$2,084	\$8,335	\$0	\$0	0	0	0	0	0	0	0	0	2,084	-	8,335	-	10,419
II B	11 Bicycle & Ped. Element of the LRTP	\$5,004	\$20,017	\$0	\$0	0	0	0	0	0	0	0	0	5,004	-	20,017	-	25,021
II B	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
II B	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
II B	14 Rail, Water or other mode of LRTP	\$733	\$2,931	\$0	\$0	0	0	0	0	0	0	0	0	733	-	2,931	-	3,663
II B	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
II B	16 Financial Planning	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
II B	17 Congestion Management Strategies	\$6,113	\$24,452	\$4,850	\$19,400	0	0	0	0	0	0	0	0	10,963	-	43,852	-	54,815
II B	18 Air Qual. Planning/Conformity Anal.	\$1,339	\$5,456	\$0	\$0	0	0	0	0	0	0	0	0	1,339	-	5,456	-	6,795
III C	Short Range Transit Planning																	
III C	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
III-A	Planning Work Program																	
III-A	1 Planning Work Program	\$2,436	\$9,744	\$10,000	\$40,000	0	0	0	0	0	0	0	0	12,436	-	49,744	-	62,180
III-B	Transp. Improvement Plan																	
III-B	1 Transp. Improvement Plan	\$1,308	\$5,234	\$5,000	\$20,000	0	0	0	0	0	0	0	0	6,308	-	25,234	-	31,542
III-C	Cvl Rqts. Cmp./Otr. Reg. Rqts.																	
III-C	1 Title VI	\$1,183	\$4,733	\$2,500	\$10,000	0	0	0	0	0	0	0	0	3,683	-	14,733	-	18,417
III-C	2 Environmental Justice	\$1,623	\$6,491	\$1,250	\$5,000	0	0	0	0	0	0	0	0	2,873	-	11,491	-	14,364
III-C	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
III-C	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
III-C	5 Safety/Drug Control Planning	\$1,075	\$4,299	\$2,000	\$8,000	0	0	0	0	0	0	0	0	3,075	-	12,299	-	15,374
III-C	6 Public Involvement	\$2,383	\$9,533	\$5,875	\$23,500	0	0	0	0	0	0	0	0	8,258	-	33,033	-	41,291
III-C	7 Private Sector Participation	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
III-D	Incidental Plng./Project Dev.																	
III-D	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	0	0	0	0	0	0	0	0	-	-	-	-	-
III-D	2 Enviro. Analysis & Pre-IMP Plng.	\$1,174	\$4,695	\$0	\$0	0	0	0	0	0	0	0	0	1,174	-	4,695	-	5,869
III-D	3 Special Studies	\$44,412	\$177,647	\$0	\$0	0	0	0	0	0	0	0	0	44,412	-	177,647	-	222,059
III-D	4 Regional or Statewide Planning	\$2,724	\$10,897	\$2,375	\$9,500	0	0	0	0	0	0	0	0	5,099	-	20,397	-	25,497
III-E	Management & Operations																	
III-E	1 Management & Operations	\$48,501	\$194,002	\$44,173	\$176,690	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	\$386,781	\$0	\$1,547,124	\$0	\$1,933,905

City of Durham

- Funding Table
- Task Description and Narrative

Durham-Chapel Hill-Carrboro Urban Area FY 2014-2015 Unified Planning Work Program Proposed Funding Source Tables														Durham 3/4/2014 21:39					
City of Durham	Task Description	STP-DA		Sec. 104(f)		Section 5303		Section 5307		Section 5309		Task Funding Summary							
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change	0	0	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	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6 Dwelling Unit, Pop. & Emp. Change	211	845	0	0	0	0	0	0	0	0	0	0	0	211	845	0	1,056	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	211	845	0	0	0	0	0	0	0	0	0	0	0	211	845	0	1,056	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																		
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	2,147	8,589	0	0	0	0	0	0	0	0	0	0	0	2,147	8,589	0	10,736	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 the LRTP	880	3,520	0	0	0	0	0	0	0	0	0	0	0	880	3,520	0	4,400	0
	10 Transit Element of the LRTP	880	3,520	0	0	0	0	0	0	0	0	0	0	0	880	3,520	0	4,400	0
	11 Bicycle & Ped. Element of the LRTP	31,880	127,520	0	0	0	0	0	0	0	0	0	0	0	31,880	127,520	0	159,400	0
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II C	Short Range Transit Planning																		
II C	1 Short Range Transit Planning	0	0	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	0	598	2,394	0	2,992	0
III B	Transp. Improvement Plan	2,640	10,560	0	0	0	0	0	0	0	0	0	0	0	2,640	10,560	0	13,200	0
III C	Civil Rgts. Cmp./Otr .Reg. Reqs.																		
III C	1 Title VI	1,056	4,224	0	0	0	0	0	0	0	0	0	0	0	1,056	4,224	0	5,280	0
	2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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	722	2,886	0	0	0	0	0	0	0	0	0	0	0	722	2,886	0	3,608	0
	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 Ping Project Dev.																		
III D	1 Transportation Enhancement Ping.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Ping.	3,344	13,376	0	0	0	0	0	0	0	0	0	0	0	3,344	13,376	0	16,720	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	774	3,098	0	0	0	0	0	0	0	0	0	0	0	774	3,098	0	3,872	0
III E	Management & Operations																		
III E	1 Management & Operations	2,376	9,504	0	0	0	0	0	0	0	0	0	0	0	2,376	9,504	0	11,880	0
Totals		\$47,720	\$190,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,720	\$190,880	\$0	\$238,600	\$0

Task Descriptions and Summary Narratives for FY 2014-05 Unified Planning Work Program (UPWP): City of Durham

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

Maintain inventory of dwelling units and population to determine needed changes in transportation services to meet current and projected demands. Review developments to assess impacts to long range plans, including the 2040 Metropolitan Transportation Plan (MTP), the model update, and transportation project development. Changes in dwelling units and employment within the City of Durham will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The City of Durham will review and tabulate Census data, local parcel, zoning, tax data records, and InfoUSA and Employment Security Commission data as part of these monitoring tasks.

Objectives:

1. Check consistency between development proposal and socio-economic/ Demographic forecasts.
2. Maintain up-to-date socio-economic and demographic spatial data
3. Monitor development reviews and proposal consistent with the TAC directives and resolution.
4. To monitor changes in dwelling units, population, and employment change; and,
5. To provide current data to the LPA for MPO SE planning activities.

Previous Work:

Previous work includes but not limited to dwelling unit, population, development data and employment data gathering and monitoring. These pieces of data are integral to many planning and modeling activities.

Proposed Activities:

1. Review new developments and certificates of occupancy for dwelling unit, population, and employment changes;
2. Obtain data from the Census, InfoUSA, ESC, and local governments;
3. Compare changes to the socio-economic forecast; and,
4. Develop the Data Automation/Integration and Management System to streamline this task.

Products/Deliverables:

1. Summary reports of socio-economic data;
2. Updated socio-economic data for use in the Triangle Regional Model and other MPO planning activities;
3. Update of Community VIz 2.0
4. Cooperate with the LPA in Employment Analyst efforts and,
5. City of Durham component of the MPO Data Management, GIS Enterprise and GISOnline.

Relationship to Other Plans and MPO Activities:

Dwelling unit, population, and employment change data will be used in the Triangle

Regional Model. The Triangle Regional Model is used in many MPO planning activities including the MTP and CMP.

Completion Date:

Dwelling unit, population, and employment data will be compiled on a continual basis.

Proposed Level of Effort (Staff or Consulting):

Tasks will be undertaken by municipal staff (including interns if needed).

Proposed Budget:

Task IIA-6: Dwelling Unit/Pop/Emp. Change

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$845				\$845
Local	\$211				\$211.
State					\$0
Total	\$1,056	\$0	\$0	\$0	\$1,056

Funding Commitments from Other Entities:

None.

Task II-A-10: Mapping

The City of Durham will continue to undertake tasks associated with mapping and updates to UPWP transportation planning activities such as the CMS, MTP, CTP, TIP, SPOT/Prioritization, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, and environmental factors. The City mapping and spatial GIS product will feed into the MPO overall enterprise GIS and geo-spatial management system. Also, the MPO data and GIS integration will serve as a platform for maintaining and updating of data in GIS format.

Objectives:

1. To provide maps for use in various MPO planning activities;
2. Update base maps
3. Update and maintain geo-spatial maps
4. Provide mapping support for Community Viz, modeling, MTP, CTP, etc.;
5. Main GIS-Online and,
6. To maintain updated geospatial information for transportation analyses.

Previous Work:

The LPA has prepared mapping for various MPO activities such as the 2035 LRTP, MTIP Regional Priority project Lists, 2009-15 MTIP, functional classification based on the 2000 Census, MPO urbanized area maps, MAB, etc.

Proposed Activities:

1. Collect updated geospatial information from local governments;

2. Integrate local government geospatial information into region-wide geospatial information;
3. Create files and maps containing MPO transportation information; and,
4. Develop the Data Management System to streamline this task.

Products/Deliverables:

1. Maps for various MPO planning activities;
2. Region-wide GIS files;
3. MPO Enterprise GIS;
4. Geo-spatial mapping;
5. Update count maps
6. Updated Functional classification maps
7. TIP/SPOT/Prioritization maps
8. ArcGIS Online; and,
9. Data Management System.

Relationship to Other Plans and MPO Activities:

GIS data will be used in many MPO activities such as the Triangle Regional Model, Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP), the Congestion Management Program (CMP) Card, Functional classification update, TIP Regional Priority List, MTIP development, NCDOT SPOT, land-use scenario, environmental layers, and other mappings to support the MPO-LPA transportation planning activities.

Completion Date:

Geo-spatial data for the City of Durham will be compiled on a continual basis. Mapping will be completed as needed for various projects and as needed by the MPO LPA.

Proposed Budget and Level of Effort (Staff or Consulting):

Tasks will be undertaken by LPA and municipal staff.

Proposed Budget:

Task IIA-10: Mapping

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$845				\$845
Local	\$211				\$211
State					\$0
Total	\$1,056	\$0	\$0	\$0	\$1,056

Funding Commitments from Other Entities:

None.

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

The City of Durham will assist and support the LPA/MPO in the development of Community Viz. 2.0 as well as in the development of demographic and socio-economic forecasts. Forecasts will be generated for County control totals and traffic analysis zones. Forecasts will be made consistent with the City and County land use plans and in corporation with the City/County local Planning Department.

Objectives:

1. To assist the DCHC MPO and the regional partners in developing regionally consistent forecasts of future year socio-economic and demographic projections and forecasts.
2. Assist the MPO in develop future forecast for population, dwelling units, households, income, vehicle ownership, university beds, employment, census, etc.
3. Assist and support the MPO and the regional stakeholders in the development of land-use scenario planning activities.

Previous Work:

1. Work has been ongoing by the City staff, the LPA staff members, DCHC MPO member agencies, and regional partners throughout 2012-2013 to develop a consistent regional methodology for constructing future year land use and socio-economic forecasts; and,
2. Preliminary forecasts were finalized in early summer 2012

Proposed Activities:

1. Continue to work with LPA and DCHCMPO partners to collect future land use information and to develop and check future year forecasts;
2. Acquire benchmark data for evaluating correctness of future year forecasts, and perform the evaluation;
3. Develop maps, tables and other presentation materials for review of the forecasts by elected officials and the public; and,
4. Coordinate public review of the future year forecasts and seek formal adoption of the forecasts by the DCHC MPO TAC.

Products/Deliverables:

1. Forecasts of land use and socio-economic data for use in the 2045 MTP, Environmental Justice (EJ)/Limited English Proficiency (LEP) demographic profiles; and,
2. Presentation materials based on those forecasts for public review.

Relationship to Other Plans and MPO Activities:

1. Future year forecasts are an essential element in preparing analyses of alternatives for the 2040 MTP and for all land use and transportation modeling activities.

Completion Date:

1. Forecasts for use in developing the 204 MTP are anticipated to be adopted by the TAC in fall 2015 or spring of 2016.

Proposed Budget and Level of Effort (Staff or Consulting):

Work will largely be accomplished by the City of Durham in conjunction with the Lead Planning Agency (LPA) MPO technical staff and temporary help.

Funding Commitments from Other Entities:

Parallel efforts are underway at the MPO member jurisdiction, TJCOG and CAMPO member jurisdictions. Concerted effort has been made to ensure consistency of results.

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

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$8,589				\$8,589
Local	\$2,147				\$2,147
State					\$0
Total	\$10,736	\$0	\$0	\$0	\$10,736

Task II-B-9: Highway Element of MTP and CTP

The MPO will begin evaluation of highway elements of the Comprehensive Transportation Plan. The City will assist and support the MPO efforts. Specifically, the City will assist in the establishment of performance measures for evaluating highway alternatives. Also, the City will identify and evaluate highway facilities to be included as part of the MPO over highway component of the CTP. The City's portion of the highway element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the MPO's effort.

Objectives:

1. To identify a list of highway projects based on travel demand and deficiencies;
2. To develop a series of highway alternatives (i.e., set of highway projects with a distinct objective); and,
3. To develop key data for each highway project such as capacity, length, alignment, cost, implementation year, etc.

Previous Work:

1. 2035 and 2040 LRTP/MTP;
2. Congestion Management Process;
3. Triangle Regional Model;
4. Travel demand forecast; and,
5. Capacity Deficiency Analysis.

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for highway projects;
3. Re-evaluation of 2035 highway element
4. Generate highway projects and alternatives;

5. Evaluate highway projects and alternatives; and,
6. City Council and TAC comments on alternatives.

Products/Deliverables:

1. Preferred highway element option; and,
2. Key data for highway projects

Relationship to Other Plans and MPO Activities:

Before the highway element can be developed, several other tasks must be successfully completed including: TRM update; travel demand forecasts; capacity deficiency analysis. In addition, and the Congestion Management Process will be important to this task.

Completion Date:

Analysis associated with the highway elements of CTP will commence in 2014 and be completed in summer 2015.

Proposed Budget and Level of Effort (Staff or Consulting):

This staff will essentially be undertaken by the City of Durham in concert with the LPA and local government staff members. The LPA will manage and implement the highway element of the MTP and CTP.

Task II-B:9	Highway Element of the LRTP				
	FHWA	FTA Planning Funds			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$3,520				\$3,520
Local	\$880				\$880
State					\$0
Total	\$4,400	\$0	\$0	\$0	\$4,400

Funding Commitments from Other Entities:

None.

Task II-B-10: Transit Element of LRTP and CTP

The City of Durham will assist and support the MPO on the evaluation of transit elements of the Comprehensive Transportation Plan and the 2045 LRTP. Transit evaluate will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives. An extensive roster of transit routes, projects and services will be identified based on the current routes, 2013 base year, transit feasibility studies, transit 5-year and master plans, travel demand forecast and capacity deficiency analysis. Different combinations of these services will produce a variety of transit alternatives that will be analyzed to find the alternative that best meets the CTP/MTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis

area such as new roadways, transit intensive, etc. The transit element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the MTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

Objectives:

1. To identify a list of transit routes, projects and services based on completed transit studies, travel demand and deficiencies;
2. To develop a series of transit alternatives (i.e., set of transit routes, projects and services with a distinct objective); and,
3. To develop key data for each transit project such as route, ridership capacity (e.g., load capacity and headway), service hours, cost, implementation year, etc.

Previous Work:

1. 2035 and 2040 LRTP/MTP;
2. Feasibility studies (regional transit plans , STAC, US 15-501 Transit Corridor and I-40/NC 54 Transit Corridor, Chapel Hill Transit Master Plan, etc.);
3. Transit 5-year TDP and master plans;
4. Travel demand forecast; and,
5. Capacity deficiency analysis.

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for transit services;
3. Generate transit projects and alternatives;
4. Evaluate transit projects and alternatives; and,
5. City Council and TAC comments on alternatives and draft CTP.

Products/Deliverables:

1. Preferred transit element option;
2. Transit CTP map and,
3. Key data for transit projects.

Relationship to Other Plans and MPO Activities:

Before the transit element can be developed, several other tasks must be successfully completed including: TRM update and surveys; travel demand forecasts; capacity deficiency analysis. In addition, transit plans and feasibility studies, the Congestion Management Process and 2040 MTP will be important input to this task.

Completion Date:

Analysis and studies associated with the transit elements of the LRTP and CTP will commence in fall of 2014 and likely will be completed in fall 2015.

Proposed Budget and Level of Effort (Staff or Consulting):

LPA and local government staff will manage and implement the transit element of the MTP and CTP.

Task II-B:10 Transit Element of the LRTP

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$3,520				\$3,520
Local	\$880				\$880
State					\$0
Total	\$4,400	\$0	\$0	\$0	\$4,400

Funding Commitments from Other Entities:

None.

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

The City of Durham will participate and assist the MPO in evaluating the bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2045 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 update of the Durham Comprehensive Bicycle Plan and Durham Pedestrian Plan.

Objectives:

1. Update the MTP/CTP Bicycle and Pedestrian elements, project descriptions and cost information;
2. Collect public input on bicycle and pedestrian facilities and programs to be included in the CTP/2045 MTP;
3. Update the MTP ancillary planning and program information.
4. Coordinate existing local and regional plans and projects with LRTP bicycle and pedestrian element;
5. Update MTP Bicycle and Pedestrian Element maps; and,
6. Work with local communities on Regional Priority Lists, in order to implement MTP Bicycle and Pedestrian elements through the TIP.

Previous Work:

1. Preparation of the Bicycle and Pedestrian elements of the 2035 LRTP.
2. Durham Comprehensive Bicycle Plan
3. Durham Comprehensive Pedestrian Plan

Proposed Activities:

1. Collect planned and proposed bicycle and pedestrian project information from local and regional plans and forums for inclusion in the MTP/CTP;
2. Create and update bicycle and pedestrian facility maps;
3. Create and update bicycle and pedestrian demand analysis;
4. Coordinate planning activities between local and regional agencies for bicycle, and pedestrian, trail/greenway and TDM initiatives.

Products/Deliverables:

Bicycle and Pedestrian elements of the MTP and CTP will include project descriptions

and demand analysis, assessment of need, maps of regional projects, etc.

Relationship to Other Plans and MPO Activities:

Planning activities for the CTP/MTP Bicycle and Pedestrian Element will be coordinated with local and regional bicycle, pedestrian, greenway and TDM Plans, in order to capture all proposed projects within the MPO.

Completion Date:

Continuous – on-going.

Proposed Budget and Level of Effort (Staff or Consulting):

Tasks will largely be undertaken by the City staff along with LPA staff members and MPO member agencies.

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

	FHWA	FTA Planning Funds			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$127,520				\$127,520
Local	\$31,880				\$31,880
State					\$0
Total	\$159,400	\$0	\$0	\$0	\$159,400

Funding Commitments from Other Entities:

None

Task III-A: Planning Work Program

Administer the FY 2014-2015 Unified Planning Work Program (UPWP) and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2016 UPWP.

Objective:

To prepare and continually maintain a UPWP that describes all transportation and transportation-related planning activities anticipated within the City of Durham and DCHC MPO planning area for the FY 2014-2015. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Previous Work:

1. FY 2013-14 Unified Planning Work Programs
2. Amendment to the FY 2014 UPWP.

Proposed Activities:

1. Review and amend relevant portions of the DCHC's UPWP in order to meet new

planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives.

2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development process and public involvement endorsed by the TAC meeting.

Expected Work Products:

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2015-17 Unified Planning Work Program (UPWP).

Task III-A: Unified Planning Work Program (UPWP)

	FHWA	FTA Planning Funds			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$2,394				\$2,394
Local	\$598				\$598
State					\$0
Total	\$2,992	\$0	\$0	\$0	\$2,992

Task III-B: Transportation Improvement Program (TIP)

Amend TIP/ MTIP as needed. Continue to develop FY 2007 – 2013 MTIP. 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.

Objectives:

As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2025 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Previous Work:

Regional Priority List and DCHC Metropolitan Transportation Improvement Programs (MTIP). Development MPO Issue paper for One-on-One sessions with NCDOT.

Proposed Activities:

1. Develop transportation improvement projects for consideration by the City Council.
2. Develop 2016-2022 TIP.
3. Refine project ranking methodology and priority system.
4. Conduct appropriate public participation for the TIP consistent with the MPO Public Involvement Policy.
5. Conduct formal amendments and adjustments as necessary.
6. Produce and distribute TIP documents for local officials.

7. Attend regular meetings with NCDOT to exchange information regarding transportation improvement projects.

Expected Work Product:

1. Work with the MPO in the development of SPOT and 2016-22 TIP.
2. Assist and provide support to the LPA regarding STI/SPOT
3. 2007 - 2013 Metropolitan Transportation Improvement Program
4. Develop and refine procedures necessary for TIP preparation and amendments as necessary.
5. TIP Amendments and Adjustments as necessary.

Task III-B: Transportation Improvement Program -TIP/SPOT

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$10,560				\$10,560
Local	\$2,640				\$2,640
State					\$0
Total	\$13,200	\$0	\$0	\$0	\$13,200

Task III-C-1: Title VI

The City will assist and support the MPO's Title VI work program and activities. The City of Durham will continue to provide an update of Civil Rights statistics report to determine compliance of civil rights provisions.

Task III-C-1: Title VI

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$4,224				\$4,224
Local	\$1,056				\$1,056
State					\$0
Total	\$5,280	\$0	\$0	\$0	\$5,280

Task III-C-6: Public Involvement

The City of Durham will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers.

Objectives:

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 MPO, and to develop and enhance the process of public dissemination of information.

Previous Work:

1. MPO Public Involvement Process.
2. News Letters
3. News paper advertisements.

Proposed activities:

1. Administer the MPO Public Participation Process as needed.
2. Apply the Public Involvement Process to transportation programs and tasks:
3. Public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.

Expected Work Products:

1. Update and maintenance of address of stakeholders.
2. Update and maintenance of mailing list database
3. Support of Citizen Advisory Committee

Task III-C-6: Public Involvement

	FHWA	FTA Planning Funds			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$2,886				\$2,886
Local	\$722				\$722
State					\$0
Total	\$3,608	\$0	\$0	\$0	\$3,608

Task III-D-2: Environmental Analysis & Pre-TIP Planning

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

Objectives:

1. To ensure that the goals, objectives and needs of the DCHC MPO are integrated in the environmental planning process of transportation projects; and,
2. To ensure the needs of the citizens in the City portion of the DCHC MPO planning area are considered in the project planning process.

Previous Work:

Regular project scoping, environmental study and public meetings, especially those conducted by the NCDOT.

Proposed Activities:

1. Regular participation at project scoping, environmental study and public

- meetings, especially those conducted by the NCDOT;
2. Review and comment on project scoping and environmental documents;
 3. The City participation in NEPA process for the East End Connector; and,

Products/Deliverables:

Written comments on project scoping and environmental studies, activities and documents;

Relationship to Other Plans and MPO Activities:

The activities of this task are directly related to transportation projects in the long-range transportation plan and to projects that are being considered for TIP funding.

Completion Date:

These activities are provided as needed.

Proposed Budget and Level of Effort (Staff or Consulting):

Tasks will be undertaken by LPA and municipal staff.

Task III-D-2: Environmental Analysis & Pre-TIP Plng.

	FHWA PL/STP-DA	FTA Planning Funds			Total
		5303	5307	5309	
Federal	\$13,376				\$13,376
Local	\$3,344				\$3,344
State					\$0
Total	\$16,720	\$0	\$0	\$0	\$16,720

Funding Commitments from Other Entities:

None.

Task III-E: Management and Operations

The City will assist and support the DCHCMPO efforts in complying with the federal 3-C process. The City of Durham staff will attend both DCHC MPO and regional meetings. 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.

Objective:

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.

Previous Work:

Management of the 3C process using previous Unified Work Program and prospectus documents, transportation plans, and Memorandum of Understanding. Specifically, previous tasks include but not limited to preparation of Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) meetings agenda, providing technical assistance to the TAC, development of the MTIP, preparation of the annual UPWP, working with other agencies, such as NC Division of Air Quality, etc.

Proposed Activities:

1. Provide liaisons between DCHC MPO and the City of Durham elected officials and citizens.
2. Provide technical assistance to the MPO.
3. Participate in joint meetings as a means to continually improve the quality and operation of the transportation planning process and decision making within the MPO and in the Triangle Region.
4. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines pertaining to the City of Durham.

Work Product Expected:

1. Technical assistance memoranda, reports, and public involvement meetings and workshops as needed.
2. Updates to the planning documents as required.

Task III-E-1: Management & Operations

	FHWA PL/STP-DA	FTA Planning Funds			Total
		5303	5307	5309	
Federal	\$9,504				\$9,504
Local	\$2,376				\$2,376
State					\$0
Total	\$11,880	\$0	\$0	\$0	\$11,880

Durham County

- Funding Table
- Task Description and Narrative

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
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts			0	0													
	2 Vehicle Miles of Travel			0	0													
	3 Street System Changes			0	0													
	4 Traffic Accidents			0	0													
	5 Transit System Data			0	0													
	6 Dwelling Unit, Pop. & Emp. Change			169	676									169		676		846
	7 Air Travel			0	0													
	8 Vehicle Occupancy Rates			0	0													
	9 Travel Time Studies			0	0													
	10 Mapping			259	1,036									259		1,036		1,295
	11 Central Area Parking Inventory			0	0													
	12 Bike & Ped. Facilities Inventory			0	0													
	13 Bike & Ped. Counts			0	0													
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data			0	0													
	2 Collection of Network Data			0	0													
	3 Travel Model Updates			0	0													
	4 Travel Surveys			0	0													
	5 Forecast of Data to Horizon year			3,476	13,902									3,476		13,902		17,378
	6 Community Goals & Objectives			0	0													
	7 Forecast of Future Travel Patterns			0	0													
	8 Capacity Deficiency Analysis			0	0													
	9 Highway Element of the L RTP			0	0													
	10 Transit Element of the L RTP			4,897	19,588									4,897		19,588		24,485
	11 Bicycle & Ped. Element of the L RTP			0	0													
	12 Airport/Air Travel Element of L RTP			0	0													
	13 Collector Street Element of L RTP			0	0													
	14 Rail, Water or other mode of L RTP			0	0													
	15 Freight Movement/Mobility Planning			0	0													
	16 Financial Planning			0	0													
	17 Congestion Management Strategies			0	0													
	18 Air Qual. Planning/Conformity Anal.			0	0													
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning			0	0													
III-A	Planning Work Program			267	1,067									267		1,067		1,333
III-B	Transp. Improvement Plan			0	0													
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.			0	0													
	1 Title VI			0	0													
	2 Environmental Justice			0	0													
	3 Minority Business Enterprise			0	0													
	4 Planning for the Elderly & Disabled			0	0													
	5 Safety/Drug Control Planning			0	0													
	6 Public Involvement			0	0													
	7 Private Sector Participation			0	0													
III-D	Incidental Ping./Project Dev.																	
	1 Transportation Enhancement Ping.			0	0													
	2 Enviro. Analysis & Pre-TIP Ping.			0	0													
	3 Special Studies			1,170	4,682									1,170		4,682		5,852
	4 Regional or Statewide Planning			817	3,267									817		3,267		4,084
III-E	Management & Operations																	
	1 Management & Operations			0	974	3,896	0	0	0	0	0	0	0	0	974	3,896	0	4,870
Totals		\$0	\$0	\$12,029	\$48,115	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,029	\$0	\$48,115	\$0	\$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

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

Orange County
3/4/2014 21:36

Orange County

Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(C)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	NCDOT 20%	FRWA 80%	Local 20%	FRWA 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 fn 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																	
III-E Management & Operations																	
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)

Town of Chapel Hill
3/4/2014 21:35

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	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total	
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%					
A Surveillance of Change																		
A 1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 10 Mapping	6,055	24,218	0	0	4,918	4,918	39,344	0	0	0	0	0	0	10,973	4,918	63,562	79,453	0
A 11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A 13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B Long Range Transp. Plan																		
B 1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 5 Forecast of Data to Horizon year	3,577	14,308	0	0	3,783	3,783	30,260	0	0	0	0	0	0	7,360	3,783	44,568	55,710	0
B 6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 7 Forecast of Future Travel Patterns	970	3,878	0	0	0	0	0	0	0	0	0	0	0	970	0	3,878	4,848	0
B 8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 9 Highway Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 10 Transit Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 11 Bicycle & Ped. Element of the LRTP	17,069	68,275	0	0	694	694	5,552	0	0	0	0	0	0	17,763	694	73,827	92,284	0
B 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
B 13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 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
B 15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
B 16 Financial Planning	0	0	0	0	214	214	1,708	0	0	0	0	0	0	214	214	1,708	2,135	0
B 17 Congestion Management Strategies	3,470	13,880	0	0	153	153	1,220	0	0	0	0	0	0	3,623	153	15,100	18,875	0
B 18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
C Short Range Transit Planning																		
C 1 Short Range Transit Planning	0	0	0	0	816	816	6,530	0	0	0	0	0	0	816	816	6,530	8,163	0
A Planning Work Program	305	1,220	0	0	0	0	0	0	0	0	0	0	0	305	0	1,220	1,525	0
B Transp. Improvement Plan	305	1,220	0	0	0	0	0	0	0	0	0	0	0	305	0	1,220	1,525	0
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	0	0
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Public Involvement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D Incidental Png./Project Dev.																		
D 1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D 2 Enviro. Analysis & Pre-TIP Png.	3,470	13,880	0	0	0	0	0	0	0	0	0	0	0	3,470	0	13,880	17,350	0
D 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	20,533	0
D 4 Regional or Statewide Planning	1,220	4,880	0	0	1,686	1,686	13,486	0	0	0	0	0	0	2,906	1,686	18,366	22,957	0
E Management & Operations																		
E 1 Management & Operations	5,694	22,777	0	0	3,242	3,242	25,935	0	0	0	0	0	0	8,936	3,242	48,712	60,890	0
als	\$43,919	\$175,675	\$0	\$0	\$16,665	\$16,665	\$133,323	\$0	\$0	\$0	\$0	\$0	\$0	\$60,584	\$16,665	\$508,998	\$386,248	\$0

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

FY2014

MPO Code	FTA Code	Task Code	Task Title	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 Objective	442400 I-A-5 Transit System Data	442301 I-A-10 Mapping	442302 I-B-5 Forecast of Data to Horizon Year	442302 I-B-16 Financial Planning	442302 I-B-17 Congestion Management Strategies	442302 I-C-1 Short Range Transit Planning	442100 I-A-1 Planning Work Program	442500 I-B-1 Transportation Improvement Program	442700 I-C-3 Minority Business Enterprise
2-			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	
3-			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	
4-			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	Annual assessment	
5-			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 development of the 2045 L RTP	Supports implementation of annual work program	Supports implementation of adopted L RTP	Supports implementation of requirements	
6-			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	6/30/2015
7-			Relationship To Other Activities	Supports implementation of L RTP	Supports development of the 2045 L RTP	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 implementation of requirements
8-			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
9-			HPR - Highway - NCDOT 20%									
10-			HPR - Highway - FHWA 80%	\$6,055	\$4,547	\$3,470	\$3,470	\$3,470	\$3,470	\$3,470	\$3,470	\$3,470
11-			Section 104 (f) PL Local 20%	\$24,218	\$18,186	\$13,880	\$13,880	\$13,880	\$13,880	\$13,880	\$13,880	\$13,880
12-			Section 104 (f) PL FHWA 80%	\$4,224	\$3,332	\$2,513	\$2,513	\$2,513	\$2,513	\$2,513	\$2,513	\$2,513
13-			Section 5303 Local 10%	\$4,224	\$3,332	\$2,513	\$2,513	\$2,513	\$2,513	\$2,513	\$2,513	\$2,513
14-			Section 5303 NCDOT 10%	\$33,792	\$26,651	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500	\$20,500
15-			Section 5307 Transit - Local 10%	\$1,375	\$1,075	\$825	\$825	\$825	\$825	\$825	\$825	\$825
16-			Section 5307 Transit - NCDOT 10%	\$1,561	\$1,250	\$950	\$950	\$950	\$950	\$950	\$950	\$950
17-			Section 5307 Transit - FTA 80%	\$13,750	\$11,000	\$8,500	\$8,500	\$8,500	\$8,500	\$8,500	\$8,500	\$8,500
18-			Section 5309 Transit - Local 10%									
19-			Section 5309 Transit - NCDOT 10%									
20-			Section 5309 Transit - FTA 80%									
21-			Section 5309 Transit - Local 10%									
22-			Section 5309 Transit - NCDOT 10%									
23-			Section 5309 Transit - FTA 80%									
24-												

TAC 3/12/2014 Attachment

Chapel Hill Transit (CHT) for FTA 5303

Checklist for FTA UPWP Reviews (Please 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 reflect goals and objectives stated in the Plan;

Yes	No
X	

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
X	

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
X	

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
X	

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
X	

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
X	

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
X	

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

Yes	No
-----	----

X

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
-----	----

X

10. Specific reference should be made to SAFETEA-LU rather than obsolete reauthorization legislation such as ISTEA TEA21 and/or TEA-21.

Yes	No
-----	----

X

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



David Bonk, Certification Signature – Planning Supervisor

**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.

Town of Carrboro

- Funding Table
- Task Description and Narrative

Town of Carrboro		Durham-Chapel Hill-Carrboro Urban Area										Carrboro			
		FY 2014-2015 Unified Planning Work Program										3/4/2014 21:35			
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%	Total
II A	Surveillance of Change														
II A	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	482	1,929	0	0										
	11 Central Area Parking Inventory	69	274	0	0										
	12 Bike & Ped. Facilities Inventory	0	0	0	0										
	13 Bike & Ped. Counts	1,200	4,800	0	0										
II B	Long Range Transp. Plan														
II B	1 Collection of Base Year Data	253	1,012	0	0										
	2 Collection of Network Data	218	871	0	0										
	3 Travel Model Updates	0	0	0	0										
	4 Travel Surveys	0	0	0	0										
	5 Forecast of Data to Horizon year	471	1,884	0	0										
	6 Community Goals & Objectives	73	290	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 LRTP	0	0	0	0										
	10 Transit Element of the LRTP	0	0	0	0										
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0										
	12 Airport/Air Travel Element of LRTP	0	0	0	0										
	13 Collector Street Element of LRTP	0	0	0	0										
	14 Rail, Water or other mode of LRTP	0	0	0	0										
	15 Freight Movement/Mobility Planning	0	0	0	0										
	16 Financial Planning	0	0	0	0										
	17 Congestion Management Strategies	109	436	0	0										
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0										
II C	Short Range Transit Planning														
II C	1 Short Range Transit Planning	327	1,307	0	0										
III-A	Planning Work Program														
III-A	1 Planning Work Program	327	1,307	0	0										
III-B	Transp. Improvement Plan														
III-B	1 Transp. Improvement Plan	436	1,743	0	0										
III-C	Cvl Rqts. Cmp./Otr .Reg. Rqts.														
III-C	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	73	290	0	0										
	5 Safety/Drug Control Planning	0	0	0	0										
	6 Public Involvement	272	1,087	0	0										
	7 Private Sector Participation	0	0	0	0										
III-D	Incidental Ping./Project Dev.														
III-D	1 Transportation Enhancement Ping.	0	0	0	0										
	2 Enviro. Analysis & Pre-TIP Ping.	0	0	0	0										
	3 Special Studies	30,503	122,013	0	0										
	4 Regional or Statewide Planning	0	0	0	0										
III-E	Management & Operations														
III-E	1 Management & Operations	1,928	7,710	0	0										
Totals		\$36,739	\$146,954	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$183,693

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-A-10. Mapping

Town staff will complete mapping activities for the 2045 Metropolitan Transportation Plan, other MPO tasks, and Town transportation issues relating to MPO goals.

Objectives

O1 – Support mapping activities for the 2045 MTP

O2 – Generate maps as needed for other MPO and Town transportation planning tasks

Previous work

Provided local socioeconomic data for the 2040 MTP. Reviewed and modified CommunityViz 2040 MTP place type and development status categories. Mapped new transit routes for 2040 MTP Transit Element. Provided bicycle and pedestrian shapefiles for 2040 MTP. Edited employment shapefile in Employment Analyst in preparation for the 2045 MTP. Analyzed residential and employment density in the vicinity of bus stops for the Orange County Bus and Rail Investment Plan. Provided downtown Carrboro parking inventory maps. Regularly update transportation shapefiles based on new developments and completed projects.

Proposed activities

1. Review and edit place type and development status layers for CommunityViz (O1)
2. Review maps made for the 2045 MTP (O1)
3. Produce maps to assist the Carrboro Parking Plan (O2)
4. Continue use GIS network analyst to assess markets and service areas for transportation facilities (O2)

Products

1. Edited layers for the CommunityViz phase of the 2045 MTP (A1)
2. Other 2045 MTP-related maps as needed (A2)
3. Maps and geographic data related to the Carrboro Parking Plan (A3)
4. Network analyses as needed (A4)

Relationship to other plans and MPO activities

2045 MTP, Carrboro Parking Plan, Orange Co. Bus and Rail Investment Plan

Proposed budget and level of effort

40 percent of work to be completed by GIS Analyst

30 percent of work to be completed by Transportation Planner

30 percent of work to be completed by Transportation Planning Intern

Local staff hours: 70 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-10 - Mapping	\$482	\$1,929	\$2,411

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-A-11. Central Area Parking Inventory

Town staff will conduct an inventory of public and private parking spaces in downtown Carrboro and other areas of town as necessary.

Objectives

- O1 – Develop a complete inventory of public and private parking spaces in downtown Carrboro
- O2 – Maintain an inventory of parking spaces in other areas as needed
- O3 – Support the Parking Plan’s data collection and analysis

Previous work

The Town maintains an inventory of all municipal parking spaces. The last major inventory of private spaces was conducted as part of *Carrboro Parking: An Exploratory Study*, a 2008 study conducted by the UNC Dept. of City and Regional Planning. Chapel Hill Transit maintains an inventory of park-and-ride spaces.

Proposed activities

1. Review existing public and private parking space inventory data to ensure it is up-to-date (O1)
2. Count the number of spaces in lots for which there is not currently data (O1, O2)
3. As part of the Parking Plan process, coordinate with the consulting team to use the inventory for analyses of parking utilization (O3)

Products

1. Shapefile with parking space count data (A1, A2)
2. Spreadsheet with parking space count data (A1, A2)

Relationship to other plans and MPO activities

Carrboro Parking Plan, 2045 MTP

Proposed budget and level of effort

30 percent of work to be completed by Transportation Planner

70 percent of work to be completed by Transportation Planning Intern

Local staff hours: 15 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-11 - Central Area Parking Inventory	\$69	\$274	\$343

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-A-13. Bicycle and Pedestrian Counts

Town staff plan to purchase two (2) pedestrian and bicycle counters to be installed along multi-use paths.

Objectives

O1 – Collect continuous, reliable pedestrian and bicycle volume data that can be averaged over time and disaggregated for independent variables such as month, time, and weather

Previous work

The Town has collected bicycle and pedestrian traffic data from a number of planning processes, including the 2009 Comprehensive Bicycle Transportation Plan and two Mobility Report Cards. In recent years, traffic impact analyses, the CMP, a UNC Dept. of City and Regional Planning project, and in-house Town counts at the Greensboro St.-Main St. intersection have yielded additional data.

Proposed activities

1. Purchase two (2) pedestrian and bicycle counters (O1)

Products

1. Pedestrian and bicycle counters (A1)

Relationship to other plans and MPO activities

CMP, MTP Bicycle and Pedestrian chapter, NCDOT / ITRE bike-ped count study (non-MPO)

Proposed budget and level of effort

No staff time is proposed. Budget applies to purchase of counters. Counters estimated to cost \$3,000 each, and should reduce CMP costs for manually collecting data on these paths.

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-13 - Bicycle and Pedestrian Counts	\$1,200	\$4,800	\$6,000

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-B-1. Collection of Base Year Data

Town staff will review 2013 residential and employment data for the 2045 MTP.

Objectives

O1 – Ensure accurate base year residential and employment data

Previous work

The MPO developed control totals for the 2040 MTP. CommunityViz was used to assign existing place types and development statuses.

Proposed activities

1. Review control totals, residential and employment data, and CommunityViz shapefiles for accuracy (O1)
2. Participate in meetings to discuss collection of base year data (O1)

Products

1. Review comments and edited data/shapefiles as needed (A1)

Relationship to other plans and MPO activities

2045 MTP

Proposed budget and level of effort

40 percent of work to be completed by Transportation Planner

15 percent of work to be completed by Planning Administrator

15 percent of work to be completed by Planning Director

30 percent of work to be completed by Transportation Planning Intern

Local staff hours: 70 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-1 - Collection of Base Year Data	\$471	\$1,883	\$2,354

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

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

Town staff will work with MPO staff and staff from other MPO member jurisdictions to use CommunityViz to project data to 2045 and review land use and transportation projections.

Objectives

- O1 – Ensure control totals for forecasts are accurate to the greatest possible extent
- O2 – Improve upon the CommunityViz scenario process from the 2040 MTP

Previous work

For the 2040 MTP, the Town contributed data and review comments for countywide growth control totals and the CommunityViz allocation of growth estimates within Orange County.

Proposed activities

1. Review control totals and offer comments (O1)
2. Edit CommunityViz place type and development status layers to project future scenarios, such as maximum buildout possible given current land use plans and zoning (O2)
3. Participate in meetings to discuss projections of future data (O1, O2)

Products

1. Review comments (A1)
2. Edited and quality-checked CommunityViz layers (A2)

Relationship to other plans and MPO activities

2045 MTP

Proposed budget and level of effort

40 percent of work to be completed by Transportation Planner
 15 percent of work to be completed by Planning Administrator
 15 percent of work to be completed by Planning Director
 30 percent of work to be completed by Transportation Planning Intern
 Local staff hours: 70 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-5 - Forecast of Data to Horizon Year	\$471	\$1,883	\$2,354

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-B-6. Community Goals and Objectives

The Town will begin the process of facilitating elected official and local input for the Community Goals and Objectives section of the 2045 MTP. General input on community transportation priorities may also be sought under this task listing.

Objectives

- O1 – Begin tasks to prepare for local Goals and Objectives review for 2045 MTP
- O2 – Seek community input on transportation priorities, goals, and objectives
- O3 – Connect Goals and Objectives to the Parking Plan

Previous work

Town staff reviewed Goals and Objectives for the 2040 MTP as part of TCC consideration.

Proposed activities

1. Hold public input event on transportation goals, objectives, and priorities (O1-O3)
2. Research how to improve collecting community feedback on transportation priorities (O2)
3. Give presentations to the Carrboro Board of Aldermen and Transportation Advisory Board (O1, O2)

Products

1. Public input event (A1)
2. Research and recommendations on community feedback (A2)
3. Board of Aldermen presentation (A3)

Relationship to other plans and MPO activities

2045 MTP, Public Involvement Policy, Parking Plan

Proposed budget and level of effort

All work to be completed by the Transportation Planner

Local staff hours: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-6 - Community Goals & Objectives	\$73	\$290	\$363

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-B-17. Congestion Management Strategies

The MPO is maintaining a Congestion Management Process (CMP) to address congestion within the metropolitan area boundary. The Town will contribute planning resources to this process as well as continue analysis of downtown Carrboro congestion.

Objectives

O1 – Contribute to the ongoing development of the CMP

O2 – Continue research and analysis on downtown Carrboro traffic level of service (LOS)

Previous work

The CMP is required by federal law and incorporated into the MTP and TIP processes. Several reports have been given to the Carrboro Board of Aldermen on downtown traffic level of service. A Synchro model of downtown Carrboro traffic has been developed.

Proposed activities

1. Contribute to the ongoing development of the CMP (O1)
2. Continue to refine Synchro model of downtown traffic and research ways of reducing traffic congestion (O2)
3. Make presentations to the Carrboro Board of Aldermen and Transportation Advisory Board (O1, O2)

Products

1. Local traffic data for the CMP, as needed (A1)
2. Research and analysis on downtown traffic level of service (A2, A3)

Relationship to other plans and MPO activities

As noted above, the CMP informs the MTP and TIP processes; Parking Plan

Proposed budget and level of effort

All work to be completed by Transportation Planner

Local staff hours: 15 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-17 - Congestion Management Strategies	\$364	\$1,456	\$1,820

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

II-C-1. Short Range Transit Planning

The Town will participate in short-range transit planning for the Carrboro-Chapel Hill area. Through the Transit Partners Committee, the Town will provide input on Chapel Hill Transit planning initiatives. The Town will collaborate with Triangle Transit where necessary and with the Town of Chapel Hill in coordinating the annual Transit Forum. The Town will coordinate with Orange County, Triangle Transit, and the MPO on the implementation of the Bus and Rail Investment Plan for Orange County.

Objectives

- O1 – Ensure that Carrboro plays a key role in Chapel Hill Transit planning, capital investment, and operations
- O2 – Continue to work with Chapel Hill Transit on new initiatives, short range planning, public involvement, and troubleshooting
- O3 – Assist as needed in implementation of the Bus and Rail Investment Plan for Orange County, coordinating with Orange County, Triangle Transit, and the MPO
- O4 – Continue to coordinate with Triangle Transit in extending regional bus service to downtown Carrboro

Previous work

Town of Carrboro elected officials, advisory board members, and staff regularly attend Chapel Hill Transit Partners Committee meetings. The Board of Aldermen endorsed the draft Bus and Rail Investment Plan for Orange County in May 2011. The Town has provided input into initiatives such as the Comprehensive Operations Analysis, Eubanks Road Park-and-Ride Feasibility Study, and others. The Town has studied the feasibility and walk/bike/drive markets for a Triangle Transit bus stop at various locations in Carrboro and provided a report and other information to CHT and TT on improving walking access to bus stops in Carrboro.

Proposed activities

1. Continue to participate in Transit Partners Committee meetings (O1, O2)
2. Communicate with Orange County, Triangle Transit, and the MPO, as needed, on the implementation of the Bus and Rail Investment Plan in Orange County (O3)
3. Coordinate with OCBRIP Staff Working Group on service improvements and capital projects as part of the Bus and Rail Investment Plan, including providing information on transit access and service priorities (O3)
4. Communicate with Triangle Transit on regional service extension (O4)
5. Coordinate with Chapel Hill Transit and Town of Chapel Hill staff to hold an annual transit forum (O2)

Products

1. Meeting attendance (A1)
2. Capital projects information (A3)
3. Transit forum (A5)
4. Additional transit information as needed (all)

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

Relationship to other plans and MPO activities

The Bus and Rail Investment Plan and its associated Interlocal Implementation Agreement were approved by Orange County, the MPO, and Triangle Transit. The adopted 2040 MTP Transit element includes the recommendations of the BRI Plan.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 45 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-C-1 - Short Range Transit Planning	\$327	\$1,307	\$1,634

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-A-1. Planning Work Program

The Town will administer the FY 2014-2015 UPWP and prepare and process amendments as needed. Working with MPO staff, Town staff will identify transportation planning emphasis areas for the subsequent fiscal year and prepare the FY 2015-2016 UPWP. Town staff will participate in UPWP oversight meetings with MPO staff and staff from other MPO member jurisdictions.

Objectives

- O1 – Track and report on Carrboro’s 2014-2015 UPWP activities
- O2 – Process amendments to the UPWP if necessary
- O3 – Submit Carrboro’s portion of the 2015-2016 UPWP to the MPO
- O4 – Participate in oversight of the UPWP process

Previous work

Town staff have prepared UPWPs each year and tracked the completion of UPWP tasks with quarterly progress reports. Progress reports have made clear how much funding remains for tasks in the fiscal year, guiding whether or not amendments are necessary. Town staff have also participated in LPA oversight meetings.

Proposed activities

- 1. Complete quarterly reports for the 2014-2015 UPWP (O1)
- 2. Complete amendment spreadsheets as needed (O2)
- 3. Prepare Carrboro’s 2015-2016 UPWP documents and budget (O3)
- 4. Attend LPA oversight meetings and review documents (O4)

Products

- 1. Quarterly progress reports and invoices to the MPO on UPWP activities (A1)
- 2. Amendment spreadsheets as needed (A2)
- 3. Carrboro’s 2014-2015 UPWP activities narrative and budget (A3)

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. It allocates a portion of STP-DA and transit funding received by the MPO for planning activities.

Proposed budget and level of effort

All work to be completed by Transportation Planner and Planning Director.
Local staff hours: 45 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-A-1 - Planning Work Program	\$327	\$1,307	\$1,634

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-B-1. Transportation Improvement Program

Town staff will continue to implement planning and design of TIP projects. Town staff will also continue review of the SPOT 3.0 prioritization process for the FY 16-22 TIP.

Objectives

- O1 – Facilitate timely progress on TIP projects, processing amendments when necessary
- O2 – Continue to participate in review and coordination regarding the SPOT 3.0 prioritization process for the FY 16-22 TIP

Previous work

The Wilson Park Multi-use Path (U-4726-DF) is a recently-completed TIP project. Projects currently underway include Morgan Creek Greenway Phases 1 and 2 (EL-4828), Homestead-Chapel Hill High School Multi-use Path (U-4726-DE), the Rogers Road Sidewalk (U-4726-DD), and Bicycle Loop Detectors (U-4726-DF). All of these projects should be under construction or nearing construction beginning when the 2014-15 fiscal year begins on July 1.

Proposed activities

1. Begin preliminary engineering work for the South Greensboro Street sidewalk project (O1)
2. Review SPOT 3.0 prioritization scores and the draft STIP (O2)
3. Facilitate TAC member one-on-one meetings on the draft STIP (O2)

Products

1. Plans for the South Greensboro Street sidewalk project (A1)
2. Review comments on the draft STIP (A2, A3)

Relationship to other plans and MPO activities

2016-2022 TIP, 2040 MTP, STP-DA table, Orange County Bus and Rail Investment Plan

Proposed budget and level of effort

All work to be completed by the Transportation Planner

Local staff hours: 60 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-B-1 - Transportation Improvement Program	\$436	\$1,743	\$2,179

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-C-4. Planning for the Elderly and Disabled

The Town will research Americans with Disabilities Act standards and guidelines to inform planning efforts.

Objectives

O1 – Continue efforts to emphasize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled.

Previous work

Throughout the year staff responds to disabled and elderly citizen concerns regarding the transportation system, primarily related to paratransit and accessibility of infrastructure. Development plans are reviewed for compliance with ADA standards.

Proposed activities

1. Review draft Public Rights-of-Way Guidelines from the U.S. Access Board for implications for Carrboro transportation projects (O1)

Products

N/A

Relationship to other plans and MPO activities

Recognition of ADA-related needs in urban transportation is required by FHWA and FTA regulations.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-4 - Planning for the Elderly and Disabled	\$73	\$290	\$363

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-C-6. Public Involvement

The Town will continue to provide for an open exchange of information and ideas between the public and transportation decision-makers. The Town will work to increase public participation in transportation planning issues at the local and regional (MPO) levels and assist as needed in ensuring accordance with the Public Involvement Policy.

Objectives

O1 – Provide opportunities for the public to contribute to the planning of local and regional transportation facilities.

O2 – Review and assist as needed with the Public Involvement Policy.

Previous work

The Town has held citizens' informational workshops on many of its TIP projects under development the last few years. The Town coordinates with the MPO on public involvement for the MTP and TIP and with Chapel Hill Transit on an annual transit forum.

Proposed activities

1. Public involvement activities as needed (O1, O2)

Products

1. Summaries from public input workshops

Relationship to other plans and MPO activities

Public Involvement Policy, MTP

Proposed budget and level of effort

50 percent of work to be completed by Transportation Planner

15 percent of work to be completed by Planning Administrator

15 percent of work to be completed by Planning Director

25 percent of work to be completed by Transportation Planning Intern

Local staff hours: 40 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-6 - Public Involvement	\$272	\$1,087	\$1,359

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-D-3. Special Studies

The Town will develop a Parking Plan, which will include robust data collection on parking utilization, access, and opinions; analysis of parking policies; projection of future supply and demand; and recommendations for strategies and investments to contribute to sound management of public and private parking. This will provide useful data for both the Town and MPO.

Objectives

O1 – Complete a comprehensive Parking Plan

Previous work

In the past several years, the Town has engaged in transportation-related studies such as the Comprehensive Bicycle Master Plan, the Bolin and Morgan Creek Greenway Conceptual Master Plans, the Safe Routes to School Action Plan, and the Oak-Poplar Neighborhood Traffic Circulation Study and West Main Street Road Diet Study. UNC Dept. of City and Regional Planning graduate student workshops on parking in Carrboro were conducted in 2013 and 2008.

Proposed activities

1. Public and stakeholder participation
2. Data collection
3. Data analysis
4. Mapping
5. Policy analysis
6. Presentations to elected and appointed officials and stakeholder organizations
7. Preparation of a parking plan document
8. Development of a parking demand model for downtown Carrboro

Products

1. Parking plan
2. Parking model
3. Data for use by MPO

Relationship to other plans and MPO activities

2045 MTP, CMP

Proposed budget and level of effort

Majority of work to be completed by a consultant selected through an RFP process

40 percent of work to be completed by Transportation Planner

15 percent of work to be completed by Planning Administrator

15 percent of work to be completed by Planning Director

45 percent of work to be completed by Transportation Planning Intern

Local staff hours: 80 hours

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3 - Special Studies	\$30,381	\$121,523	\$151,904

**TOWN OF CARRBORO
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 (O1)
2. Staff development through professional training courses, seminars, and conferences (O5)
3. Facilitate local Transportation Advisory Board meetings by creating agendas, minutes, and staff reports (O4)
4. Prepare materials and present to the local elected officials related to local and regional transportation planning topics (O3, O4)
5. Attend and participate in MPO subcommittee meetings (O1)

Products

1. Staff reports for Board of Aldermen and advisory board meetings

Relationship to other plans and MPO activities

See objectives and proposed activities.

Proposed budget and level of effort

75 percent of work to be completed by Transportation Planner

10 percent of work to be completed by Planning Administrator

10 percent of work to be completed by Planning Director

5 percent of work to be completed by Transportation Planning Intern

Local staff hours: 260 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-E-1 - Management and Operations	\$1,928	\$7,710	\$9,638

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
3/4/2014 21:37

Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
III A Surveillance of Change	0	0	0	0													
1 Traffic Volume Counts	0	0															
2 Vehicle Miles of Travel	0	0															
3 Street System Changes	0	0															
4 Traffic Accidents	0	0															
5 Transit System Data	0	0						0	0								
6 Dwelling Unit, Pop. & Emp. Change	0	0															
7 Air Travel	0	0															
8 Vehicle Occupancy Rates	0	0															
9 Travel Time Studies	0	0															
10 Mapping	0	0															
11 Central Area Parking Inventory	0	0															
12 Bike & Ped. Facilities Inventory	0	0															
13 Bike & Ped. Counts	0	0															
III B Long Range Transp. Plan																	
1 Collection of Base Year Data	0	0															
2 Collection of Network Data	0	0															
3 Travel Model Updates	0	0															
4 Travel Surveys	0	0	0	0													
5 Forecast of Data to Horizon year	0	0															
6 Community Goals & Objectives	0	0															
7 Forecast of Future Travel Patterns	0	0															
8 Capacity Deficiency Analysis	0	0															
9 Highway Element of th L RTP	0	0															
10 Transit Element of the L RTP	0	0															
11 Bicycle & Ped. Element of the L RTP	0	0	0	0													
12 Airport/Air Travel Element of L RTP	0	0															
13 Collector Street Element of L RTP	0	0	0	0													
14 Rail, Water or other mode of L RTP	0	0															
15 Freight Movement/Mobility Planning	0	0															
16 Financial Planning	0	0															
17 Congestion Management Strategies	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															
III-A Planning Work Program																	
1 Planning Work Program	0	0															
III-B Transp. Improvement Plan																	
1 Transp. Improvement Plan	0	0															
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																	
1 Title VI	0	0															
2 Environmental Justice	0	0															
3 Minority Business Enterprise	0	0															
4 Planning for the Elderly & Disabled	0	0															
5 Safety/Drug Control Planning	0	0															
6 Public Involvement	0	0															
7 Private Sector Participation	0	0															
III-D Incidental Png./Project Dev.																	
1 Transportation Enhancement Ping.	0	0															

Durham-Chapel Hill-Carrboro Urban Area FY 2014-2015 Unified Planning Work Program Proposed Funding Source Tables												TJCOG 3/4/2014 21:37						
Triangle J COG	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0				0	0	0							
	3 Special Studies	0	0	0	0				0	0	0							
	4 Regional or Statewide Planning	13,750	55,000													13,750	55,000	68,750
III- E	Management & Operations																	
I	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

**TRIANGLE J COUNCIL OF GOVERNMENT
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP**

III-D-4. Regional or Statewide Planning.

Facilitate and/or manage joint activities and undertake analysis work in land use, transportation and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and private sector partners.

Objectives

To ensure that activities that have a scope or scale that transcend any single MPO are done in a coordinated, timely, effective and cost-efficient way.

Previous work

CommunityViz support, evaluation and documentation; Joint 2040 MTP facilitation and technical work; ozone standards and non-attainment education and technical assistance; MTP and TIP conformity coordination, LUCID land use – transit forum and technical work, TRM executive committee support, Transit fiscal constraint spreadsheet.

Proposed activities

Major activities include TRM executive committee support, CommunityVIZ 2.0 planning and implementation, land use-transit investment integration, transportation-air quality integration, Triangle Main Line Forum activities, SPOT 3.0 and NCDOT Statewide Plan follow-up activities.

Products

- Triangle Regional Model Executive Committee meeting summaries
- CommunityVIZ-related products, focusing on version 2.0 improvements
- LUCID forum meetings and reports
- 2040 MTP air quality conformity amendments, as needed
- SIP motor vehicle emissions budgets activities and AQ technical support

Relationship to other plans and MPO activities

This work is most closely tied to the DCHC 2040 MTP implementation process and planning for CommunityViz 2.0, version 6 of the Triangle Regional Model and early steps in the development of the 2045 MTP. Work enables the DCHC MPO to participate in air quality budget establishment, non-attainment boundary designation, land use-transit integration, and further analysis of regional transportation investments.

Proposed budget and level of effort

Budget largely supports staff work by Planning Director, Senior Planner, Planner II, and GIS Analyst, with some direct costs associated with travel and meeting expenses, and allocated indirect.

Task Code - Title	Local 20%	FHWA 80%	Total
III-D-4 – Regional or Statewide Planning	\$13,750	\$55,000	\$68,750

Funding Commitments from other Entities:

20% local match to be provided by TJCOG; other funding anticipated from CAMPO and Triangle Transit as in previous years.

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 3/4/2014 21:43						
Task Description	STP-DA 133(b)(3)(7) Local 20%	Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	PL	Local 10%	NC DOT 10%	FTA 80%	Local 10%	NC DOT 10%	FTA 80%	Local 25%	NC DOT 25%	FTA 50%	Local	NC DOT	Federal	Total	
II A	1 Surveillance of Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	2 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	3 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	4 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	5 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	6 Transit System Data	0	0	0	7,933	63,463	42,227	7,933	5,278	42,227	13,211	13,211	105,690	132,112	0	0	0	0
II A	7 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	8 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	9 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	10 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	11 Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	12 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	13 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II A	14 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	1 Long Range Transp. Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	2 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	5 Forecast of Data to Horizon Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	9 Highway Element of the L RTP	0	0	0	326	326	483	326	483	3,862	809	809	6,472	8,090	0	0	0	0
II B	10 Transit Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	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
II B	13 Collector Street Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	16 Financial Planning	0	0	0	326	326	10,271	326	10,271	82,169	10,597	10,597	84,779	105,974	0	0	0	0
II B	17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II C	1 Short Range Transit Planning	0	0	0	2,610	20,878	10,058	2,610	10,058	80,462	12,668	12,668	101,341	126,676	0	0	0	0
II C	2 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A	1 Planning Work Program	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-B	1 Transp. Improvement Plan	0	0	0	652	5,219	969	652	969	7,751	1,621	1,621	12,970	16,213	0	0	0	0
III-C	1 Cvl Rgts. Cmp./Otr. Reg. Reqs.	0	0	0	326	2,610	350	326	350	2,803	677	677	5,413	6,766	0	0	0	0
III-C	2 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-C	3 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-C	4 Minority Business Enterprises	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-C	5 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-C	6 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-C	7 Public Involvement	0	0	0	326	2,610	937	326	937	7,494	1,263	1,263	10,104	12,650	0	0	0	0
III-C	8 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D	1 Incidental Plng./Project Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D	2 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D	3 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D	4 Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D	5 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-E	1 Management & Operations	0	0	0	6,696	53,565	2,288	6,696	2,288	18,305	8,984	8,984	71,870	89,837	0	0	0	0
III-E	2 Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals		\$0	\$0	\$0	\$19,195	\$143,563	\$30,634	\$19,195	\$30,634	\$245,075	\$49,830	\$49,830	\$398,638	\$498,298	\$0	\$0	\$0	\$0

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

1-	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)
1-	MPO	442400	442300	442400	442500	442500
2-	FTA Code	II-A-5	II-B-16	II-C-1	II-B-1	II-B-1
3-	Task Code	Transit System Data	Financial Planning	Short Range Transit Planning	Transportation Improvement Program (TIP)	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 on-going monitoring of operations. Provide oversight of passenger amenities and related technologies. Compile daily, weekly and monthly ridership data and reports for all agencies. Provide ongoing support to MPO in long range transit, UPWP and TIP development. 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 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.	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, OPSTATS 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.	Transit Maps, GIS Overlays, Powerpoint Displays, Socioeconomic data compilation and analysis associated with daily monthly and annual transit patronage and service delivery.	Weekly, Monthly, and annual system-wide ridership monitoring reports, APC and AVL reports, NTD survey outcome implementation plans and related processes.	Weekly, Monthly, and annual system-wide ridership monitoring reports, APC and AVL reports, NTD survey outcome implementation plans and related processes.
7-	Expected Completion Date of Product(\$)	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015
8-	Previous Work	These activities are on-going and were completed in previous years as part of 5303 and 5307 funded task element	Same as above. This is also an ongoing task element conducted by the fiscal program accountant.	2014 Planning Work Program	On-going	On-going on an annual basis.
9-	Prior FTA Funds	\$81,483	\$5,783	\$80,502	\$78,830	\$7,597
10-	Relationship To Other Activities	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.
11-	Agency Responsible for Task Completion	Durham Area Transit	Durham Area Transit	Durham Area Transit	Durham Area Transit and Triangle Transit	Durham Area Transit and Triangle Transit
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	\$2,814	\$326	\$326	\$2,610	\$652
17-	Section 5303 NCDOT 10%	\$2,814	\$326	\$326	\$2,610	\$652
18-	Section 5303 FTA 80%	\$24,514	\$2,610	\$2,610	\$20,878	\$5,219
19-	Section 5307 Transit - Local 10%	\$10,397	\$483	\$10,271	\$10,058	\$968
20-	Section 5307 Transit - NCDOT 10%	\$10,397	\$483	\$10,271	\$10,058	\$968
21-	Section 5307 Transit - FTA 80%	\$88,175	\$3,862	\$82,168	\$80,462	\$7,751

**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-5	III-C-1	III-E	
4- Title of Planning Task	Title VI 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.	Public Involvement To seek out untapped patrons of the transit service through the use of aggressive public involvement and sustained engagement 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.	Management and Operations 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.		
5- Task Objective					
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	6/30/2015	
8- Previous Work	Same as above	On-going	Same as above		
9- Prior FTA Funds	\$2,746	\$7,327	\$2,746	\$17,934	\$280,218
10- 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	Related to task III-E	
11- Agency Responsible for Task	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	\$326	\$6,696	\$14,077
17- Section 5303 NCDOT 10%	\$326	\$326	\$326	\$6,696	\$14,077
18- Section 5303 FTA 80%	\$2,610	\$2,610	\$2,610	\$53,565	\$112,615
19- Section 5307 Transit - Local 10%	\$330	\$937	\$330	\$2,288	\$35,752
20- Section 5307 Transit - NCDOT 10%	\$330	\$937	\$330	\$2,288	\$35,752
21- Section 5307 Transit - FTA 80%	\$2,803	\$7,494	\$2,803	\$18,305	\$286,021

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 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
-----	----

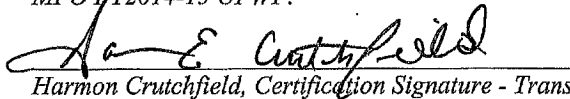
Yes _____

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																		
Task Description	STP-DA 1330(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
III 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III 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 th LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																		
1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Public Involvement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0
Totals	\$0	\$0	\$0	\$0	\$0	\$261	\$0	\$35,453	\$35,453	\$383,621	\$26,250	\$210,000	\$210,000	\$61,703	\$61,964	\$493,621	\$617,288	\$617,288

**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

Triangle Transit Authority (TTA)																	
Durham-Chapel Hill-Carrboro Urban Area																	
FY 2014-2015 Unified Planning Work Program																	
Proposed Funding Source Tables																	
Task Description	Local Transit		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Local 100%	Local 20%	Local 80%	Local 10%	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																
1							0	0	0	0							
2							0	0	0	0							
3							0	0	0	0							
4							0	0	0	0							
5	125,000						0	0	0	0				125,000			125,000
6							0	0	0	0							
7							0	0	0	0							
8							0	0	0	0							
9							0	0	0	0							
10							0	0	0	0							
11							0	0	0	0							
12							0	0	0	0							
13							0	0	0	0							
III B	Long Range Transp. Plan																
1							0	0	0	0							
2							0	0	0	0							
3	90,000						0	0	0	0				90,000			90,000
4							0	0	0	0							
5							0	0	0	0							
6							0	0	0	0							
7							0	0	0	0							
8							0	0	0	0							
9							0	0	0	0							
10							0	0	0	0							
11							0	0	0	0							
12							0	0	0	0							
13							0	0	0	0							
14							0	0	0	0							
15							0	0	0	0							
16							0	0	0	0							
17							0	0	0	0							
18							0	0	0	0							
III C	Short Range Transit Planning																
1							0	0	0	0							
III-A	Planning Work Program																
III-B	Transp. Improvement Plan																
III-C	Civil Rgts. Cmp/Otr. Reg. Reqs.																
1							0	0	0	0							
2							0	0	0	0							
3							0	0	0	0							
4							0	0	0	0							
5							0	0	0	0							
6							0	0	0	0							
7							0	0	0	0							
III-D	Incidental Png./Project Dev.																
1							0	0	0	0							
2							0	0	0	0							
3							85,500	85,500	684,000	684,000				85,500	85,500	684,000	855,000
4							0	0	0	0							

Triangle Transit Authority (TTA)																	
Durham-Chapel Hill-Carrboro Urban Area																	
FY 2014-2015 Unified Planning Work Program																	
Proposed Funding Source Tables																	
TTA 3/4/2014 21:38																	
Task Description	Local Transit		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Local	Transit	Local	FHWA	Local	NC DOT	FTA	Local	NC DOT	FTA	Local	NC DOT	FTA	Local	NC DOT	Federal	Total
III-E Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Management & Operations	\$0	\$215,000	\$0	\$0	\$0	\$0	\$0	\$85,500	\$85,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$0	\$215,000	\$0	\$0	\$0	\$0	\$0	\$85,500	\$85,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070,000

Triangle Transit 2013 - 2014 UPWP

1- MPO	442400	442301	442302	TOTALS
2- FTA Code	II-A-5	II-B-3	III-D-3	
3- Task Code	Transit System Data	Travel Model Updates	Special Studies	
4- Title of Planning Task	Collect data via Internet survey on parking-constrained destinations in the region to support development of Triangle Regional Model's parking sub-components	Support for Triangle Regional Model Service Bureau	Studies may be conducted for corridors that show promise during the course of the development of the transit element of the MTP, including alternatives analysis activities, capital cost estimation, operating cost estimations, financial planning, and transit expert studies for corridors, alignments, and bus and rail service plans	
5- Task Objective	Data on incomes, parking costs, employer subsidies, travel patterns, and other data- of those using paid parking in employment centers	Updated Triangle Regional Model	RFP and/or Technical Report	
6- Tangible Product Expected				
7- Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	
8- Previous Work	None; new model component.	Ongoing support of TRM service bureau	URS Reports, MAB Analyses, Financial Planning Analysis	\$680,000
9- Prior FTA Funds		\$0	\$90,000	
10- Relationship To Other Activities	Parking components of TRM will help assess transit projects for FTA New Starts program. Triangle Transit	Supports the regional travel model utilized for the MTP and other transit and highway planning purposes. Service Bureau at ITRE responsible for task - Triangle Transit is a funding partner	This task will follow from the transit infrastructure planning conducted for the MTP. Triangle Transit	\$85,500 \$85,500 \$684,000
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%				
17- Section 5303 NCDOT 10%				
18- Section 5303 FTA 80%				
19- Section 5307 Transit - Local 10%	\$125,000	\$90,000	\$85,500	\$85,500
20- Section 5307 Transit - NCDOT 10%	\$0	\$0	\$0	\$0
21- Section 5307 Transit - FTA 80%	\$0	\$0	\$0	\$0
Additional Funds - Local 100%	\$125,000	\$90,000	\$855,000	\$855,000
TOTAL				

**TRIANGLE TRANSIT (TTA)
FTA TASK NARRATIVE TABLE
FY2014-2015 (FY 2015) UPWP**

1. MPO	DCHC		
2. FTA Code	442302.00		
3. Task Code	III-D-3		
4. Title	<i>Special Studies</i>		
5. Task Objective	Support corridor planning functions including alternatives		
6. Tangible Product Expected	Technical reports on specific topics regarding corridors, routes, stations, stops, and policies.		
7. Expected Completion / Date of Products	6/30/2015		
8. Previous Work	URS reports, model runs from MAB, financial analysis, Value		
9. Prior FTA Funds (\$ amount/Funding Year)	\$855,000/2014		
10. Relationship	Advances planning for bus and rail services in major existing		
11. Agency	Triangle Transit Authority (TTA)		
			Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0
15. Section 104 (f) PL	FHWA	80%	\$0
			<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0
17. Section 5303	NCDOT	10%	\$0
18. Section 5303	FTA	80%	\$0
			<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$85,500
20. Section 5307 (planning)	NCDOT	10%	\$85,500
21. Section 5307 (planning)	FTA	80%	\$684,000
			<u>\$855,000 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>

**TRIANGLE TRANSIT (TTA)
FTA TASK NARRATIVE TABLE
FY2014-2015 (FY 2015) UPWP**

1.	MPO	DCHC		
2.	FTA Code	442400		
3.	Task Code	II-A-5		
4.	Title	<i>Transit System Data</i>		
5.	Task Objective	Collect data via Internet survey on parking-constrained		
6.	Tangible Product Expected	Data on incomes, parking costs, employer subsidies, travel patterns, and other data- of those using paid parking in		
7.	Expected Completion / Date of Products	6/30/2015		
8.	Previous Work	None; new model component.		
9.	Prior FTA Funds (\$ amount/Funding Year)	\$0		
10.	Relationship	Parking components of TRM will help assess transit projects		
11.	Agency	Triangle Transit Authority (TTA)		
				Totals By Funding Source (100%)
12.	HPR - Highway	NCDOT	20%	\$0
13.	HPR - Highway	FHWA	80%	\$0
				<u>\$0 HPR</u>
14.	Section 104 (f) PL	Local	20%	\$0
15.	Section 104 (f) PL	FHWA	80%	\$0
				<u>\$0 PL</u>
16.	Section 5303	Local	10%	\$0
17.	Section 5303	NCDOT	10%	\$0
18.	Section 5303	FTA	80%	\$0
				<u>\$0 5303</u>
19.	Section 5307 (planning)	Local	10%	\$0
20.	Section 5307 (planning)	NCDOT	10%	\$0
21.	Section 5307 (planning)	FTA	80%	\$0
				<u>\$0 5307</u>
22.	Additional Funds	Local	100%	\$125,000
				<u>\$125,000 Misc.</u>

**TRIANGLE TRANSIT (TTA)
FTA TASK NARRATIVE TABLE
FY2014-2015 (FY 2015) UPWP**

1. MPO	DCHC			
2. FTA Code	442301			
3. Task Code	II-B-3			
4. Title	<i>Travel Model Updates</i>			
5. Task Objective	Support for Triangle Regional Model Service Bureau			
6. Tangible Product Expected	Updated Triangle Regional Model			
7. Expected Completion / Date of Products	6/30/2015			
8. Previous Work	Ongoing support of TRM service bureau			
9. Prior FTA Funds (\$ amount/Funding Year)	\$90,000/2013-2014			
10. Relationship	Supports the regional travel model utilized for the MTP and			
11. Agency	Service Bureau at ITRE responsible for task - Triangle Trar			
				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$90,000	<u>\$90,000 Misc.</u>

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

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

Person Completing Form: Patrick McDonough, Triangle Transit

Telephone Number 919-485-7455

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	\$855,000	\$855,000
II-A-5	Transit System Data	Triangle Transit	Consultant	\$0	\$125,000

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.

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
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MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 12, 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.

FY 2014 STPDA Projects

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. The TCC has recommended moving forward with a 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 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 April for FY 2015-2016.

Currently Programmed STPDA Funding in FY 2014**Federal Fiscal Year**

Jurisdiction	TIP No	T-2	Project Description	Federal Funding	Amount Obligated	Project Phase	Org. Year (May 2008)	Ext. Year	Status
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				

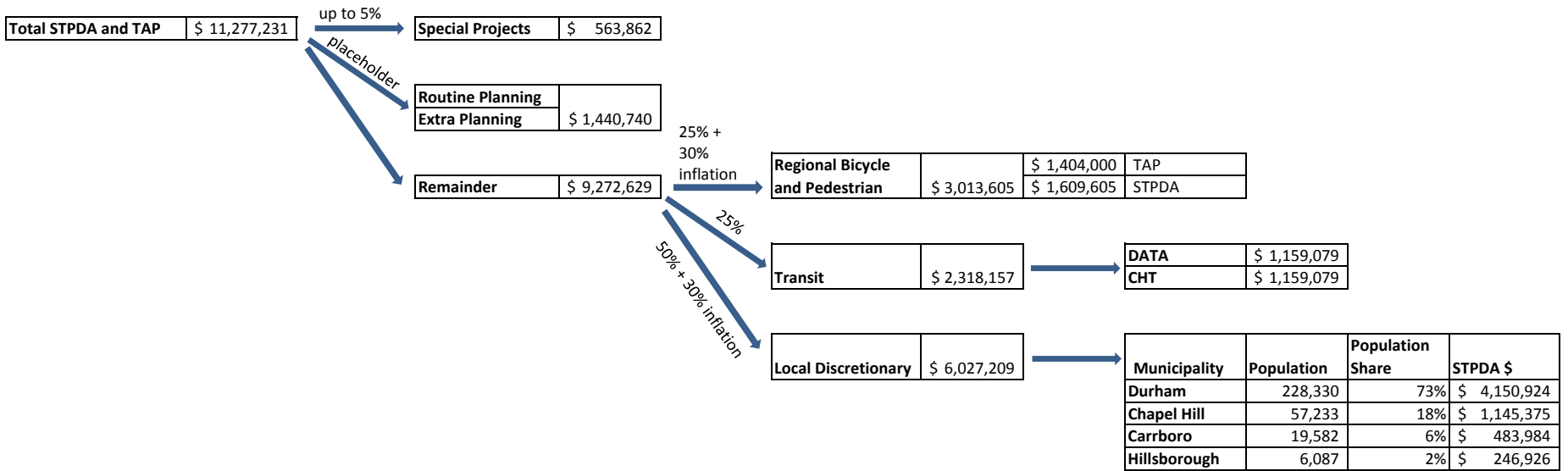
Amendments**Add Project**

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. Likely ready for Construction in FY 2015.
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 STPDA/TAP Local	Unsure	Unsure	Town Council will consider which alternative (and cost estimate) at 3/17/2014 meeting.
3	Durham	Durham	C-4928	Morreene Road (Erwin Road to Neal Road)	Right-of-Way	STPDA/TAP Local		Unsure	Design funded for FY 2014. Likely ready for R/W in FY 2016.
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 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 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 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 STPDA/TAP Local 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	Total
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 Message 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 Improvements (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: March 12, 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 ask 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 on 3/17/2014.

- Orange County – considered on 1/23/2014; Supported MOU in concept and requested minor changes: will reconsider the MOU on 3/18/2014
 - 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 40 – 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.
- 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;
 - In response to the Town’s resolution, the TCC recommends the following:
 - No change to the language on the UPWP to allow for flexibility in developing the oversight process.
 - Page 10, line 21-24 – Add “Triangle Transit may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon.”
 - Do not add language on the county transit plans as the MPO’s role is already clearly specified in the Implementation Agreements for these plans.
- Town of Carrboro – approved on 2/25/2014
 - Resolution allows the Mayor to execute the MOU with or without the change to the quorum language recommended by Orange County.
- Triangle Transit - 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.

A recommended MOU with the minor changes requested by member governments as described above is provided as an attachment. The TCC recommends that the TAC approve this revised MOU. Each local government will be asked to review it to determine if they need to take further action. Local governments who have not yet taken action will be asked to approve the revised MOU.

**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

March 12, 2014

Comment [BE2]: Updated date.

WITNESSETH THAT

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

Comment [BE3]: 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 Transportation Improvement Programs (TIPs).— To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and

Comment [BE4]: Added. This is a non-substantive change for clarification only.

1 public transportation operators, shall develop long-range transportation plans
 2 and transportation improvement programs through a performance-driven,
 3 outcome-based approach to planning 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 Metropolitan Planning Organization (MPO), with cooperation of the Department of
 18 Transportation, shall develop a comprehensive transportation plan in accordance with
 19 23 U.S.C. Section 134. In addition, an MPO may include projects in its transportation
 20 plan that are not included in a financially constrained plan or are anticipated to be
 21 needed beyond the horizon year as required by 23 U.S.C. Section 134. For municipalities
 22 located within an MPO, the development of a comprehensive transportation plan will
 23 take place through the metropolitan planning organization. For purposes of
 24 transportation planning and programming, the MPO shall represent the municipality's
 25 interests to the Department of Transportation.
 26

Comment [BE5]: Reference N.C. General Statutes second as it establishes a requirement for MPOs

Comment [BE6]: Added. This is a non-substantive change for clarification only.

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

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)].

18
 19 WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the
 20 parties be superseded and replaced by this Memorandum of Understanding.
 21

22 NOW THEREFORE, the following Memorandum of Understanding is made:
 23

24 Section I
 25

26 It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of
 27 Hillsborough, County of Durham, County of Orange, County of Chatham, Research Triangle
 28 Regional Public Transportation Authority (d/b/a Triangle Transit), and the North Carolina
 29 Department of Transportation in cooperation with the United States Department of
 30 Transportation will participate in a continuing, cooperative, and comprehensive transportation
 31 planning process with responsibilities and undertakings as related in the following paragraphs:
 32

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

Comment [BE7]: Changed from “Durham Urbanized Area” in response to NCDOT comment.

Comment [BE8]: Changed reference from Federal Transit Act of 1991 to the U.S.C. related to Metropolitan Planning and public transportation

Comment [BE9]: Added Clean Air Act – references U.S.C. requirements on conformity

Comment [BE10]: Added. Correcting an inadvertent omission. Since all other references in the MOU indicate that Triangle Transit is a party to the agreement, this is a non-substantive change.

Comment [BE11]: Added.

Comment [BE12]: Metropolitan Planning Area – not Metropolitan Area Boundary – is term used in U.S.C.

Comment [BE13]: Changed from Durham-Chapel Hill-Carrboro Urbanized Area. Census uses “Durham Urbanized Area”

Comment [BE14]: Added. This is a non-substantive change for clarification only.

Comment [BE15]: 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 [BE16]: New name for TCC
Comment [BE17]: 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 [BE18]: 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 [BE19]: 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 [BE20]: 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 [BE21]: 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 [BE22]: Updated reference to public transportation U.S.C.

Comment [BE23]: 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 [BE24]: Old MOU includes "urban area boundary". Urbanized area set by Census. Smoothed UZA no longer necessary.

Comment [BE25]: Changed from "as well as" in response to NCDOT comment

Comment [BE26]: Changed from "may be" in response to NCDOT comment.

Comment [BE27]: Updated to reflect current names of plans and legislation.

Comment [BE28]: Added reference to specific language for selection of TIP projects in Transportation Management Areas.

Comment [BE29]: Added

Comment [BE30]: Added

Comment [BE31]: Changed from "Durham Urbanized Area" in response to NCDOT comment.

Comment [BE32]: Added

Comment [BE33]: Added

Comment [BE34]: 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 [BE35]: Added

Comment [BE36]: 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 [BE37]: 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.

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.

Comment [BE38]: Changed from "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." This is a non-substantive change as the new language has the same meaning as the original language

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:

Comment [BE39]: 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 [BE40]: Current MOU "A Division Administrator(s) of the Federal Highway Administration and/or the Federal Transit Administration, or their representative(s);"

Comment [BE41]: Changed from City of Durham Department of Transportation

Comment [BE42]: Changed from "the transportation study" in response to Orange County comment.

Comment [BE43]: Added.

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

Comment [BE44]: Increased to 3 to be equal with Durham County.

Comment [BE45]: Added due to air quality and Merger Process roles

19
20 The City of Durham’s membership shall not include members of the Lead Planning
21 Agency staff.

Comment [BE46]: Added

22
23 In addition to voting membership, the following agencies shall have non-voting
24 membership:

- 25
- 26 a. The Federal Highway Administration 1 representative
- 27 b. The Federal Transit Administration 1 representative
- 28 c. The U.S. Army Corps of Engineers 1 representative
- 29 d. The U.S. Environmental Protection Agency 1 representative
- 30 e. The U.S. Fish and Wildlife Service 1 representative
- 31 f. The N.C. Department of Cultural Resources 1 representative
- 32 g. The N.C. Department of Commerce 1 representative
- 33 h. The U.S. Department of Housing and Urban
34 Development 1 representative
- 35 i. The N.C. Railroad Company 1 representative
- 36 j. The N.C. Trucking Association 1 representative
- 37 k. The N.C. Motorcoach Association 1 representative
- 38 l. Regional Transportation Alliance 1 representative

Comment [BE47]: Current MOU says 2 from USDOT. Proposed MOU specifically requests one from FHWA and one from FTA.

Comment [BE48]: Added – all have role in Merger Process

Comment [BE49]: Added due to Livability Initiative.

Comment [BE50]: Added to incorporate freight interests.

Comment [BE51]: Added as a substitute for the Greyhound membership currently in the TCC bylaws. Represents private charter bus operators.

Comment [BE52]: Added to incorporate economic development interests.

39
40 The MPO Technical Committee shall meet when it is deemed appropriate and advisable.
41 On the basis of a majority vote, the MPO Technical Committee may appoint voting
42 members of the Committee to act as Chair and Vice-Chair with the responsibility for
43 coordination of the Committee’s activities.
44

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

Comment [BE53]: Deleted "...goals and objectives surveys, neighborhood forums, and public hearings in accordance with..."

Comment [BE54]: Changed from "North Carolina Highway Action Plan"

9
10 The MPO Board may also receive public input or hold public hearings as may also be
11 required by federal or state law.

12
13 Section II

14
15 It is further agreed that the subscribing agencies will have the following responsibilities, these
16 responsibilities being those most logically assumed by the several agencies:

17
18 The Municipalities and the Counties

Comment [BE55]: Condensed into one section. Current MOU includes identical language for all seven municipalities and counties.

19
20 The municipalities and the counties will assist in the transportation planning process by
21 providing planning assistance, data, and inventories in accordance with the Prospectus.
22 The municipalities and the counties shall coordinate zoning and subdivision approval
23 within their respective jurisdictions in accordance with the adopted Metropolitan
24 Transportation Plan and the Comprehensive Transportation Plan.

25
26 Additionally, the City of Durham will serve as the Lead Planning Agency for the
27 transportation planning process in the Planning Area.

28
29 The municipalities and the counties will participate in funding the portion of the costs of
30 the MPO's work program not covered by federal or state funding as reflected in the
31 annual Planning Work Program approved by the MPO Board. The portion to be paid by
32 each municipal and county member government will be based upon its pro rata share of
33 population within the MPO Planning Area, utilizing the most recent certified North
34 Carolina Office of State Planning municipal and county population estimates. In
35 addition, MPO members may also voluntarily contribute additional funds for other
36 purposes such as to participate in funding the costs of special studies, or other
37 specialized services as mutually agreed upon.

Comment [BE56]: Added in response to Chapel Hill comment.

Comment [BE57]: Added. Uses same language as CAMPO.

38
39 Funding provided by member agencies will be used to provide the required local match
40 to federal funds. Failure by member agencies to pay the approved share of costs would
41 impact the MPO's ability to match federal funds and could have the effect of
42 invalidating the MPO's Unified Planning Work Program and the annual MPO self-
43 certification, and could also result in the withholding of transportation project funds.

1 Failure by member governments to pay the approved share of costs may also result in
2 the withholding of MPO services and funding.

Comment [BE58]: Added. This paragraph was rewritten in response to NCDOT and Orange County comment.

3
4 The municipalities and the counties receiving federal transportation funding designated
5 for the Durham Urbanized Area as approved by the MPO Board through the Unified
6 Planning Work Program shall comply with adopted reporting and oversight procedures.

Comment [BE59]: Added

7
8 North Carolina Department of Transportation

9
10 The Department will assist in the transportation planning process by providing planning
11 assistance, data, and inventories in accordance with the Prospectus. Should any
12 authorized local government body choose to adopt or amend a transportation corridor
13 official map for a proposed public transportation corridor pursuant to N.C.G.S. § 136-
14 44.50, the Department may offer assistance by providing mapping, data, inventories, or
15 other Department resources that could aid the local government body in adopting or
16 amending a transportation corridor official map.

Comment [BE60]: 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.

17
18 Triangle Transit

19
20 Triangle Transit will assist in the transportation planning process by providing planning
21 assistance, data, and inventories in accordance with the Prospectus. Triangle Transit
22 may also voluntarily contribute additional funds for other purposes such as to
23 participate in funding the costs of special studies, or other specialized services as
24 mutually agreed upon. Triangle Transit shall comply with adopted reporting and
25 oversight procedures for the receipt of federal transportation funding designated for
26 the Durham Urbanized Area as approved by the MPO Board through the Unified
27 Planning Work Program.

Comment [BE61]: Added. Uses same language as CAMPO.

Comment [BE62]: Added. This is a non-substantive change as it clarifies that Triangle Transit has the same option as the municipalities and counties to contribute funding (identical to the sentence on page 9, lines 34-37). The contribution is not required; it is optional.

28
29 E-Verify Compliance for All Parties to this Agreement

Comment [BE63]: Added.

30
31 Each of the parties covenants that if it enters into any subcontracts in order to perform
32 any of its obligations under this contract, it shall require that the contractors and their
33 subcontractors comply with the requirements of NC Gen. Stat. Article 2 of Chapter
34 64. In this E-Verify Compliance section, the words contractors, subcontractors, and
35 comply shall have the meanings intended by applicable provisions of NC Gen. Stat.
36 Chapters 153A and 160A.

Comment [BE64]: Added in response to City of Durham comment.

37
38 Section III

39
40 Parties to this Memorandum of Understanding may terminate their participation in the
41 continuing transportation planning process by giving ninety (90) days written notice to the
42 other parties prior to the date of termination. If any party should terminate participation, this
43 Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro
44 Metropolitan Planning Organization shall continue to operate as long as 75% or more of the

Comment [BE65]: Changed from “thirty (30)” in response to Carrboro and City of Durham comment.

1 population within the Metropolitan Planning Area is represented by the remaining members.
2 For the purpose of determining 75% representation, the populations within incorporated areas
3 are represented by the respective municipal governments and the populations within the
4 unincorporated areas are represented by the respective county governments.

5
6 Section IV

7
8 In witness whereof, the parties of this Memorandum of Understanding have been authorized
9 by appropriate and proper resolutions to sign the same, the City of Durham by its Manager, the
10 Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough
11 by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its
12 Chair, Triangle Transit by its Chair, and the Secretary of Transportation on behalf of the
13 Governor of the State of North Carolina and the North Carolina Department of Transportation,
14 this the _____ day of _____, ____.

Comment [BE66]: Changed from Mayor. The City has a routine process for obtaining the Manager's signature for agreements.

Comment [BE67]: Added in response to NCDOT comment.

15
16 (Seal) _____ City of Durham

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20 _____ By _____
21 Clerk _____ Manager

22
23 (Seal) _____ Town of Chapel Hill

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27 _____ By _____
28 Clerk _____ Mayor

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30 (Seal) _____ Town of Carrboro

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34 _____ By _____
35 Clerk _____ Mayor

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37 (Seal) _____ Town of Hillsborough

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41 _____ By _____
42 Clerk _____ Mayor

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44 (Seal) _____ County of Durham

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Clerk By _____
Chair

(Seal) _____
County of Orange

Clerk By _____
Chair

(Seal) _____
County of Chatham

Clerk By _____
Chair

(Seal) _____
Triangle Transit

Clerk By _____
Chair

(Seal) _____
North Carolina Department of
Transportation

By _____
Secretary

Comment [BE68]: Signature lines will be on separate pages in the final MOU for easier execution.

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 12, 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
- November 29, 2013: Transit project submission deadline for Prioritization 3.0 for transit operators.
- January 8, 2014: DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
- 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. The TAC approved the submission of 16 highway projects to Prioritization. Division 5 submitted six highway projects in Durham County, Division 7 submitted four highway projects in the MPO portion of Orange County (plus one more additional outside of the MPO), and Division 8 submitted no highway projects in the MPO portion of Chatham County.

Bicycle/Pedestrian

The TAC approved the submission of 20 bicycle/pedestrian projects to Prioritization. Division 5 submitted four bicycle/pedestrian projects in Durham County, Division 7 submitted six bicycle/pedestrian projects in the MPO portion of Orange County (plus one more additional outside of the MPO), and Division 8 submitted four bicycle/pedestrian projects in the MPO portion of Chatham County.

Transit

Only expansion projects (e.g. expansion vehicles, new park-and-ride lots, etc.) are subject to the Prioritization 3.0 process. The MPO's four transit operators submitted 39 projects to Prioritization. The TAC approved the submission of 67 additional transit projects. None of the NCDOT Divisions submitted any additional transit projects.

Rail

The NCDOT Rail Division submitted five rail projects to Prioritization. The TAC approved the submission of five additional rail projects. None of the NCDOT Divisions submitted any additional rail projects.

Coordination with Division Engineers

The MPO needs to work closely with our NCDOT Division Engineers in order to get projects funded through Prioritization 3.0. 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.

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 meetings to develop a new project ranking methodology. The attached tables describe the TCC's draft recommendation. The TCC is sharing the draft methodology with the TAC review and will request approval of the final methodology in April. The draft will also be shared with the NCDOT committee tasked with approval of the MPO's methodology for initial review.

TAC Action: Receive and review a draft Local Ranking Methodology.

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	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	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	Statewide Mobility	1 - Widen Existing Roadway	I-3306A	I-40		I-85	US 15/501	Add Additional Lanes	Orange County	
H090366	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	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	Statewide Mobility	1 - Widen Existing Roadway	FS-1205A	I-40		NC 147	Wade Avenue	Construct Managed Lanes	Durham, Durham County	

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111014	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	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	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	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	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	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111143-C	Statewide Mobility	10 - Improve Intersection	U-5304C	US 15/501		SR 1742 (Ephesus Church Road)		Intersection Improvements	Chapel Hill	
H128086	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	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	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	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	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	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	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090531-A	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	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	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	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	

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090531-E	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	
H090555-A	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 scored.
H090555-B	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	Regional Impact	8 - Improve Interchange		I-85/US 70 Connector		US 70		Reconstruct interchange to Allow For Full Movements	Orange County	
H090652	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	

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090961	Regional Impact	16 - Modernize Roadway		NC 86		US 70A	I-40	Construct Wide Outside Lanes.		
H111011	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	
H111036	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	Regional Impact	10 - Improve Intersection		NC 751	Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	Durham, Durham County	
H129645	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	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	

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090200	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	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.		Not in 2040 MTP; NCDOT Division 7 does not agree with the removal of this project.
H090365	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	
H090372-B	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	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	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	

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090631	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	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	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	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.		
H090647	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	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.

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H090651	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	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	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	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	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	
H090859	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	Division Needs	16 - Modernize Roadway		SR 1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes.		

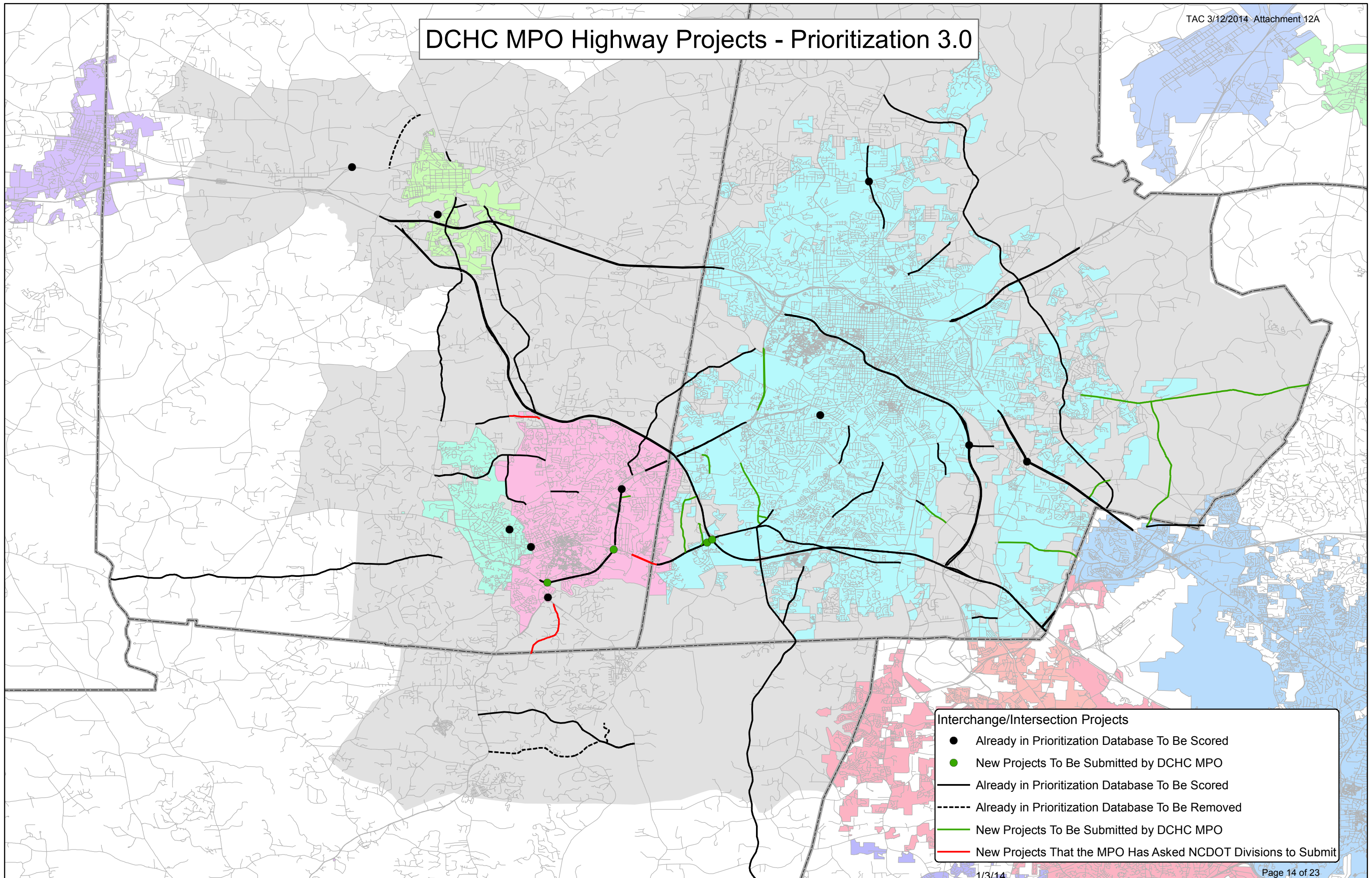
SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H111005	Division Needs	1 - Widen Existing Roadway		SR 1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert Existing Grade Separation at NC 147 to An interchange 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	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	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	
H111056	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	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	Division Needs	16 - Modernize Roadway		SR 1005	Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders		

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
H129640-B	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	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	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	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	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
Projects Submitted by the MPO for Prioritization 3.0										
New - 1	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 - 2	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 - 3	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 - 4	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 - 5	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 - 6	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 - 7	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 - 8	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 - 9	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 - 10	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 - 11	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 - 12	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 - 13	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
New - 14	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

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note
New - 15	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 - 16	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.
Projects Submitted by NCDOT Divisions for Prioritization 3.0										
New - 17	Statewide Mobility	1 - Widen Existing Roadway		I-40		NC 147	NC 55	Construct auxiliary lane in the wb direction	Division 5	Not explicitly in 2040 MTP, but might be considered a TSM project or as part of the managed lanes project
New - 18	Statewide Mobility	16 - Modernize Roadway		I-85		SR 1632 (Red Mill Rd)	Falls Lake	Rehab pavement	Division 5	Included in 2040 MTP as a TSM project
Duplicative of New-6	Regional Impact	1 - Widen Existing Roadway		NC 98		Wake County Line	SR 1815 (Mineral Springs Rd)	Widen to multi-lanes	Division 5, Durham, Durham County	2040 in 2040 MTP
New - 19	Statewide Mobility	1 - Widen Existing Roadway		NC 147		East End Connector	US 15-501	Widen from 4 to 6 lanes	Division 5	Not in 2040 MTP
New - 20	Regional Impact	1 - Widen Existing Roadway		NC 55		SR 1954 (S Alston Ave)	Price Ave	Construct additional lane	Division 5	Not in 2040 MTP
Duplicative of New-7	Division Needs	1 - Widen Existing Roadway		SR 1121	Cornwallis Rd	Proposed MLK Jr Parkway Extension	SR 2028 (T. W. Alexander)	Widen to multi-lanes	Division 5, Durham, Durham County	2030 in 2040 MTP
New - 21	Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	Raleigh Road	Interchange Improvements	Chapel Hill, Division 7	2030 in 2040 MTP
New - 22	Division Needs	1 - Widen Existing Roadway			Eubanks Rd.	Millhouse Rd.	NC 86	Widen from 2 to 4 lanes	Division 7	2030 in 2040 MTP
New - 23	Regional Impact	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		NC 54		Burning Tree Dr	Barbee Chapel Rd	Superstreet project and include interchange at Barbee Chapel Rd.	Division 7	Combination of 3 projects from NC 54 Corridor Study. One in 2030 in 2040 MTP; one in 2040 in 2040 MTP; one in proposed CTP
New - 24	Division Needs	5 - Construct Roadway on New Location			Hillsborough Southwest Connector	US 70	Orange Grove Rd	Construct two-lane roadway on new location	Division 7	Not in 2040 MTP

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

Line Projects

- 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

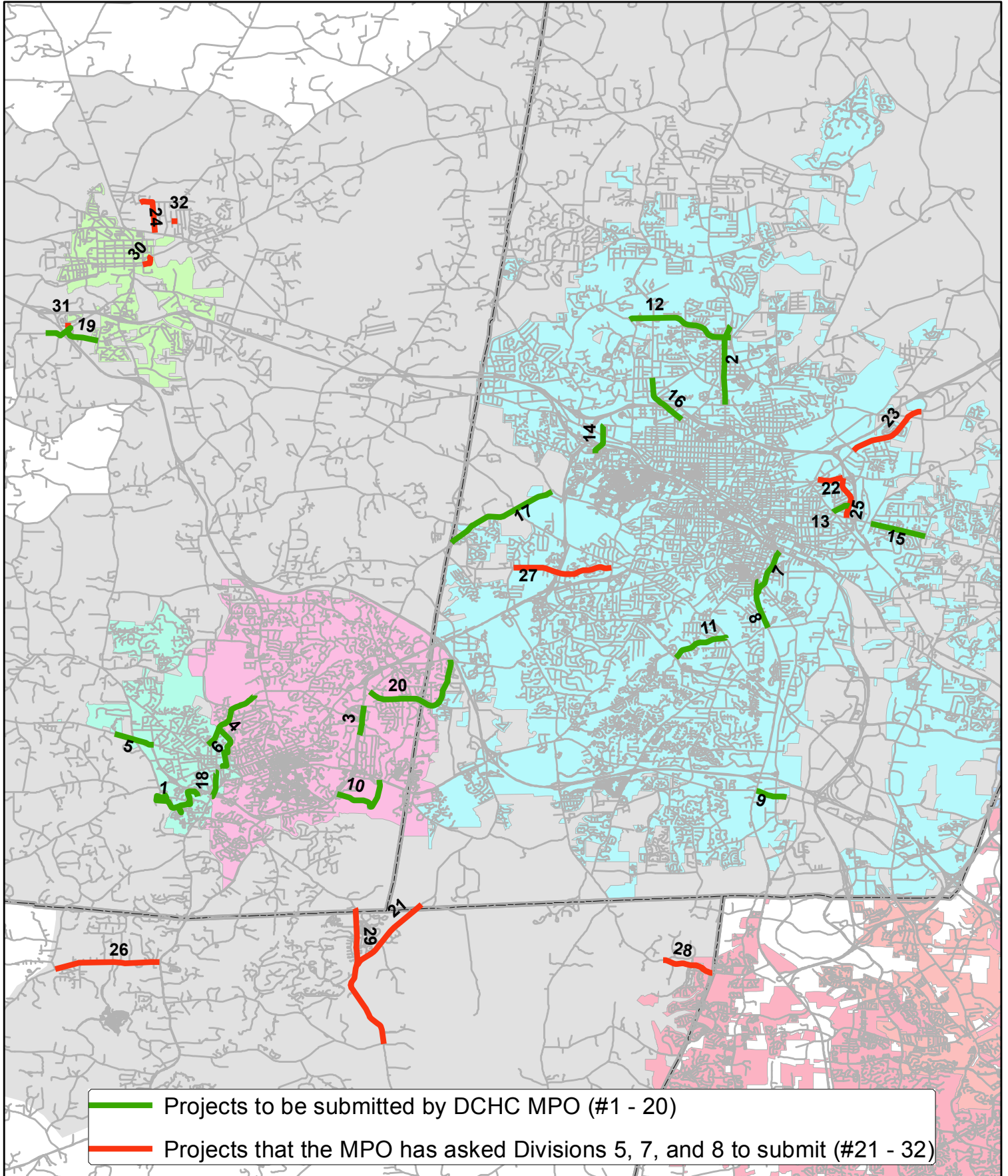
DCHC MPO Bicycle/Pedestrian Projects Submitted for Prioritization 3.0

	Project Description	Submitted by	Div
Projects Submitted by MPO to Prioritization 3.0			
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
2	US 501 Bypass (Duke Street) (Murray Ave. to Roxboro Rd.) – sidewalks	Durham, Durham County	5
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	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
5	NC 54 (James St. to Anderson Park) – sidepath on the north side of the road to accommodate two-direction bicycle transportation	Carrboro	7
6	Estes Dr. (Greensboro St. to Carrboro Town Limits) – bicycle lanes, sidewalk (south side), and transit accommodations.	Carrboro	7
7	Bryant Bridge Trail (NC 55 to Kelly Bryant Bridge) – shared use path	Durham, Durham County	5
8	NC 55 (Riddle Road to Cecil Street) - sidewalks	Durham, Durham County	5
9	NC 54 (NC 55 to RTP) – sidewalks	Durham, Durham County	5
10	Finley Golf Course Rd (US 15-501/NC 54 to NC 54) - sidepath on one side or bicycle lanes	Chapel Hill	7
11	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Construct bicycle lanes and sidewalks	Durham, Durham County	5
12	Horton Road (Hilldale Rd. to Roxboro Rd.) – bike lanes and sidewalks	Durham, Durham County	5
13	Raynor Street (Miami Blvd to Hardee St.) - sidewalks	Durham, Durham County	5
14	LaSalle Street (Kangaroo to Sprunt) - sidewalks	Durham, Durham County	5
15	NC 98 (Holloway St) (SR 1838 (Junction Rd) to Chandler Rd) sidewalks.	Durham, Durham County	5
16	Guess Road (Hillcrest to Carver) - sidewalks	Durham, Durham County	5

DCHC MPO Bicycle/Pedestrian Projects Submitted for Prioritization 3.0

	Project Description	Submitted by	Div
17	Erwin Rd (NC 751 to Orange County Line) - bicycle lanes or shoulders	Durham, Durham County	5
18	SR 1919 (S Greensboro St) (Old Pittsboro Rd to NC 54) sidewalk on the west side	Carrboro	7
19	Orange Grove Road/I-40 Pedestrian Bridge and Supporting Sidewalk Improvements	Hillsborough, Orange County	7
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
Projects Submitted by NCDOT Divisions for Prioritization 3.0			
21	Farrington Point Rd / Old Farrington / Farrington Mill Rd (Durham County Line to Lystra Rd) - bicycle lanes	Division 8	8
22	SR 1800 (Cheek Rd) (Geer St) to Hardee St) - sidewalks	Division 5	5
23	Geer Street (Midland Terrace to Glen School Rd) - bicycle lanes and sidewalks	Division 5	5
24	Orange High School Road/Harold Latta Road Sidewalk Improvements	Division 7	7
25	Hardee Street (Holloway St. to Cheek Rd.) - sidewalks	Division 5	5
26	Mann's Chapel Rd (US 15-501 to Poythress Rd) - bicycle lanes	Division 8	8
27	Pickett Road (Garrett Rd to Academy) - sidewalks and bicycle lanes	Division 5	5
28	O'Kelley Chapel Road (Wake County Line/Yates Store Rd to American Tobacco Trail) - sidepath	Division 8	8
29	Mt. Carmel Church Rd (Orange County Line to Old Farrington Point Road) - bicycle lanes	Division 8	8
30	Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road.	Division 7	7
31	Trail Connection from Patriots Pointe to Timbers Drive	Division 7	7
32	Trail Connection from English Hill Lane to Buttonwood Drive	Division 7	7
n/a	Mt. Carmel Church Rd (US 15-501 to Chatham County Line) - bicycle lanes	Division 7	7
n/a	Mt. Carmel Church Rd (US 15-501 to Bennett Rd) - sidewalks	Division 7	7

DCHC MPO Bicycle/Pedestrian Projects - Prioritization 3.0



Public Transit Projects Submitted for Prioritization 3.0						
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 Vehicle 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 Neighborhood 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

Public Transit Projects Submitted for Prioritization 3.0						
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 RouteCWExpansionVehicle	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

Public Transit Projects Submitted for Prioritization 3.0						
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
	Duke Hospital Enhanced Shelter	Enhanced Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division

Public Transit Projects Submitted for Prioritization 3.0						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
	South Square Enhanced Shelter	Enhanced Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	Patterson Place Enhanced Shelter	Enhanced Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	Northern Durham Enhanced Shelter	Enhanced Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	Rougemont Park and Ride	Park and Ride	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	Southpoint Enhanced Shelter	Enhanced Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	E MAIN ST AT QUEEN ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	CHAPEL HILL ST AT UNDERWOOD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	DEARBORN DR AT OLD OXFORD RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	TRENT DR AT ERWIN RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MORREENE RD AT GLASSON ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE RD AT CROOKED C	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HOLLOWAY ST AT CHESTER ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT ROXBORO ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LIBERTY ST AT QUEEN ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT QUEEN ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MORREENE RD AT ERWIN RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT MANGUM ST OUTBO	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HOLLOWAY ST AT ALMA ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LAKEWOOD AVE AT HERITAGE SQU	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LAWSON ST AT WABASH ST WESTB	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT CORCORAN ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MAIN ST AT IREDELL ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LAWSON ST AT RIDGEWAY AVE WB	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ANGIER AVE AT DRIVER ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FLOWERS DR AT DUKE GARDEN	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MAIN ST AT HOOD ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	RIGSBEE AVE AT SEMINARY ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT OLD FAYET	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO RD AT NEWSOM ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	TOM WILKINSON RD AT NORTHERN	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	SERVICE RD AT DAVIDSON AVE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MORREENE RD AT AMERICAN DR	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO RD AT OLD OXFORD RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	PETTIGREW ST AT MANGUM ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	NC 54 AT GARRETT RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ERWIN RD AT DOWNING ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT BURLINGTO	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ERWIN RD AT RESEARCH DR	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MOREHEAD AVE AT CORNELL ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO ST AT LIBERTY ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LEON ST AT BUCHANAN BLVD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT HOMELAND	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	CHAPEL HILL RD AT COLONIAL A	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT PEKOE ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO ST AT CHARLES ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HARDEE ST AT LANDON ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HOLLOWAY ST AT ALSTON AVE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	CORNWALLIS RD AT WEAVER ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT CORCORAN ST OUT	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division

Public Transit Projects Submitted for Prioritization 3.0						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
	FAYETTEVILLE ST AT E PIEDMON	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MCFARLAND DR AT WITHERSPOON	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LIBERTY ST AT ELIZABETH ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MORRENE RD AT SHERWOOD DR	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LAWSON ST AT BACON ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT CECIL ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MLK PKWY AT BAY CAMP DR	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO RD AT DAVIDSON AVE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	NC 54 AT S ALSTON AVE - EOL	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	UNIVERSITY DR AT KINDER CARE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO ST AT CORNWALLIS RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HOLLOWAY ST AT ELIZABETH ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO RD AT HIGBEE ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	DOWD ST AT ALSTON ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MOREHEAD AVE AT MORELAND AVE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	NC 54 at Falconbridge 1613	Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	NC 54 at Falconbridge 1144	Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional

Rail SPOT ID	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
R141797	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	
R141798	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	
R141799	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	
R141801	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	
R141802	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	\$4,000,000	

**DURHAM-CHAPEL HILL-CARRBORO MPO
METHODOLOGY FOR RANKING
TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT REQUESTS (FY 2016-2022)**

INTRODUCTION

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations are required to develop a Transportation Improvement Program in cooperation with the State and public transportation providers through a performance-driven, outcome-based approach to planning. The TIP should contain projects consistent with the Metropolitan Transportation Plan (MTP) and should reflect the investment priorities established in the current MTP. There should be the opportunity for public participation in developing the TIP including consultation, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

Furthermore, as a Transportation Management Area (TMA), according to U.S. Code 23 Section 134, all federally funded projects within the DCHC MPO (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the MPO in consultation with the State and any public transportation operator. Projects on the National Highway System shall be selected for implementation from the TIP by the State in cooperation with the MPO.

North Carolina's Strategic Transportation Investments (STI) legislation, passed in 2013, establishes a formula and process by which transportation funding is distributed across the State and across transportation modes. The outcome of the STI process is the draft State Transportation Improvement Program. The STI legislation applies uniformly across the State regardless of the boundaries of MPOs and MPOs that are TMAs. The STI legislation requires the identification and submittal of potential transportation projects by NCDOT and the MPO, the evaluation of projects according to a NCDOT-developed quantitative scoring methodology, and the allocation of ranking points among certain projects by NCDOT and the MPO.

The DCHC MPO's Methodology for Ranking TIP Project Requests is the process that the MPO will follow to develop the MPO's allocation of ranking points among projects for input to the STI process. The Methodology will also inform the MPO's development of the Transportation Improvement Program. The Methodology is designed to address the federal requirement that the TIP be consistent with the projects and investment priorities of the MTP while being consistent with the State's STI process.

OBJECTIVE

The Methodology outlined below is designed to address multi-modal transportation needs, ensure regional balance, and prioritize projects that are needed based on technical criteria. The goal is to produce a project priority ranking which satisfies MPO goals, is simple enough for project-level analysis without requiring unnecessary data collection, and is understandable by the general public.

The DCHC MPO's Technical Coordinating Committee (TCC) will use the Methodology to develop a draft allocation of ranking points. This draft allocation of ranking points is to be used as a starting point or a reference base by the Transportation Advisory Committee (TAC) for the approval of the final allocation of ranking points.

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, to reflect the TAC members' knowledge of the urban area and the policies of their communities, to address public comments, to ensure coordination with NCDOT's Division Engineers, and to maximize the MPO's opportunities for receiving funding. While the Methodology attempts to comprehensively address the MPO's transportation needs, there will always be factors that are not easily measured that should be considerations in the development of the MPO's project priorities. The TCC will make its technical recommendation of the allocation of ranking points based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

PROCEDURE FOR RANKING PROJECTS

1) Goals for the Methodology for Ranking TIP Project Requests

Since the Project Priority Ranking should be a subset of the DCHC MPO MTP, the goals for the Methodology are the same as the DCHC MPO goals and objectives in the 2040 MTP.

- A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility and access; protects the environment and neighborhoods; and improves the quality of life for urban area residents.
- An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.
- A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.
- A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails
- A Transportation Plan that is integrated with local land use plans and development policies.
- A multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.
- An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.
- Continue to improve transportation safety and ensure the security of the transportation system.
- Improve mobility and accessibility of freight and urban goods movement.

2) Submission of Local Priority Lists to the MPO

All MPO member jurisdictions and Triangle Transit will submit a local priority list to the MPO. The DCHC MPO requests that the local jurisdictions apply screening criteria during the development of these lists. The screening criteria are:

- a) Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current MTP? Does it implement community objectives? For the intrastate system, does it meet NCDOT mobility objectives? Does the project have a broad base of local support?
- b) Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?

- c) Timing Factor – Is the project needed within the TIP funding cycle? Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?

Local jurisdictions may also elect to use a ranking methodology to create their local priority lists but are not required to do so. The TCC will review local priority lists for adherence to these screening criteria before recommending the submission of these projects.

Local jurisdictions shall provide the DCHC MPO a list of projects. The list should be grouped by mode (highway, public transit, rail, and bicycle and pedestrian). The local jurisdictions shall provide a short description of the project, including the project limits, name, mileage, and cost. The description should note any essential elements of the project such as bike lanes, sidewalks, transit accommodations, vehicle types, etc.

3) Submission of Projects to the STI Process

For the 2016-2022 TIP, the DCHC MPO will submit projects to NCDOT's Strategic Planning Office of Transportation by March 3, 2014, for the application of the NCDOT's quantitative ranking methodology. The MPO is limited to fourteen new highway projects, but can submit an additional project for each existing project removed from the system. The MPO is limited to twenty bicycle and pedestrian projects, five rail projects, and an unlimited number of public transit projects. Previously submitted highway projects do not need to be re-submitted. Public transit operators can submit an unlimited number of projects directly to NCDOT. The NCDOT Rail Division can submit an unlimited number of projects to the process. And NCDOT Division Engineers can also submit projects.

DCHC MPO will combine the local priority lists into a list that the MPO will submit to NCDOT. In the event that more highway projects are submitted to the MPO than the MPO is allowed submit to NCDOT, the TCC will select projects based on the screening criteria, the air quality horizon year in the MTP, regional significance, geographic distribution, and local priority. The MPO will also consider requesting that the Division Engineers submit any additional highway projects in the 2040 MTP that are not in the MPO's submittal.

Since the MPO is limited to only 20 bicycle and pedestrian projects and an initial review of candidate projects revealed more than 70 potential projects, the MPO requests that the Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, Orange County, and Chatham County submit four projects each, and the City of Durham and Durham County submit eight projects each. Of the potential 36 project submissions, the TCC will apply a preliminary ranking based on the following criteria:

- Safety
 - 20% crash data from 2008-2012 – 4 points per crash; maximum of 20 points
 - 20% posted speed limit – 40-50 mph = 20 points; 30-39 mph = 10 points; 25 mph = 5 points
- Access to destinations
 - 10% number of destinations – 1 point per major destination; maximum of 7 points; ½ point for secondary destinations; maximum of 3 points
- Demand/Density
 - 10% Traffic Analysis Zone population density;
 - 10% Traffic Analysis Zone employment density

- Constructability
 - 10% Right-of-Way availability
 - 10% Design status

Projects that the MPO cannot submit will be requested to be submitted by the NCDOT Division Engineers.

Any public transit or rail project submitted by a member government or transit operator will be considered for submission by the MPO. Projects will be screened to make sure they are consistent with the 2040 MTP and other adopted transit and rail plans.

4) Application of the MPO Ranking Methodology and Allocation of Ranking Points

Upon submission by the MPO and NCDOT Division Engineers, projects within the MPO will be scored according to NCDOT’s quantitative ranking methodology. The DCHC MPO will receive these scores and project data used to develop the scores. DCHC MPO staff in coordination with local staff will use the project data and collect additional data to apply the MPO methodology. The Project Priority Ranking will then be presented to the TCC. The TCC first examines the consistency in which local jurisdictions and MPO staff have responded to the screening criteria and applied the Methodology. If the Methodology is not applied consistently, the TCC can agree to change some responses for consistency among all projects.

There are separate ranking methodologies based on the primary mode of transportation and project type: 1) highway; 2) bicycle and pedestrian; 3) transit-expansion; 4) transit-facilities; 5) transit-fixed guideway; 6) rail-track and structure (passenger); 7) rail-track and structure (freight); 8) rail-facilities (passenger). Furthermore, there are variations within each of these methodologies for the STI funding category (Regional or Division). There are no ferry routes or eligible airports within the DCHC MPO. Similar to the NCDOT quantitative methodology, the ranking methodologies are independent of each other and the points for different modes are not directly comparable.

		Category			
		Statewide	Regional	Division	
Mode/Project Type	Highway	No MPO Methodology. The MPO does not submit ranking points to projects in the Statewide category.	Yes	Yes	
	Bicycle/Pedestrian		No. The STI legislation does not allow any bike/ped to be considered for Regional funding.	Yes	
	Transit-Expansion		Yes	Yes	
	Transit-Facilities		Yes	Yes	
	Transit-Fixed Guideway		Yes	Yes	
	Rail-Track and Structure		Passenger	Yes	Yes
			Freight	Yes	Yes
	Rail-Facilities		Passenger	No. The DCHC MPO does not have any qualifying projects.	Yes
	Freight	No. The DCHC MPO does not have any qualifying projects.			

In total, there are 14 different MPO methodologies for the various modes, project types, and categories.

If a Statewide project cascades down to the Regional category, it will be scored according to the Regional methodology. If a Statewide or Regional project cascades down to the Division category, only projects that are requesting less than \$5 million of funding that is subject to the STI legislation will be scored according to the Division methodology. This limitation is due to the very limited amount of funding available in the Division category that is not STPDA or TAP (funding that is directly allocated to certain MPOs and that is not subject to the Prioritization process but is subject to the STI legislation), and the number of projects that only qualify in the Division category (all bicycle/pedestrian, DATA, and Chapel Hill Transit projects).

The result of the application of the ranking methodology will be up to 14 lists of projects in priority order by mode /project type/category. The next step is to assign the MPO's ranking points to specific projects. The MPO has 1,800 points to allocate among Regional projects and 1,800 points to allocate among Division projects.

The Methodology does not prescribe how points will be assigned within the Regional and Division categories among mode /project type/categories. Rather, the decision on how points will be assigned will be informed by the following factors:

- The priorities of the 2040 MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- The number of eligible projects within the MPO within each funding mode /project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted;
- Coordination with the Division Engineers on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation.
- Geographic equity; and
- Other factors as identified by the TCC and TAC.

Assigning points within the mode /project type/category should follow the order as determined by the Methodology. Any variations from this order must be justified and clearly documented.

Using the above considerations, the MPO staff will propose an assignment of points to the TCC. MPO staff will document the reasoning used to justify the proposed assignment of points. The TCC will make a recommendation on the assignment of points and present it to the TAC. Again the reasoning used to develop the recommended assignment of points will be clearly documented.

5) Approval of Ranking Points

The TAC will release the draft Project Priority Ranking and application of ranking points for public comment and hold a public hearing at a TAC meeting. After review and public comment, the TAC

will approve the final application of ranking points. The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, to reflect the TAC members' knowledge of the urban area and the policies of their communities, to address public comments, to ensure coordination with NCDOT's Division Engineers, and to maximize the MPO's opportunities for receiving funding. Again the reasoning used to develop the recommended assignment of points will be clearly documented. MPO staff will submit these points to NCDOT for use in the STI process.

SCHEDULE FOR FY 2016-2022 TIP

Steps for submission of projects:

October 23, 2013:	Deadline to modify an existing highway project
November 29, 2013:	Transit project submission deadline for Prioritization 3.0 for transit operators.
January 8, 2014:	DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
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 final local ranking methodology
April 9, 2014	TAC approves final 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
June 25, 2014	TAC approves local input points
July 31, 2014	MPO submits local input points

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 potential impacts yields 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 at this stage of development (could be positive and/or negative).

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

100%	100%
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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%	Prioritize projects near more destinations/generators. MPO method classifies schools as primary centers instead of secondary centers. 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%

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%	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
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.			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)			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		40%	30%	Benefit/Cost	Annual Trips/State Match	29%	30%	
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%	
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%	

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. May not even need a ranking methodology since there is only one project.
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				Public support	Maximum points if a project is included in a county transit plan with a successful sales tax referendum.	100%	100%	
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%			100%	100%	

NCDOT SPOT Prioritization 3.0							Proposed DCHC MPO Project Ranking Methodology						Green font = SPOT data used fully
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
		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 Competiveness	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							Potential 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 pa
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	No DCHC MPO 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.
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					Potential Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.		20%	Prioritize projects that may make future commuter rail more viable.
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 generally recommends that more points be assigned to fewer projects to maximize the total score.

The TCC 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
<u>Statewide</u>	31	\$6 billion
Highway	25	
Non-Highway	6	
Rail - Freight	6	
Aviation - Commercial Service	0	
<u>Regional</u>	45	Total of \$2.642 billion for all 3 DCHC MPO Regions
Region 5+6	37	\$978 million (includes Raleigh and Fayetteville areas)
Region 7+9	12	\$766 million (includes Greensboro and Winston-Salem areas)
Region 8+10	1	\$898 million (includes Charlotte area)
Highway	25	Subject to "Normalization" limits described below
Region 5+6	20	
Region 7+9	8	
Region 8+10	1	
Non-Highway		Subject to "Normalization" described below
Rail - Passenger Track	2	
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
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
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	31	

Division	181	\$736 million for all 3 Divisions (excludes estimated STPDA+TAP)
Division 5	111	\$160 million
Division 7	67	\$259 million
Division 8	5	\$318 million
Highway	56	Subject to "Normalization" described below
Division 5	29	
Division 7	27	
Division 8	1	
Non-Highway	125	Subject to "Normalization" described below
Transit	89	
Division 5	65	
Division 7	24	
Division 8	0	
Bike/Ped	34	Following historical funding levels, \$60 million total across state
Division 5	16	
Division 7	15	
Division 8	4	
Rail - Stations	2	
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	

*Estimate

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: 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 – July 2014
- Alternative Analysis – January 2015
- Draft CTP to Local Jurisdictions - April 2015
- MPO Adopt CTP – June 2015
- NCDOT BOT – September 2015
- Final CTP documentation and distribution – October 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 – June to August 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 Employment Analyst Web tool using INFO-USA data - July/August 2013
- ✓ Complete local planner use of Employment Analyst - December 2013
- 2013 Base Year Employment Verification – March 2014
- Update of Certificate of Occupancy from 2010-2013 – March 2014
- Development of Draft 2013 Base Year Employment & Dwelling Unit by TAZ – April 2014
- ✓ Development of county guide totals for 2013 – March 2014
- Local Review/concurrence and endorsement of 2013 guide totals – May 2014
- TRM Service Bureau review of 2013 SE Data – April to June 2014
- 2013 SE Data ready for use in TRM validation/calibration – July 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 14, 2014
- Website Design Kick Off – March 20, 2014
- Concept/Design/Web Engineering – April 28, 2014
- Information Architecture and Content Management Migration
- Mapping integration
- Content Editor & System Administration Training
- Quality Assurance & Technology Transfer
- Launch Stage
- Post Launch 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:** -0.17%
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: 1/31/2014 **Scheduled Progress:** 100%
Last Estimate Paid: 2/10/2014 **Actual Progress:** 99.96%

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: 17.97%
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: 2/7/2014	Scheduled Progress: 85%
Last Estimate Paid: 2/18/2014	Actual Progress: 55.26%

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: 2/28/2014	Scheduled Progress: 11.99%
Last Estimate Paid:	Actual Progress: 11.99%

Contract Number: C203473	Route: US-70
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 20.44 miles	Federal Aid Number:
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: 1 SECTION OF US-70, US-70 BUS, NC-98/US-70 BUS, NC-751, AND NC-55, AND 4 SECTIONS OF SECONDARY ROADS.	
Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
Contractor Name: THE LANE CONSTRUCTION CORP	
Contract Amount: \$4,249,573.80	Cost Overrun/Underrun:
Availability Date: 3/10/2014	Letting Date: 12/17/2013
Completion Date: 11/14/2014	Work Began: 2/10/2014
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

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: 0%
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: 3/14/2014
Last Estimate Thru: 2/28/2014	Scheduled Progress: 48%
Last Estimate Paid:	Actual Progress: 18.37%

**NCDOT Let List
Division 5**

TAC 3/12/2014 Attachment 16

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Status</u>
04/14	U-4726HL	5	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET			
09/14	C-4928	5	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000		
09/14	C-5178	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS	\$336,000		
09/14	EB-4707B	5	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	\$5,150,000		
09/14	U-0071	5	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NORTH OF NC 98 TO NC 147 (BUCK DEAN FREEWAY)	\$140,700,000	\$24,950,000	
09/14	U-4724	5	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000		
01/15	EB-5514	5	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)	\$1,025,000		
09/15	C-5182	5	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS	\$1,252,000	\$134,000	
09/15	C-5183A	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000		
09/15	C-5183B	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000		
08/14	Small Constr.	5	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	\$630,000	\$150,000	R/W 90%, Utility Agrmt. needed
10/14	SS-4905BI	5	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	\$375,000	\$44,000	R/W 10%, Utility Eng. 25%
11/14	SS-4905BM	5	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	PE - 40%, CIW in spring
07/14	EB-4411D	5	Division POC Let (DPOC)	Paved Shoulders on Barbee Chapel Rd, Farrington Rd, & Stagecoach Rd w/ left-turn lane at Farrington Mill Rd.	\$1,400,000	\$30,000	PE - 50%, no r/w needed
	SS 4906BP 43696.1.1 43696.3.1	5	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	\$36,000	N/A	Signal work is 90% complete. Waiting for spring to complete concrete work
	SS 4905BR 43781.1.1 43781.3.1	5	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	\$13,600	N/A	100% Complete waiting for final inspection

NCDOT Let List
Division 5

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Status</u>
	SS 4905BT 43783.1.1 43783.3.1	5	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accommodations on all legs of the intersection	\$36,000	N/A	Signal work complete Will turn on ped signals when ped cross walk thru island is complete
	Developer 36249.3312	5	Developer	Signal upgrade/modifications as part of BCBS TIA requirements	\$5,000 review cost	N/A	Plans not yet reviewed

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TAC 3/12/2014 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 complete	\$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	74%Complete 59% 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	36% Complete 58% 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
W-5207E 45337.3.FD5	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
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		Construction Spring 2014	\$500,000	Bike/Ped enhancement

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-5207E 45337.3.FD5	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. JAC 3/12/2014 Attachment 16. Construction Spring 2014.	\$640,000	High Hazard Safety
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		Construction Spring 2014	\$500,000	Bike/Ped enhancement
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-4907AZ 43987.1.FR1	NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Initial construction funds are needed for traffic signal and curb ramp revisions.	TBD	TBD		Plans are being review by District, Coordinate with Town's complete street project	\$37,600	Spot Safety-State
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

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 Rossburn 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	11/1/2013, Anticipated 3/31/14	75% Complete	\$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

ACTIVE NCDOT DIVISION 8 PROJECTS IN DCHCMPO

TAC 3/12/2014 Attachment 16

Map #	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
	W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. Realign horizontal curve	April 2014	TBD	Agreement has been executed and ROW has been secured. Design plans underway.	\$803K		After ROW is acquired, the process of moving utilities will begin.
	C-5176	American Tobacco Trail (Chatham Co.) - New Hope Church Road Trail Head Park & Ride Lot. Accomodations for 100 spaces including parking for Horse Trailers, Restroom facilities, picnic area and public art.	Jan 2014	6/30/2015	Town of Cary has completed plans and submitted to NCDOT	\$1.2M		Anticipated plan approval from NCDOT - Jan 2014 then bidding the project for construction will begin.

ACTIVE NCDOT DIVISION 8 PROJECTS IN DCHCMPO

Map#	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
SURFACE TREATMENT							
RESURFACING							

NCDOT DIVISION 8 PROJECTS UNDER DEVELOPMENT IN DCHCMPO

Map#	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
RESURFACING							
		SR 1816 Edwards Ridge Road from end of State maintenance to SR 1008 Mt. Carmel Church Road (0.64 mi).	Spring 2014	TBD		\$73,000	
		SR 1727 Whippoorwill Lane from SR 1008 Mt. Caramel Road to SR 1726 Old Farrington Road (0.73 mi).	Spring 2014	TBD		\$104,400	
		SR 1812 Weathersfield Road from US 15-501 to SR 1813 E. Camden Drive (0.60 mi).	Summer 2014	TBD		Not Available	
		SR 1531 Booth Road from SR 1666 Amber Wood Run to the Orange County Line (0.36 mi).	Summer 2014	TBD		Not Available	
		SR 1724 Old Lystra Road from US 15-501 to the Orange Co Line (1.83 mi).	Summer 2014	TBD		Not Available	<i>Widen to 24'</i>
		SR 1008 Farrington Road from SR 1717 Lystra Road to SR 1725 Hinton Road (1.78 mi).	Summer 2014	TBD		Not Available	
		SR 1008 Farrington Road from SR 1725 Hinton Road to the Orange Co Line (1.38 mi).	Summer 2014	TBD		Not Available	

RTP light rail project faces financial hurdles

Triangle Business Journal By Dawn Kurry, Staff Writer Feb 6, 2014, 11:15am EST

With Research Triangle Park officials having recently unveiled their plans for the office park's expansion, the conversation around bringing commuter rail to RTP is picking up steam.

According to Triangle Transit, the Research Triangle's mass transportation operator, Wake County commissioners would need to agree to raise sales tax by one-half cent in order to move the rail project forward. Funds have already been put toward a possible commuter rail project from Durham to Garner through RTP, which is part of Durham County's approved transit plan.

Studies conducted over the last three years indicate the commuter rail project could cost up to \$650 million - \$330 million for Wake County and \$320 million for Durham - based on 37 miles of track. Operating the rail would cost about \$10 million annually, according to Triangle Transit.

"These costs will be revisited when a decision is made to proceed with commuter rail. The eastern half of this commuter rail alignment is contained in the draft Wake County transit plan, which has yet to be discussed," says Triangle Transit spokesman Brad Schulz, adding that the commuter rail also includes involvement with the North Carolina Railroad Company.

NCCR board chairman Duane Long, who is also the CEO of Raleigh-based Longistics, sees a greater rail vision for RTP.

"We see an opportunity to connect the RTP with other parts of the state," Long says. "It's not just a rail line starting at Chapel Hill and going to Clayton. This could be for the future, with the plan they are talking about. A train station at RTP would be a great asset for our region, but I think it all depends on the public-private partners the foundation is enlisting in the planning of the vision."

Long says the NCCR has already invested in beefing up the rail infrastructure by laying double track where previously only single track lay, such as on the rail bridge over N.C. Highway 55, which cost \$5.5 million.

While the TTA and RTP discuss where potential stations could be established, it looks like the region may not see light rail for another decade, according to Raleigh Planning Director Mitchell Silver.

"It is hard to predict when the region will have a light rail," Silver says. "If a referendum is passed in Wake County next year and the region obtains federal funding, light rail could be a reality by the mid-2020s."

Report: Computerized stoplights eased Raleigh snow gridlock

News & Observer.com Posted by Colin Campbell on February 17, 2014

It might be little consolation to anyone who spent four hours in snowy gridlock last week, but Raleigh's traffic jam could have been worse.

After the roads finally cleared last Wednesday, transportation operations manager Mike Kennon sent a report to the city council. He said the city's traffic control center kept a close eye as commuters jammed nearly every major road in town, and the center's staff adjusted traffic lights to give drivers more green.

The city has spent years and \$28 million working to synchronize traffic lights on dozens of its busiest roads, speeding commutes and saving time and money. The five-member staff at the traffic center in the basement of city hall can change the timing of the lights whenever back-ups occur.

"Traffic control implemented the peak-hour traffic signal plans to give as much time to the main thoroughfares as possible, allowing traffic to continue moving," Kennon wrote to the council.

But even the adjusted stop lights couldn't fix problems caused by stuck and abandoned cars. "We did notice some sporadic driver maneuvers which slowed main thoroughfares down by blocking moving traffic," Kennon said.

The worst jams, he said, occurred on the south side of Raleigh, where the snow started earliest and fell heaviest: South Saunders Street, Hammond Road, Glenwood Avenue and Western Boulevard were the first to get clogged.

By 6 p.m. Wednesday, however, most of the roads had cleared of cars – with two exceptions. Five hours after the gridlock began, traffic still wasn't moving much on Glenwood Avenue just west of Crabtree Valley Mall (home of iconic flaming car) and on U.S. 401 heading toward Fuquay-Varina. On 401, according to Kennon, a steep hill near Simpkins Road snarled traffic.

Road Worrier: NC universities want to help students get around without their cars

News & Observer.com By Bruce Sicheloff February 17, 2014

With American teens and young adults cutting back on their driving, a recent report focuses on efforts by universities in the Triangle and across the country to boost transit use and help students get around without their cars.

The N.C. PIRG Education Fund, part of a national consumer group, released a study last year showing that young people are leading a pronounced national decline in driving. Citing federal highway data, the group said Americans aged 16 to 34 reduced their annual driving miles by 23 percent per person between 2001 and 2009.

That big drop is mirrored at UNC-Chapel Hill, one of the campuses highlighted in a follow-up report issued this month. Where 30 percent of Carolina students drove alone to campus in 1997, that share fell to 18 percent in 2011.

There are a few reasons for this big change in Chapel Hill. Students and employees at UNC-CH – and also at Duke, N.C. State and Meredith College – now get free regional bus passes to travel the Triangle. GoPass users from these campuses account for more than 35 percent of all Triangle Transit ridership.

And a big investment from the university also helped Chapel Hill Transit eliminate fares for all riders in 2002. That made it easier for students and faculty to commute to campus, and it boosted local bus traffic by 42 percent in one year. Students help pay for Chapel Hill Transit out of their annual student fees – this year, \$146 apiece.

UNC-CH has made these efforts for the same reasons many American universities are reducing automobile traffic on campus. Along with the economic and environmental sustainability motives that have encouraged many Americans to cut back on their driving, UNC had problems with traffic congestion and a construction boom that put new research and classroom buildings in places where faculty and students used to park their cars.

Universities and cities grapple with similar transportation challenges: parking, congestion, safety, economics.

"Like cities, the universities have limited space to work with," said Kalila Zunes-Wolfe of the N.C. PIRG Education Fund. "They have a lot of people there all the time, and they want to decrease traffic congestion. They want to make it easier for people to move around, and they want to save money, too."

Duke in Durham and NCSU in Raleigh run their own busy campus bus services. Both universities have Zipcar vehicle-sharing programs that make it easier for students to leave their personal cars at home. And both are taking steps to make their campuses more friendly to folks who travel on foot or on bicycles.

Many West Raleigh drivers were aggrieved in January 2013 when NCSU installed gates on Dan Allen Drive – a busy north-south campus street between Western Boulevard and Hillsborough Street – to block through traffic on days when classes are in session.

The change presents inconveniences for some campus workers and visitors, but it's working out pretty well for NCSU students. The reduced car traffic has helped NCSU Wolfline buses get more students to class on time. And Dan Allen is now a safer, friendlier street for throngs of students who walk it, bike it and crisscross it every day.

"It's a quieter atmosphere in the core of the campus, so I think it's a good thing for walkers and bikers," said Brian O'Sullivan, NCSU's assistant transportation director.

NCSU is expected to be a busy stop on a proposed rush-hour commuter train line, and also on a proposed light-rail line – if they're ever approved by Wake County commissioners and later by voters.

But for now, even as the campus sees more bus and bike traffic, NCSU and its students are still very much attached to their automobiles. New construction projects on Centennial Campus come with big parking decks, and a big perk for students and faculty is NCSU's free park-and-ride lots at Carter-Finley Stadium.

"We are a campus with proportionately a lot of parking relative to our size, about 20,000 parking spaces," O'Sullivan said. About 85 percent of NCSU's 6,500 faculty and staff still drive alone to work, along with 50 percent of the students who don't live on campus.

NCSU is reluctant to join other universities that have set ambitious goals for reducing car traffic on campus.

"Because without raising parking fees, or without congestion getting so bad (for drivers) approaching campus that it is intolerable, I don't know how we shift people from a driving mode to a bus mode," O'Sullivan said.

N.C. transportation 'reforms' are gestures, not true reforms

The Charlotte Observer
Opinion - Special to the Observer
By Shannon Binns, June Blotnick and Martin Zimmerman The Observer
Posted: Wednesday, Feb. 12, 2014

Those of us who are encouraging reforms to address pressing travel needs have been tracking the Strategic Transportation Investments Act (STI) since its passage in June 2013. Most folks would probably support the goal set by Gov. Pat McCrory and North Carolina Department of Transportation Secretary Tony Tata that funding under this act be spent on an "objective" basis. But that is easier said than done.

Defining what objective really means has become a convoluted affair involving complex methodologies and lengthy discussions throughout the state. In mid-January NCDOT finally asked for public input. Here is our response:

Citizens have been told a new ranking system replaces the state's long-standing "equity formula." As Charlotte mayor, McCrory criticized the old formula for favoring rural areas at the expense of cities. And he was right about that. But from the standpoint of needs in his home town and neighboring communities, what he wants now may be as bad, or worse.

Funding methodology for STI's "Strategic Mobility Formula" is cumbersome at best.

The formula has three "tiers." Tier 1 is statewide (mostly interstate highways). Tier 2 is regional (i.e. some state roads, Amtrak, ferries etc.). Tier 3 is divisional including other state and local roads, bus and light rail, bicycling and walking.

"Statewide" is supposed to be 100 percent "data-driven" – a well-intended effort to overcome special interest politics. "Regional" equates to 70 percent data-driven and 30 percent local input. "Division" is defined as 50 percent data-driven and 50 percent local input. Kym Hunter of the Southern Environmental Law Center points out, however, that "each mode has its own scoring system. This translates to 20 different systems." "Local input" is hardly that because 50 percent of the local scoring points are delegated to NCDOT division engineers.

Scores are supposedly derived by applying metrics to “economic competitiveness, access to employment, congestion relief, and safety” criteria. But is it really possible to objectively compare different travel modes? How can one measure the needs of the elderly and poor who can’t afford a car, but who must ride transit to get medical care? Or a child who wants to pedal to school? How can those kinds of users possibly compete for state dollars with cross-state freight travel, ferry boats or commuting motorists?

Although the public was initially promised that all travel modes could compete equally, the facts indicate otherwise. NCDOT has actually set hard limits on the percentage of funds that can go to anything other than new roads or freight rail: a minimum of 2.4 percent and a maximum of 6 percent of all available funds is all that is permitted for other modes.

Regional tier efforts such as the proposed Red Line commuter rail to Iredell County are more restricted than the statewide tier. Not only must they compete with other projects in the same tier, they must also compete with all statewide projects not funded in Tier 1. In addition, rail systems cannot qualify for regional funding unless they span “two or more counties.” This implies that the proposed LYNX Red Line would qualify for state funds only if Iredell County were to join with Mecklenburg in the project.

Funds for bicycling and walking needs will likely get a big hit. STI calls for the traditional state match of federal dollars to end in July 2015. This means that local governments will have to look elsewhere for their bicycling or walkway construction. In addition, by law, “stand-alone” bike-ped projects, defined most often as off-road bikeways or greenway trails, will no longer qualify for state funds. “Complete streets” projects, a crucial source for on-road bike lanes and sidewalks, will continue, but only if tied to street widening or new street construction; this eliminates “road diets,” such as Charlotte’s successful East Boulevard project.

The bottom line is now as bright as a red stoplight at midnight. Modes of travel which one hoped would qualify for state funding were severely restricted by the STI law, and subsequent attempts to determine a ranking methodology have proven to be virtually impossible to rationalize on “objective” or “data-driven” grounds. It’s a process that sets out highways as the winners from the outset. And NCDOT is in the driver’s seat.

Vanished are the high hopes of former N.C. Gov. Bev Perdue’s administration for a balanced mobility policy based upon funding parity for all urban modes – walking, bicycling, transit and passenger rail, and driving. As Paul Morris, formerly NCDOT deputy secretary, expressed in a recent phone call: “We undertook a broad culture change and technical reform to transform the department into a 21st-century, multimodal agency.”

Current “reforms” do nothing of the sort. And gestures to engage citizen input at this late stage will probably amount to little more than gestures.

With federal OK, Triangle Transit starts planning Durham-Orange light rail

The News and Observer By Bruce Sicheloff February 25, 2014

A first-step approval issued Tuesday by the Federal Transit Administration means that Triangle Transit can get rolling on plans for a 17-mile light-rail line to connect UNC-Chapel Hill and East Durham.

The letter formally authorizes Triangle Transit to begin developing the region’s first new rail transit project since 2006, when the FTA killed a long-planned 28-mile train line between Durham and Raleigh.

“We can now proceed to complete the environmental process, advance our engineering and make final alignment decisions,” David King, Triangle Transit’s general manager, said Tuesday in a news release. “We will also use this time to strengthen our financial plan and work with our municipal and university partners on land use and housing issues around stations. We appreciate FTA’s vote of confidence in our work on this project.”

The trains would run from UNC Hospitals east along N.C. 54, turning north from Meadowmont toward Patterson Place on U.S. 15-501, then past South Square, Duke University Medical Center, Duke University and downtown

Durham to Alston Avenue near N.C. Central University. Planners are considering alternate paths to take the trains through or around the Meadowmont neighborhood.

An environmental impact statement is to be completed by February 2016, followed by three years of engineering work. If state and federal funding were approved, construction would take four or five years, Triangle Transit said.

Residents, planners and elected officials in Wake, Durham and Orange counties have spent the past eight years collaborating and arguing over plans for new trains and beefed-up bus service to serve the fast-growing region.

Durham and Orange counties began collecting a half-cent sales tax last April, after receiving voter approval, to help pay for the light rail line and for enhanced bus service. State and federal funding would be needed to cover most of the cost of the light-rail line, estimated at \$1.34 billion in 2012 dollars.

The Durham transit plan also includes a rush-hour commuter train line from Durham through Research Triangle Park and Raleigh to Garner. That part of the plan is on hold because no action has been taken on a corresponding transit plan for Wake County.

The Wake commissioners have refused to take up the Wake transit plan developed in 2011 by Triangle Transit and county officials. They are expected to take the first step toward ending their inaction Friday at the commissioners' daylong retreat in Holly Springs.

Wake leaders break the ice on transit talk

The News and Observer By Bruce Sicehoff February 27, 2014 2014-02-27T23:34:04Z

RALEIGH — Transit will be on the agenda Friday when the Wake County commissioners gather for a retreat in Holly Springs, but they are not expected to dip into details of a moldering plan for buses and trains that the Republican-led board received in 2011 – and never discussed.

Democratic candidates and other transit advocates are impatient to see Wake catch up with Durham and Orange counties, where shoppers pay a voter-authorized sales tax for transit investments and the federal government has given the go-ahead for planning work on a 17-mile light-rail line.

But transportation planners say they'll need at least a year to refresh the stale Wake plan and recirculate it throughout the county and its dozen municipalities. Under their most hopeful timetable, they figure they could develop a new consensus plan in time for a Wake County referendum in fall 2015.

The commissioners may give a signal Friday as to whether even that schedule is too optimistic. It's not clear that they're ready to make transit a priority this year.

They'll have to be ready to figure out how to beef up bus service, which is anemic or nonexistent across much of the sprawling county, and how to pay for it. In Raleigh and Cary, the big-dollar questions center on whether Wake is ready to sink hundreds of millions of dollars into commuter trains or light-rail lines. And there is new enthusiasm for bus rapid transit service – a rubber-tire hybrid featuring buses that can act like trains and, in some cities, cost almost as much.

Garner Mayor Ronnie Williams, a Democrat, is eager to see the commissioners approve a plan and put it before voters. His town occupies a sweet spot on a proposed 37-mile line for rush-hour commuter trains that would run between West Durham and southeast Wake, stopping at Duke University, Research Triangle Park, Morrisville, Cary, N.C. State University and downtown Raleigh.

"It's going to be years out, anyway, but you've got to get started," said Williams, who serves as chairman of CAMPO, a regional planning board of local elected officials that also has a say in the transit plan. "The people talking to me are in favor of transit. ... Any tax burden that would occur would not be on the commissioners. That would be up to the citizens to decide."

Coble still skeptical

Republican Paul Coble of Raleigh chaired the county commissioners when they effectively shelved the original Wake plan in 2011, and his successors have given him the lead role on the issue since then. It was his idea to bring in three national transit experts who admonished Wake County in November to think less about trains and more about buses.

Coble said the commissioners will start with a big-picture conversation about transit Friday and follow up with deeper discussion in a future work session. He is concerned about transit governance – he notes that Wake, Raleigh and Cary have only five of the 10 voting positions on the board of Triangle Transit, the three-county bus and planning agency, “even though we put in 70 percent of the money.”

Coble doubts that the fees and half-cent sales tax authorized by state law for Triangle transit investments would generate enough money to cover the expense. And he warns that Wake will have to address concerns in outlying towns where residents might see little benefit from big rail transit investments.

“The town of Wendell has said, ‘We don’t want to be involved in this if all we’re going to get is a bus ride to Triangle Town Center,’ ” Coble said. “Let’s say the guys in Zebulon don’t want anything, yet they’re going to be paying taxes. How is that possibly fair?”

With the long-postponed debate soon to begin, county leaders are withholding comment for now on issues that are likely to be contentious.

Coble said he doesn’t know how soon a county referendum would be possible. He has voiced skepticism in the past about the cost and benefits of rail transit, and he has warmed recently toward the new talk about bus rapid transit – fostered by the visiting experts in November and by the Regional Transportation Alliance, a business group that advocates for road and other transportation improvements.

But he said it is premature to push bus rapid transit as a substitute for trains.

“I’m not prepared to say anything is a replacement for anything else,” Coble said. “We need to look at whatever our actual needs are versus what we can afford, and what’s the most cost-effective system we can operate that’s going to do what we need to do.”

Transit planners seek guidance

Sig Hutchinson of Raleigh, a Democrat hoping to unseat Republican Commissioner Joe Bryan in the fall election, is pressing the commissioners for action. But – like Bryan and others in the debate – he isn’t staking himself out on questions about trains versus buses, and other particulars. First, he said, Wake leaders must agree on where transit service is needed and what it would accomplish.

“The technology should be the last decision, not the first decision,” Hutchinson said.

David King, Triangle Transit’s general manager, and former County Manager David Cooke visited the county’s 12 town and city councils a few years ago as they were developing the old Wake County plan. Cooke originally had said he would ask the local boards to vote on the county plan, but commissioners later asked him not to seek local approval. He retired last year.

Cooke’s successor, who may be named as soon as Friday by the Wake commissioners, could have the job of working with King on a new plan.

King said planners will need 12 to 15 months to update the Wake plan. Wake sales tax collections are running higher than had been expected three years ago, so planners are likely to increase their projections for how much money would be available from a half-cent sales tax.

Like Coble, King said he was concerned with balancing questions of equity for rural and small-town residents – giving them their fair share of new transit service – while also considering urban rail lines that would cost millions of dollars per mile.

"So that is the delicate dance, putting together the county plan," King said Wednesday at a meeting of the Triangle Transit trustees. "We did it once, and we'll have to re-do it. ... There's a lot to reconsider."

Bus rapid transit appears likely to find a big part on Wake's new plan.

"I could see bus rapid transit, probably, when we do make the move, probably being a potential lead element," said Republican Phil Matthews of Garner, the commissioners' chairman. "We want to test it out in a few locations."

Raleigh is studying nine street corridors that have potential for bus rapid transit improvements. Likely candidates include New Bern Avenue, a busy bus route with wide medians that provide elbow room for transit improvements.

Caroline Sullivan of Raleigh, a Democratic county commissioner, warns that bus rapid transit is "not cheap." She agrees that it might have a place on New Bern and other city corridors, but she is skeptical about it as a replacement for trains.

"I think bus rapid transit on I-40 might be difficult," Sullivan said.

Transit planners will study the city's ideas about good spots for bus rapid transit, King said, and they'll wait to learn what the county commissioners want to do about trains and buses.

"I'm glad they're talking about it," King said. "We'd like some guidance."



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Volume 17, Issue 3

SEI and Real Estate Disclosure Forms (MPOs & RPOs)

February 2014

FILING SEI AND REAL ESTATE DISCLOSURE FORMS TAC MEMBERS (MPOs and RPOs)

FILING SEI AND REAL ESTATE DISCLOSURE FORMS

On or by April 15, 2014, all MPO and RPO TAC members and their alternates or designees **must file both** a 2014 Statement of Economic Interest (SEI) and a 2014 Real Estate Disclosure Form with the State Ethics Commission. **The 2014 Real Estate Disclosure Form MUST accompany the 2014 Statement of Economic Interest.** TAC members, their alternate or designees must file these forms each year.

FILING METHODS & FORMS

1. HOW DO I FILE THE 2014 SEI AND THE 2014 REAL ESTATE DISCLOSURE FORM? Go to http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO_RPO and file by one of the following methods:
 - a. **Manually.** You may print the forms out and complete them by hand, sign and mail or hand-deliver them to the Commission.
 - b. **Fillable Web Form.** You may complete the forms online print, sign and mail or hand-deliver them to the Commission. In order to access the fillable web forms, you must obtain an NCID user id and password.
 - c. **Electronic.** You may complete and file the forms electronically. In order to access the electronic filing web forms, you must obtain an NCID user id and password.

Filing electronically is the preferable way and benefits the filer as their information is retained and readily accessible in the event they need to supplement their information as well as for future filings.

If you experience a problem with NCID and require technical assistance, please call ITS at 919-754-6000, Toll Free 800-722-3946 or via Email at its.incidents@its.nc.gov.

2. IS THERE A 2014 SEI "NO CHANGE" FORM? Yes.
 - a. **2014 SEI No Change Form.** If you filed a 2013 SEI *and* you have had **no changes** since your 2013 filing, you may file a No Change Form.
 - b. **2014 SEI Long Form.** If either of the following apply to you, you **must** file a 2014 SEI Long Form:
 - i. You filed a 2013 SEI but you have had changes since your 2013 filing; or,
 - ii. You are a first time filer.
3. IS THERE A 2014 Real Estate Disclosure "NO CHANGE" FORM? **NO.** All filers MUST fill out a 2014 Real Estate Disclosure Form (even if they filled a 2014 SEI "No Change" Form).

****** PLEASE REMEMBER THE FILING DEADLINE IS APRIL 15, 2014. ******

COMPLETING THE 2014 SEI FORM

1. **WHAT DATE DO I USE IN ANSWERING THE QUESTIONS?** December 31, 2013. Unless otherwise indicated in the particular question, your answers should be as of December 31st of the preceding year.
2. **DO I HAVE TO RESPOND TO EVERY QUESTION?** Yes. You **must** respond to **all** questions.
3. **WHO IS INCLUDED AS MY IMMEDIATE FAMILY?** “Immediate family” includes your spouse, (unless legally separated), minor children and members of your extended family (you and your spouse’s adult children, grandchildren, parents, grandparents, siblings, and the spouses of each of those persons), **that reside in your household.**
4. **DO I HAVE TO INCLUDE MY CHILD WHO IS AWAY AT COLLEGE?** Yes. If you have a child who is 18 or older and temporarily resides away from home, that child is “residing in the household” for each year in which the child is claimed as a dependent on your Federal Income Tax Return.
5. **DO I INCLUDE MY HOUSE ON QUESTION 1?** Yes.
6. **I OWN A COMPANY OR I AM A PARTNER IN A COMPANY THAT OWNS REAL ESTATE. DO I LIST THOSE HOLDINGS ON QUESTION 1?** No. The question only asks for real estate owned directly by the filer, filer’s spouse or member of the filer’s immediate family. However, you do list the name of the company on either Question 5 (publicly held) or Question 6 (privately held).
7. **IS QUESTION 5 CUMULATIVE OR PER STOCK?** The threshold is per stock/per company. List only each company in which you or members of your immediate family own more than a \$10,000 interest.
8. **DO I LIST MUTUAL FUNDS, A 401K, OR AN INDEX FUND THROUGH A BROKER ON QUESTION 5?** No. These types of investments do not have to be listed because you do not control what stocks are purchased.
9. **IS QUESTION 8 CUMULATIVE OR PER DEBT?** Per debt. List each loan or debt over \$10,000.
10. **DO I LIST A SECOND MORTGAGE ON MY PRIMARY RESIDENCE IN QUESTION 8?** No. Like your first mortgage, this is a debt related to your primary personal residence and does not have to be listed.
11. **HOW DO I RESPOND TO QUESTION 10?** First, list income from the job you had last year (even though you already listed your employer on page 1). Second, list any other sources that paid you or members of your immediate family over \$5,000, except those specifically excluded by the question.

COMPLETING THE 2014 REAL ESTATE DISCLOSURE FORM

1. **WHAT IS THE REAL ESTATE DISCLOSURE FORM??** This form requires you to list all real estate within the jurisdiction of the MPO or RPO on which you are serving that is owned wholly or in part by you, a member of your **extended family**, or a business with which you are associated.
2. **WHO ARE CONSIDERED MEMBERS OF MY EXTENDED FAMILY ON THE REAL ESTATE DISCLOSURE FORM?** “Extended family” includes your spouse, lineal descendants, lineal ascendants, siblings, spouse’s lineal descendants, spouse’s lineal ascendants, spouse’s siblings, and the spouse of any of these individuals.
3. **WHAT QUALIFIES AS A BUSINESS WITH WHICH YOU ARE ASSOCIATED?** This includes any for profit business, association, organization or other business interest in which you, or any member of your immediate family is an employee, a director, officer, partner, proprietor, or member or manager of a limited liability company; owns a legal, equitable or beneficial interest of \$10,000 or more in the business or 5% of the business, whichever is less; or is a lobbyist.

For questions on the SEI and Real Estate Disclosure Form contact the State Ethics Commission’s SEI Unit at 919-715-2071 or sei@doa.nc.gov

Dorothy Strickland, MPO/RPO Paralegal

Susan Lundberg, SEI Attorney

MPO AND RPO LIAISONS

MPO and RPO liaisons, please provide the Ethics Commission with updated lists of your current members and remember to provide us with any member changes that occur during the year.

CONFLICT OF INTEREST PROVISIONS APPLICABLE TO TAC MEMBERS

1. No member or their alternate or designee may participate in any action as a MPO or RPO TAC member if the action may result in a reasonably foreseeable financial benefit to the member, the member's extended family, or any business with which the member is associated.
2. A TAC member or their alternate or designee may participate in an action of the MPO or RPO if the action is ministerial only and does not require the exercise of discretion.
3. When the committee records in its minutes that it cannot obtain a quorum because the TAC member or their alternate or designee is disqualified, the TAC member or their alternate or designee may be counted for purposes of a quorum but shall abstain from taking any further action.

DUTY TO DISCLOSE CONFLICTS OF INTEREST

1. TAC members and their alternates or designees have a duty to promptly disclose in writing to their MPO or RPO any actual or potential conflicts of interest.
2. These disclosures are a public record.
3. These disclosures must be attached to the minutes of the meeting in which any discussion or vote was taken by the MPO or RPO related to that conflict disclosure.

CONFIDENTIAL INFORMATION

MPO and RPO TAC members and their alternates or designees shall not use or disclose any nonpublic information gained as a member in a way that would affect a personal financial interest of the member, the member's extended family or a business with which the member is associated.

CONFLICT AND CONFIDENTIAL INFORMATION QUESTIONS

For questions regarding the conflict of interest standards governing MPO/RPO TAC members and their alternates or designees, please contact your unit of government's attorney or Norma Houston at the UNC School of Government at 919-843-8930 or nhouston@sog.unc.edu.

PENALTIES

1. **ARE THERE FINES FOR LATE OR NON-FILING?** Yes. The State Ethics Commission may levy a \$250.00 penalty for failure to timely file a complete SEI and complete Real Estate Disclosure form.
2. **ARE THERE CRIMINAL PENALTIES?** Yes. Violating a conflict of interest provision is a Class 1 misdemeanor. Knowingly concealing or failing to disclose information is a Class 1 misdemeanor. Knowingly providing false information is a Class H felony. In addition, knowingly concealing, failing to disclose, or providing false information may be used in prosecutions by other law enforcement agencies.