DCHC

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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

April 9, 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. **March 12, 2014 TAC Meeting Minutes**
   Attachment 6

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

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

7. **Resolution Endorsing the City of Durham's TIGER FY 2014 Application**
   Attachment 7
   Dale McKeel, LPA Staff

   The City of Durham is applying for USDOT TIGER FY 2014 funding to prepare a master plan and feasibility study for the Duke Beltline corridor. The City requests that the MPO approve a resolution to endorse the application.

   TCC Recommendation: Recommend approval of the resolution.

   TAC Action: Approve the resolution.

8. **FY 2014 5307/5340 and 5339 Split Letters**
   Attachment 8, 8A, 8B, 8C
   Meg Scully, LPA Staff

Section 5307 funds are allocated to urbanized areas for transit capital and operating assistance and for transportation related planning. Section 5339 funds are allocated to urbanized areas to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The MPO's full apportionment for each program was released by FTA and the MPO transit operators met to develop a recommended distribution of this funding. Letters to FTA regarding the allocation of these funds among transit operators (DATA, CHT, and TTA) will need to be approved. Once the allocations have been approved by the TAC, the transit operators will be authorized to seek application or amend current applications for funding via FTA's TEAM system. Please reference Attachment 8 for the memo detailing the 5307 grant program. Attachment 8A is the letter of recommendation to FTA for the 5307 funding split. Attachment 8B is a memo detailing the 5339 grant program and Attachment 8C is the letter of recommendation to FTA for the 5339 funding split.

TCC Recommendation: Recommend that the TAC approve the distribution and endorse the attached letters to FTA for the FFY14 (FULL) Apportionment distribution of Section 5307/5340 and 5339 funds.

TAC Action: Approve the distribution and endorse the attached letter to FTA for the FFY14 (FULL) Apportionment distribution of Section 5307/5340 and 5339 funds.

ACTION ITEMS

9. FY 2014-2015 Unified Planning Work Program (UPWP) (9:05-9:35)
Attachment 9, 9A, 9B
Felix Nwoko, LPA Staff
Meg Scully, LPA Staff

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Attachment 9 is a staff memo which provides additional information. Attachment 9A is the Supplemental Document that highlights the FY15 work program and resource allocation. The draft FY 2014-2015 UPWP is presented in Attachment 9B.

TCC Recommendation: Recommended the TAC approve the FY14-15 UPWP and Supplemental Document subject to input by subcommittee review prior to TAC meeting on April 9, 2014. Recommended MPO complete self-certification of the UPWP planning process.

TAC Action: Approve the FY14-15 UPWP and Supplemental Document and self-certify the UPWP planning process.

10. **FY 2012-2018 TIP Amendment #16 – FY 2014-2015 UPWP and FY 2013-2015 CMAQ Projects**
Attachment 10, 10A
Ellen Beckmann, LPA Staff

The TAC approved the reallocation of Congestion Mitigation Air Quality funds for the Town of Chapel Hill from Martin Luther King Blvd. bicycle and pedestrian project to Estes Drive bicycle and pedestrian project in September 2013. This reallocation of funding was never included in a TIP Amendment. TIP Amendment #16 reflects the change.

TCC Recommendation: Recommend that the TAC approve Amendment #16 to the FY 2012-2018 Transportation Improvement Program.

TAC Action: Approve Amendment #16 to the FY 2012-2018 Transportation Improvement Program.

11. **Prioritization 3.0 – Local Ranking Methodology (9:50-10:20)**
Attachment 11, 11A, 11B
Ellen Beckmann, LPA Staff
Dale McKeel, LPA Staff
Andy Henry, LPA Staff

A memo on Prioritization 3.0 is provided as Attachment 11. MPOs, RPOs, and Division Engineers were required to submit projects by March 3, 2014. A list of all highway, bicycle/pedestrian, transit, and rail projects is provided as Attachment 11A. This list includes draft scores for highway projects. NCDOT released draft scores for existing highway projects on March 31, 2014. The scores for new highway projects are estimates from the online project submission tool. No scores are available for bicycle, pedestrian, transit, or rail projects.

Attachment 11B is the proposed MPO Local Ranking Methodology. A state law requires that NCDOT approve the MPO's methodology before points can be assigned. Due to miscommunication by NCDOT's review committee, LPA staff recommends that the TAC defer approval of the methodology until the May TAC meeting.

TAC Action: Receive update. Provide comments on the Local Ranking Methodology.

REPORTS:

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

TAC Action: Receive Report from TAC Chair

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

TAC Action: Receive Report from TCC Chair

14. **Report from Staff**
Attachment 14
Felix Nwoko, LPA Staff

TAC Action: Receive report from staff.

15. **NCDOT Report**
Attachment 15
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

16. **Recent News Articles and Updates**
Attachment 16

17. **NC Ethics Commission – Filing SEI and Real Estate Disclosure Forms TAC Members (MPOs and RPOs)**
Attachment 17

Adjourn

Next meeting: May 14, 2014

Dates of Upcoming Transportation-Related Meetings:

4/11/2014	RTA Tri-MAP; RDU Airport Authority, 10:30 am
4/16/2014	RTA Transit Innovations Series: Session 6 Circulator Innovations; Greater Raleigh Chamber of Commerce, 2:30 pm

www.dchcmpo.org
www.twitter.com/dchcmpo

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	In Progress: 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	In Progress: 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	In Progress: Pending NCDOT cost estimate of preferred option.
2/13/2013	Provide a presentation on the Statewide Bicycle and Pedestrian Plan	Completed: 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	In Progress: This issue is included in the MPO MOU update.
2/13/2013	Send letter to incoming Board of Transportation members	Completed: 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	Completed: 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	On-going: 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	Completed: 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	In Progress: Final MOU has been sent to member governments for approval by February 2014.
10/9/2013	Send a letter to the NC Board of Transportation members regarding the Strategic Transportation Investments	Completed: See 11/13/2013 TAC Agenda.

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

TRANSPORATION ADVISORY COMMITTEE

March 12, 2014

MINUTES OF MEETING

The Transportation Advisory Committee met on March 12, 2014 at 9:05 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Mark Ahrendsen	City of Durham
**William "Bill" Bell	City of Durham
**Jim Crawford	NCDOT
**Alice Gordon	Orange County
**Eric Hallman	Town of Hillsborough
*Ed Harrison	Town of Chapel Hill - Alternate
**Mark Kleinschmidt	Town of Chapel Hill (TAC Vice-Chair)
*Lydia Lavelle	Town of Carrboro - Alternate
*Bernadette Pelissier	Triangle Transit
**Ellen Reckhow	Durham County (TAC Chair)
**Steve Schewel	City of Durham
**Damon Seils	Town of Carrboro
Ellen Beckmann	DCHC MPO
Julie Bollinger	NCDOT - TPB
David Bonk	Town of Chapel Hill (TCC Chair)
Jeff Brubaker	Town of Carrboro
Andy Henry	DCHC MPO
John Hodges–Copple	Triangle J COG
Joey Hopkins	NCDOT – Division 5
John Kent	Citizen
Brett Martin	Orange County Planning
Patrick McDonough	Triangle Transit
Dale McKeel	DCHC MPO
Tina Moon	Carrboro Planning
Felix Nwoko	DCHC MPO
Brian Rhodes	DCHC MPO
Meg Scully	DCHC MPO
Mila Vega	Chapel Hill Transit
Laura Woods	Durham City/County Planning
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. the Roll Call was conducted.

Ethics Reminder

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

Adjustments to the Agenda

There were no adjustments to the agenda. Mark Ahrendsen notified the Board of the handouts that were provided.

Public Comments

There were no public comments.

Directives to Staff (Attachment 5)

The Directives to Staff are attached for review.

CONSENT AGENDA:

February 12, 2014 TAC Meeting Minutes (Attachment 6)

A motion was made by Damon Seils and seconded by Alice Gordon to approve the February 12, 2014 TAC Minutes on the consent agenda. The motion carried unanimously.

FY 2013-2014 Unified Planning Work Program – Amendment #2 (Attachment 7, 7A)

A motion was made by Damon Seils and seconded by Alice Gordon to approve the FY 2013-2014 Unified Planning Work Program – Amendment #2 on the consent agenda. The motion carried unanimously.

ACTION ITEMS:

Draft FY 2014-2015 Unified Planning Work Program (UPWP) (Attachment 8, 8A, 8B)

Meg Scully provided an update on Draft 2014-2015 Unified Planning Work Program along with handouts. Meg Scully stated the recommendation for today is for the TAC to receive and release the Draft FY 2014-15 UPWP for public comment. Hold a public hearing and consideration of approval in April 2014. Damon Seils asked for additional details and an update on the status of discussions with

Chatham County's participation. Ellen Beckmann stated that the local match for the UPWP, the MOU, as well as the appointment of a TAC Board member are on Chatham County's consent agenda for this coming Monday, March 17, 2014 to be approved.

A motion was made by Damon Seils and seconded by Steve Schewel to receive and release the draft for public comment. The motion carried unanimously.

Re-Allocation of FY11 Job Access/Reverse Commute (JARC) Section 5316 Funds (Attachment 9)

Meg Scully provided and update on the Re-allocation of FY11 JARC Section 5316 Funds along with attachments. Meg Scully informed the board that Suzie Taxi is no longer eligible for Federal funding due to their inability to meet the contractual obligation. The total amount of funding is $163,958.00 which will be re-allocated evenly between Chapel Hill Transit and Durham County in the amount of $81,979.00.

A motion was made by Alice Gordon and seconded by Damon Seils to approve the re-allocation of JARC FY 2011 funds. The motion carried unanimously.

STP-DA and Transportation Alternatives Program (TAP) (Attachment 10, 10A, 10B, 10C, 10D)

Ellen Beckmann provided an update on STP-DA and Transportation Alternatives Program (TAP) along with attachments. Ellen Beckmann stated the TCC requests for the TAC to approve the TIP Amendment the FY 2014 projects. Ellen Beckmann referred to attachment 10A. Ellen Reckhow asked if the points for proximity to schools, parks and public housing are captured in the rating system. Ellen Beckmann stated that the scoring used is in the adopted policy and it does not include those categories explicitly; however, density is based on population and employment density. Ellen Beckmann stated that this is something to be considered due to bike and pedestrian needs. Eric Hallman requested to see funding for the Safe Routes to School projects. Mark Kleinschmidt stated that he would support a scoring system close to what is in the existing policy. The scoring system should include population and employment density. Ellen Reckhow stated that there was room for improvement in regards to the

rating system. Mark Ahrendsen inquired about the schedule for revisiting FY 2015-2016 recommendations and if there were any considerations already anticipated for finalization. Ellen Beckmann stated it will be brought back to the TAC in the next couple of months.

A motion was made by Damon Seils and seconded by Steve Schewel to approve the resolution. The motion carried unanimously.

Ellen Reckhow stated going forward she would like to revisit this for future allocations.

DCHC MPO Memorandum of Understanding (MOU) (Attachment 11, 11A)

Ellen Beckmann provided an update on the DCHC MPO Memorandum of Understanding along with attachments. Ellen Beckmann referred everyone to attachment 11A and stated this is the updated MOU which incorporates the suggested changes such as clarification and errors. Alice Gordon pointed out the comma after the word majority and below that was left out of the sentence on page 6, line 32 and 33 which would help to clarify the sentence. Ellen Beckmann stated the grammatical errors would be fixed. Ellen Beckmann explained the other change recommended by the TCC is on page 10. Ellen Beckmann stated the action is for the TAC to endorse the updated MOU to be sent out to the member governments for approval. Chatham County is scheduled to approve the updated MOU Monday night.

A motion was made by Damon Seils and seconded by Mark Kleinschmidt to approve the updated MOU with the recommended minor changes as discussed today. The motion carried unanimously.

Mayor William Bell asked about the final signature for the City of Durham on the MOU. Ellen Beckmann stated that the City has a routine process for getting the Manager's signature on agreements, and the City Council would have to authorize the Mayor to sign the agreement. Mayor William Bell stated that he would take this back to Council for further discussion.

Prioritization 3.0 – Local Ranking Methodology (Attachment 12, 12A, 12B)

Ellen Beckmann provided an update on Prioritization 3.0 – Local Ranking Methodology along with attachments. Ellen Beckmann referred everyone to attachment 12A and provided an explanation. Ellen Beckmann stated all of the highway projects that were on the list were submitted and the bike and pedestrian projects that were not able to be submitted by the MPO were submitted by the Divisions. Ellen Reckhow thanked the Divisions for submitting those projects. Ellen Beckmann stated the five rail projects were submitted as well. The next step is to decide how to apply points to projects. Ellen Beckmann stated that this will require a ranking methodology. The previous methodology will need to be updated and approved by NCDOT. The approval is due by May 1, 2014. Application of the methodology will be applied in early May. The hope is to release the proposed points on May 14, 2014, hold a public hearing on June 11, 2014, and approval on June 25, 2014. The due date for points to be entered is July 31, 2014. The purpose of the methodology is to guide the assignment of points. The MPO points get 1,800 points in both the regional and division categories. Each project gets a maximum of 100 points. Ellen Beckmann referred to page 14 for a better understanding of point assignments. Ellen Reckhow pointed out the bike and pedestrian metrics and methodology on page 8. Damon Seils stated the percentage on submission of projects on page 3 and 4 did not add up to 100% (safety 40%, access to destination 10%, demand/density 20%, and constructability 20%, which is a total of 90%). Ellen Beckmann stated she would fix this. Alice Gordon expressed concern about projects cascading down from higher levels to lower levels.

There was no action taken at this time.

REPORTS:

Report from the TAC Chair

Ellen Reckhow reminded the board about the April 15, 2014 deadline for the required "Conflict of Interest Economic Statement and Real Estate Disclosure" and referred everyone to the handout (attachment 18) in the TAC packet that was provided.

Report from the TCC Chair

There were no reports from TCC Chair.

Report from Staff

The Report from Staff is attached for review.

Report from NCDOT

Lydia Lavelle asked about the spot safety project. Pat Wilson referred this question to Jeff Brubaker. Jeff Brubaker stated that the latest information for this project from the NCDOT Engineer who is the project manager is that the design solution has been found, the project is going forward and will be put up to bid in the next couple of months.

INFORMATIONAL ITEMS:

There were no informational items.

Adjournment

There being no further business before the Transportation Advisory Committee, the meeting was adjourned at 11:06 a.m.

RESOLUTION TO ENDORSE THE CITY OF DURHAM'S APPLICATION FOR A USDOT TIGER FY 2014 PLANNING GRANT FOR THE DUKE BELTLINE

April 9, 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 United States Department of Transportation (USDOT) is soliciting applications for the TIGER FY 2014 Grant Program, under which $600 million will be made available to fund transportation projects across the country under the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program; and

WHEREAS, Congress has provided USDOT with the flexibility to use up to $35 million of TIGER funds for planning grants; and

WHEREAS, the City of Durham is submitting a TIGER FY 2014 grant application for master planning and preparation of a corridor feasibility study for the Duke Beltline; and

WHEREAS, the Duke Beltline project will convert 2.2 miles of an unused railway corridor that encircles the City of Durham into a linear park and active transportation corridor that will connect to residential neighborhoods, transit centers, public spaces, and major employment areas.; and

WHEREAS, this project is consistent with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan; and

WHEREAS, this project will improve access and create more transportation choices in the DCHC MPO region, and improve economic mobility through enhanced multimodal connections to employment, education, and services.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports the TIGER FY 2014 planning grant application for master planning and corridor feasibility study for the Duke Beltline project, provided here on this, the 12th day of October, 2011.

_____
Ellen Reckhow, TAC Chair

Durham County, North Carolina

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

Date: April 9, 2014

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

MEMORANDUM

TO: **Technical Advisory Committee**
DCHC MPO

FROM: **Meg Scully**
Felix Nwoko
DCHC MPO Lead Planning Agency

DATE: **April 9, 2014**

SUBJECT: **FFY 2014 Section 5307/5340 Final Apportionment for Durham NC UZA**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49 USC 5307(a)(2). Generally, a transportation management area (TMA) is an urbanized area with a population of 200,000 or more. The Governor or Governor's designee is the designated recipient for urbanized areas with population between 50,000 and 200,000.

For urbanized areas with 200,000 or more in population, funds are apportioned and flow directly to a Designated Recipient selected locally to apply for and receive Federal funds. Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; job access and reverse commute projects; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary para-transit service costs are considered capital costs.

The DCHC- MPO has received the final FFY2014 Apportionment and has submitted a recommended split by agency. Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

The Federal Transit Administration (FTA) defines the role of the Designated Recipient (DR) in its regulatory policies. As the DR for the Durham UZA, DCHC-MPO is required to have all projects listed in the annual Program of Projects, oversee the sub-allocation to transit providers, and provide grant oversight as described in the approved *MPO Policy #2 DCHC-MPO Oversight Procedures for Section 5307 – Urbanized Area Formula Program*. DCHC-MPO oversight also includes projects identified as job access and reverse commute projects by transit providers.

Member Organizations

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

April 9, 2014

Regional Administrator
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303-8917

Attn: Marie Lopez, Transportation Program Specialist

Subject: FFY 2014 Section 5307/5340 (Full) Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the FFY 2014 full apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is $7,254,181. Distribution of the FFY 2014 Section 5307/5340 Durham UZA apportionment in the table below includes an allocation to all three transit operators within the DCHC MPO. The Transit Enhancement and Safety and Security apportionments are also calculated in the table below.

	FFY2014 Full Apportionment	Associated Transit Improvements	Safety and Security	Operating	Net Available for Transit Expenditures
Chapel Hill	$1,964,363	$19,644	0	0	$1,944,719
Durham Area Transit Authority	$3,987,418	$39,874	0	0	$3,947,544
Triangle Transit	$1,302,400	$13,024	0	0	$1,289,639
Totals	$7,254,181	$72,542	0	0	$7,181,639

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as the Designated Recipient for the Durham UZA, request that the Federal Transit Administration approve each operator's FFY 2014 FTA Section 5307/5340 grant application in accordance with the amounts apportioned. For FFY14, the Transit Agencies will consider Low-Income Tier activities as part of their full apportionment with MPO oversight.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko at Felix.Nwoko@Durhamnc.gov or Margaret Scully at Margaret.Scully@Durhamnc.gov.

Sincerely,

Ellen Reckhow, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Tom Bonfield, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Harmon Crutchfield, DATA Transit Administrator
Brian Litchfield, Chapel Hill Transit Administrator
Tamra Shaw, NCDOT PTD

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **Meg Scully,**
DCHC MPO Lead Planning Agency

DATE: **April 9, 2014**

SUBJECT: **FFY 2014 Section 5339 Grant Bus and Bus Facilities**

The Section 5339 Bus and Bus Facilities program (49 U.S.C. 5339/MAP-21 20029) makes Federal resources available to States, designated recipients, public agencies, and non-profits engaged in public transportation. The grant provides capital funding to replace, rehabilitate, and purchase buses/vans and construct bus-related facilities. Under the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the 5339 grant replaces the former Section 5309 Bus and Bus Facilities Program.

The 5339 grant allocates a total of $65.5 million, with each state receiving $1.25 million and each territory receiving $500,000. The remaining funds are allocated to urbanized areas (UZAs) by a formula based upon population, vehicle revenue miles, and passenger miles. The Durham UZA was awarded $835,735 in FFY2014. Funds are available for three years after the fiscal year it was apportioned and the Federal share is 80%. A 20% local match is required.

As a designated recipient, the DCHC-MPO, may allocate funding to fixed route bus operators. Sub-recipients may also include public agencies and non-profits that provide services open to a segment of the general public, including the elderly, disabled, or low-income.

Member Organizations

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

April 9, 2014

Regional Administrator
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303-8917

Attn: Marie Lopez, Transportation Program Specialist

Subject: FFY 2014 Section 5339 (Full) Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the FFY 2014 full- apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area for Section 5339 funds is $835,735. Distribution of the FFY 2014 Section 5339 Durham UZA apportionment in the table below includes an allocation to three transit operators within the DCHC MPO.

	FFY2014 Full Apportionment Section 5339
Chapel Hill Transit	$228,045
Durham Area Transit Authority	$460,743
Triangle Transit	$146,947
Total	$ 835,735

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as the Designated Recipient for the Durham UZA, requests that the Federal Transit Administration approve each operator's FFY 2014 FTA Section 5339 grant application in accordance with the amounts apportioned.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko at Felix.Nwoko@durhamnc.gov or Margaret Scully at Margaret.Scully@durhamnc.gov.

Sincerely,

Ellen Reckhow, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Tom Bonfield, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Harmon Crutchfield, DATA Transit Administrator
Brian Litchfield, Chapel Hill Transit Administrator
Tamra Shaw, NCDOT PTD

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **April 9, 2014**

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

INTRODUCTION

The DCHC MPO is required by federal regulations to prepare an annually Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also part of the UPWP document.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and 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 by Agency at a Glance

	FHWA	FTA Transit Planning			Total
Agency	**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 process for the 2014-15 UPWP is presented below. The work program contains any new initiative for FY2014 and a continuation of the FY2014 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. The final 2014-2015 UPWP schedule is illustrated in the development schedule below.

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 final DRAFT-FY2014-2015 UPWP, and recommends approval of UPWP and completion of self-certification process.
9-Apr-14	TAC holds public hearing. TAC considers adoption of FY 2015 UPWP and self-certification.
	NOTE: If TAC approves UPWP in April the following schedule will change.
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

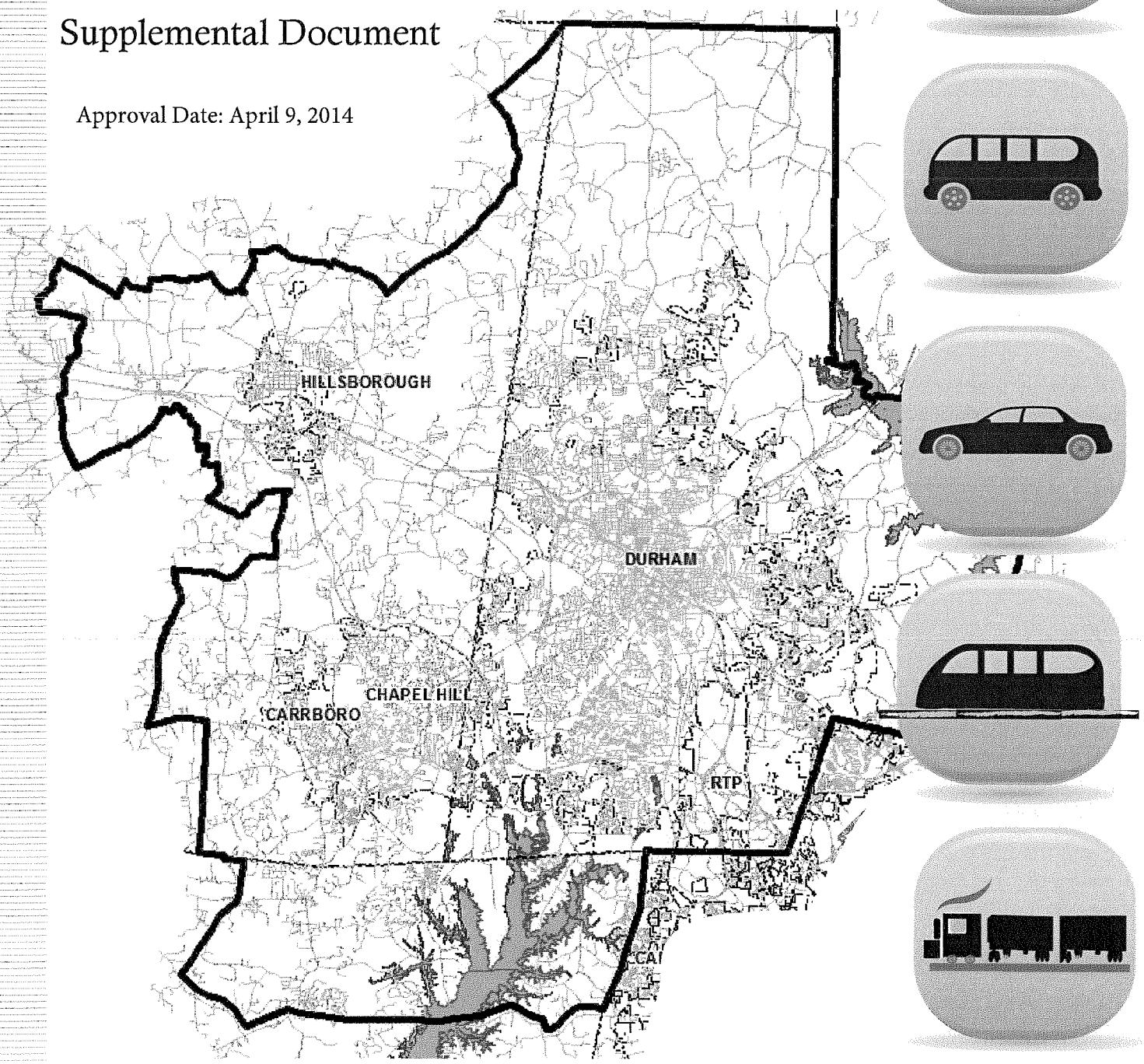
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Unified Planning Work Program

FY 2014-2015

Supplemental Document

Approval Date: April 9, 2014



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	$27,206	$120,000	$147,206
Chapel Hill	$128,588	$60,000	$188,588
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			$674,037

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

	FHWA	FTA Transit Planning			Total
Agency	Planning	5303	5307	5309	
Lead Planning Agency	$1,547,124				$1,547,124
Carrboro	$147,206				$147,206
Chapel Hill	$188,588	$147,541			$336,129
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	$2,221,161	$301,104	$1,212,696	$210,000	$3,944,961
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. Maps of the proposed 2015 data collection locations are illustrated in accompanying appendices.

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 preliminary 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 on-going NCDOT project planning and the NEPA process for several projects within the MPO. These projects are summarized as follows: South Miami, Blvd widening, NC 98, Holloway Street widening, Alexander Drive widening project, Hopson Road grade separation, Alston Avenue, East End Connector, Hillandale widening, NC 98 (Holloway Street) widening, South Columbia, several bridge replacement projects, resurfacing projects, etc.

18. ITS Strategic Deployment Plan (SDP). Work continues on the implementation of the Triangle Regional ITS SDP. This included linkages of ITS to travel model and the required bridging of planning and operations.

19. Ramp Metering project was completed and report presented to the TAC.

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

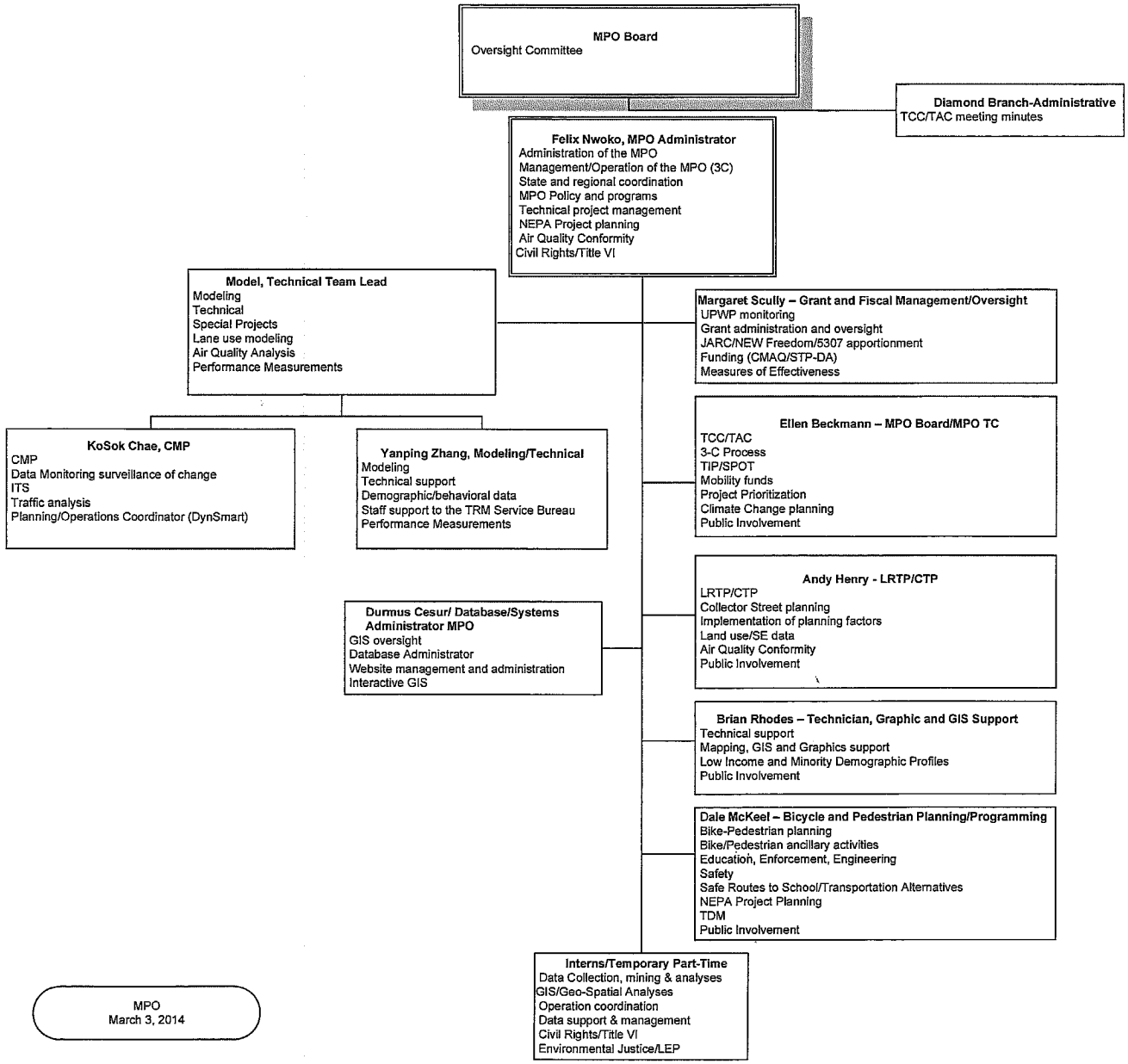
Summary of FY 2015 Local Match Cost Sharing Distribution

Agency	Match
Durham City	$ 201,392
Durham County	$ 44,118
Chapel Hill	$ 51,363
Carrboro	$ 18,525
Hillsborough	$ 7,209
Orange County	$ 28,956
Chatham County	$ 13,223
TTA	$ 21,996
Totals Local 20%	$ 386,781
80% Federal Share	$ 1,547,124
Total 100%	$ 1,933,905

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

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

DCHC MPO LEAD PLANNING AGENCY (LPA)



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. -- LRTP/CTP	Trans. Pl. -- Bike/Ped	Fiscal Mngt - Grant	Engineer - Modeling Landuse	Engineer - CMP / Tech Serv	Tech Serv Superv.	GIS / Web	Technician	Planning Manager	TCC Chair	Secretary MPO Clerk	Interns	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	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, intermiate 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 Mangement/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 & Plng for Elderly	96	0	0	0	0	20	0	0	0	370	0	0	150	636
10	Safety Plng/Drug Control Plng & 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

	Table 2	Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. -- MPO	Trans. Pl. -- LRTP/CTP	Trans. Pl. -- Bike/Ped	Fiscal Mngt - Grant	Engineer - Modeling Landuse	Engineer - CMP / Tech Serv	Tech Serv Superv.	GIS / Web	Technician	Planning Manager	TCC Chair	Secretary MPO Clerk	Interns	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	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, intermiate 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 Mangement/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 & Plng 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 Plng/Drug Control Plng & 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

Table 3

FY 2015 UPWP - Overview of Staff Hours by Task and Agency

		FHWA PL & STP-DA Funding							FTA 5303 and 5307 Funding		
No.	Task/Project	LPA	Chapel Hill	Carrboro	TJCOG	Durham City	Durham Co	Orange	DATA 5303	CHT 5303	TTA 5307
1	Data Collection & Monitoring/Surveilance	4,062	1,112	85	0	48	55	235	1,565	1,550	0
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	3,415	0	70	0	0	0	120	0	0	0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	3,546	1,230	80	0	544	1,165	120	0	1,200	0
4	Congestion Management Process -CMP	1,120	500	15	0	0	0	0	0	25	0
5	Air Quality Planning & Conformity	130	0	0	0	0	0	0	0	0	0
6	Short Range Transit Planning / TDP	0	0	45	0	0	0	140	0	299	0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	1,320	50	45	0	68	30	50	0	0	0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	790	575	60	0	680	0	95	0	0	0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	636	0	10	0	120	0	0	0	0	0
10	Safety Plng/Drug Control Plng & Private Sector participation	310	0	0	0	0	0	0	0	0	0
11	Public Involvement/ Website/Social media & interactive mapping	778	0	40	0	82	0	0	0	0	0
12	Special Studies & State/Regional Coordination	1,125	458	80	1,057	88	265	105	0	665	0
13	MPO Management and Operations	3,400	402	260	0	270	106	500	0	818	0
	Totals	**20,632**	**4,327**	**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

Table 4

FY 2015 UPWP - Overview of Budget by Task and Agency											
		FHWA PL & STP-DA Funding							FTA 5303 and 5307 Funding		
No.	Task/Project	LPA	Chapel Hill	Carrboro	TJCOG	Durham City	Durham Co	Orange	DATA 5303	CHT 5303	TTA 5307
1	Data Collection & Monitoring/Surveilance	$509,372	$30,017	$8,720	$0	$2,112	$2,141	$9,258	$79,328	$49,180	$125,000
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	$465,673	$0	$2,401	$0	$0	$0	$4,874	$0	$0	$90,000
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	$254,794	$132,034	$2,764	$0	$178,936	$41,863	$4,874	$6,524	$46,900	$0
4	Congestion Management Process -CMP	$74,815	$21,050	$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 Mangement/oversight & Audit	$62,180	$3,050	$1,634	$0	$2,992	$1,333	$1,960	$0	$0	$0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	$37,411	$4,575	$2,179	$0	$29,920	$0	$3,682	$6,524	$0	$0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	$32,781	$0	$363	$0	$5,280	$0	$0	$3,262	$0	$0
10	Safety Plng/Drug Control Plng & Private Sector participation	$15,374	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	Public Involvement/ Website/Social media & interactive mapping	$71,291	$0	$1,382	$0	$3,608	$0	$0	$3,262	$0	$0
12	Special Studies & State/Regional Coordination	$194,971	$10,370	$152,551	$68,750	$3,872	$9,936	$4,169	$0	$28,467	$855,000
13	MPO Management and Operations	$208,449	$34,639	$9,836	$0	$11,880	$4,870	$20,664	$66,956	$50,192	$0
	Totals	**$1,933,905**	**$235,735**	**$184,008**	**$68,750**	**$238,600**	**$60,143**	**$55,310**	**$191,954**	**$184,427**	**$1,070,000**

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

Table 5			
Staff Salaries and Consulting Breakdown			
No.	**Task/Project**	**Salary & Fringe**	**Consulting**
1	Data Collection & Monitoring/Surveilance	$185,532	$193,840
2	Travel Model Updates & Survey Activities (including base year, intermiate 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 Mangement/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 & Plng for Elderly	$32,781	$0
10	Safety Plng/Drug Control Plng & 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 Plaaning Funding & Person Hours by MPO Sub-Recipients

No.	Jurisdiction	FY 2015 80% Fed	Total 100%	Person Hours	FTE
1	Carrboro	$147,206	$184,008	790	0.4
2	Chapel Hill	$188,588	$235,735	4,327	2.3
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	**$674,038**	**$842,547**	**11,060**	**5.8**

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	$184,427	$354,527	$262,500	$801,453
2	DATA	$191,954	$306,344		$498,298
3	Triangle Transit		$1,070,000		$1,070,000
	Total	$376,381	$1,730,871	$262,500	$2,369,751

	Chapel Hill FHWA - Table 1	Town of Chapel Hill Staff Hours													
No.	Task/Project	Trans. Pl. -- Bonk	Trans. Pl. -- Davis	Trans. Pl. -- Mickles	New position	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	0	0	100	390	322	300								1112
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0	0	0	0	0	0								0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	125	0	205	200	400	300								1230
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 Mangement/oversight & Audit	50	0	0	0	0	0								50
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	75	0	500	0	0	0								575
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	0	83	205								458
13	MPO Management and Operations	150	0	50	50	0	0								402
	Totals	570	0	855	1140	805	805								4,327
	% Hours Devoted to MPO Planning	30.00%	0.00%	45.00%	60.00%	42.37%	42.37%								

	Chapel Hill FHWA- Table 2	Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. -- Bonk	Trans. Pl. -- Davis	Trans. Pl. -- Mickles	New position	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	0.0%		11.7%	34.2%	40.0%	37.3%								25.7%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%		0.0%	0.0%	0.0%	0.0%								0.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	21.9%		24.0%	17.5%	49.7%	37.3%								28.4%
4	Congestion Management Process - CMP	0.0%		0.0%	43.9%	0.0%	0.0%								11.6%
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 Mangement/oversight & Audit	8.8%		0.0%	0.0%	0.0%	0.0%								1.2%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	13.2%		58.5%	0.0%	0.0%	0.0%								13.3%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0.0%		0.0%	0.0%	0.0%	0.0%								0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%		0.0%	0.0%	0.0%	0.0%								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	29.8%		0.0%	0.0%	10.3%	25.5%								10.6%
13	MPO Management and Operations	26.3%		5.8%	4.4%	0.0%	0.0%								9.3%
	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													
No.	Task/Project	Trans. Pl. -- Jeff	GIS . -- Ruth	Trans. Pl. -- Pat	Moon	Staff TBD	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	25	30	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	45	0	0	0	0									45
7	UPWP & Fiscal/Grant Mangement/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 & Plng for Elderly	10	0	0	0	0									10
10	Safety Plng/Drug Control Plng & Private Sector participation	0	0	0	0	0									0
11	Public Involvement/ Website/Social media & interactive mapping	20	0	5	5	10									40
12	Special Studies & State/Regional Coordination	30	0	10	10	30									80
13	MPO Management and Operations	200	0	20	30	10									260
	Totals	520	30	55	65	120									790
	% Hours Devoted to UPWP Planning	27.37%	1.58%	2.89%	3.42%	6.32%									

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

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

	Durham County FHWA - Table 1	Durham County Staff Hours													
No.	Task/Project	Trans. Pl. --	Laura	Hannah	Scott	Lisa	Kathryn	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	0	30	0	0	0	25								55
2	Travel Model Updates & Survey Activities (including base year, intermiate 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	0	0	0	0	0	0								0
7	UPWP & Fiscal/Grant Mangement/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 & 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	65	40	150	10	0	0								265
13	MPO Management and Operations	30	40	0	36	0	0								106
	Totals	340	260	850	46	100									1,621
	% Hours Devoted to MPO Planning	17.89%	13.68%	44.74%	2.42%	5.26%									

	Durham County FHWA- Table 2	Durham County - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. –	Laura	Hannah	Scott	Lisa	Kathryn	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	0.0%		0.0%	0.0%	0.0%									3.4%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%		0.0%	0.0%	0.0%									0.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	63.2%		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 & Fiscal/Grant Mangement/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 & Plng for Elderly	0.0%		0.0%	0.0%	0.0%									0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%		0.0%	0.0%	0.0%									0.0%
11	Public Involvement/ Website/Social media & interactive mapping	0.0%		0.0%	0.0%	0.0%									0.0%
12	Special Studies & State/Regional Coordination	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	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	135	60	40	0	0	0								235
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	80	0	40	0	0	0								120
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	80	0	40	0	0	0								120
4	Congestion Management Process - CMP	0	0	0	0	0	0								0
5	Air Quality Planning & Conformity	0	0	0	0	0	0								0
6	Short Range Transit Planning / TDP	80	0	60	0	0	0								140
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	40	0	10	0	0	0								50
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	80	0	15	0	0	0								95
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & 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	75	5	25	0	0	0								105
13	MPO Management and Operations	300	0	200	0	0	0								500
	Totals	870	65	430	0	0									1,365
	% Hours Devoted to MPO Planning	45.79%	3.42%	22.63%	0.00%	0.00%									

	Orange County FHWA- Table 2	Orange County - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. --	Trans. Pl. --	Trans. Pl. --	New position	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	15.5%	92.3%	9.3%	#DIV/0!	#DIV/0!									17.2%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	9.2%	0.0%	9.3%	#DIV/0!	#DIV/0!									8.8%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	9.2%	0.0%	9.3%	#DIV/0!	#DIV/0!									8.8%
4	Congestion Management Process - CMP	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!									0.0%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!									0.0%
6	Short Range Transit Planning / TDP	9.2%	0.0%	14.0%	#DIV/0!	#DIV/0!									10.3%
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	4.6%	0.0%	2.3%	#DIV/0!	#DIV/0!									3.7%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	9.2%	0.0%	3.5%	#DIV/0!	#DIV/0!									7.0%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!									0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!									0.0%
11	Public Involvement/ Website/Social media & interactive mapping	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!									0.0%
12	Special Studies & State/Regional Coordination	8.6%	7.7%	5.8%	#DIV/0!	#DIV/0!									7.7%
13	MPO Management and Operations	34.5%	0.0%	46.5%	#DIV/0!	#DIV/0!									36.6%
	Totals	100.0%	100.0%	100.0%	#DIV/0!	#DIV/0!									100.0%

	City of Durham FHWA - Table 1	City of Durham Staff Hours												
No.	Task/Project	Trans. Pl. --	Intern	Trans. Pl. --	Trans. Pl. --	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Staff
1	Data Collection & Monitoring/Surveilance	48	0	0	0	0	0							
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0	0	0	0	0	0							
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	544	0	0	0	0	0							
4	Congestion Management Process - CMP	0	0	0	0	0	0							
5	Air Quality Planning & Conformity	0	0	0	0	0	0							
6	Short Range Transit Planning / TDP	0	0	0	0	0	0							
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	68	0	0	0	0	0							
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	680	0	0	0	0	0							
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	120	0	0	0	0	0							
10	Safety Plng/Drug Control Plng & Private Sector participation	0	0	0	0	0	0							
11	Public Involvement/ Website/Social media & interactive mapping	82	0	0	0	0	0							
12	Special Studies & State/Regional Coordination	88	0	0	0	0	0							
13	MPO Management and Operations	270	0	0	0	0	0							
	Totals	1900	0	0	0	0								
	% Hours Devoted to MPO Planning	100.00%	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. --	Trans. Pl. --	Intern1	Intern2	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	2.5%													2.5%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%													0.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	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 Mangement/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 & Plng for Elderly	6.3%													6.3%
10	Safety Plng/Drug Control Plng & 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%		0.0%	0.0%	0.0%									100.0%

	TJCOG FHWA - Table 1	TJCOG Staff Hours													
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/Surveilance	0	0	0	0	0	0								0
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0	0	0	0	0	0								0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	0	0	0	0	0	0								0
4	Congestion Management Process - CMP	0	0	0	0	0	0								0
5	Air Quality Planning & Conformity	0	0	0	0	0	0								0
6	Short Range Transit Planning / TDP	0	0	0	0	0	0								0
7	UPWP & Fiscal/Grant Mangement/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 & 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	236	281	96	264	180	0								1057
13	MPO Management and Operations	0	0	0	0	0	0								0
	Totals	236	281	96	264	180	0	0	0	0	0	0	0	0	1,057
	% Hours Devoted to MPO Planning	12.42%	14.79%	5.05%	13.89%	9.47%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	

	TJCOG FHWA- Table 2	TJCOG - 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/Surveilance	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	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%
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 Mangement/oversight & Audit	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%	0.0%	0.0%	0.0%	0.0%									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	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%
	Totals	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	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	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	335	0												335
2	Activities (including base year,	0	0												0
3	Long Range Planning & MTP/CTP/ 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	Mangement/oversight & Audit	0	0												0
8	TIP/SH 01/Mobility Funds/ Loop Prioritization/Proj Development	0	0												0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority	0	0												0
10	Private Sector participation	0	0												0
11	media & interactive mapping	0	0												0
12	Special Studies & State/Regional Coordination	0	0												0
13	MPO Management and Operations	0	380												380
	Totals	335	1900												2,235
	% Hours Devoted to UPWP Planning	17.65%	100.00%												

	DATA : FTA 5307- Table 2	DATA - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. --	Fiscal - Angelia	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	100.0%	0.0%												15.0%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%	0.0%												0.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	0.0%	80.0%												68.0%
4	Congestion Management Process - CMP	0.0%	0.0%												0.0%
5	Air Quality Planning & Conformity	0.0%	0.0%												0.0%
6	Short Range Transit Planning / TDP	0.0%	0.0%												0.0%
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0.0%	0.0%												0.0%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%	0.0%												0.0%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0.0%	0.0%												0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%	0.0%												0.0%
11	Public Involvement/ Website/Social media & interactive mapping	0.0%	0.0%												0.0%
12	Special Studies & State/Regional Coordination	0.0%	0.0%												0.0%
13	MPO Management and Operations	0.0%	20.0%												17.0%
	Totals	100.0%	100.0%	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. --	Fiscal - Angelia	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	1565													1565
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0													0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	0													0
4	Congestion Management Process - CMP	0													0
5	Air Quality Planning & Conformity	0													0
6	Short Range Transit Planning / TDP	0													0
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0													0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0													0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0													0
10	Safety Plng/Drug Control Plng & Private Sector participation	0													0
11	Public Involvement/ Website/Social media & interactive mapping	0													0
12	Special Studies & State/Regional Coordination	0													0
13	MPO Management and Operations	0													0
	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 - Angelia	Trans. Pl. --	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	100.0%													100.0%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%													0.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	0.0%													0.0%
4	Congestion Management Process - CMP	0.0%													0.0%
5	Air Quality Planning & Conformity	0.0%													0.0%
6	Short Range Transit Planning / TDP	0.0%													0.0%
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0.0%													0.0%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%													0.0%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0.0%													0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%													0.0%
11	Public Involvement/ Website/Social media & interactive mapping	0.0%													0.0%
12	Special Studies & State/Regional Coordination	0.0%													0.0%
13	MPO Management and Operations	0.0%													0.0%
	Totals	100.0%													100.0%

	Chapel Hill : FTA 5303 - Table 1	Town of Chapel Hill Staff Hours													
No.	Task/Project	Trans. Pl. -- Bonk	Trans. Pl. -- Davis	Staff - Moye	GIS Analyst Cecil	New	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	50	400	0	800	300									1550
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0	0	0	0	0									0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	200	1000	0	0	0									1200
4	Congestion Management Process - CMP	25	0	0	0	0									25
5	Air Quality Planning & Conformity	0	0	0	0	0									0
6	Short Range Transit Planning / TDP	0	0	0	299	0									299
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0	0	0	0	0									0
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0	0	0	0	0									0
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0	0	0	0	0									0
10	Safety Plng/Drug Control Plng & Private Sector participation	0	0	0	0	0									0
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	0	0									0
12	Special Studies & State/Regional Coordination	205	300	0	0	160									665
13	MPO Management and Operations	185	200	133	0	300									818
	Totals	665	1900	133	1099	760									4,557
	% Hours Devoted to MPO Planning	35.00%	100.00%	7.00%	57.84%	40.00%									

	Chapel Hill : FTA 5303- Table 2	Town of Chapel Hill - Percent Staff Hours Distribution by UPWP Tasks													
No.	Task/Project	Trans. Pl. -- Bonk	Trans. Pl. -- Davis	Staff - Moye	GIS Analyst Cecil	New	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Staff	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	7.5%	21.1%	0.0%	72.8%	39.5%									34.0%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	30.1%	52.6%	0.0%	0.0%	0.0%									26.3%
4	Congestion Management Process - CMP	3.8%	0.0%	0.0%	0.0%	0.0%									0.5%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
6	Short Range Transit Planning / TDP	0.0%	0.0%	0.0%	27.2%	0.0%									6.6%
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
10	Safety Plng/Drug Control Plng & Private Sector participation	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
11	Public Involvement/ Website/Social media & interactive mapping	0.0%	0.0%	0.0%	0.0%	0.0%									0.0%
12	Special Studies & State/Regional Coordination	30.8%	15.8%	0.0%	0.0%	21.1%									14.6%
13	MPO Management and Operations	27.8%	10.5%	100.0%	0.0%	39.5%									18.0%
	Totals	100.0%	100.0%	100.0%	100.0%	100.0%									100.0%

	Chapel Hill : 5307 FTA - Table 1	Town of Chapel FTA 5307 Hill Staff Hours													
No.	Task/Project	Director - Litchfield	Admin Surv Mgr DePietro	Grant Manager C. Cole	Budget Mgr Shreve	Operation Mgr Pittman	Custmer Srvc Mgr Hackney	Transit Planner Vega	Safety Mgr Butler	Grants Coord Murdock	Sectretary Sherman	GIS Coord Cecil	Operation Supvsr	Operation Supvsr	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	75	0	0	0	0	0	106	0	0	0	504	0	255	940
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	0	0	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	0	0	0	0	0	0	163	0	0	0	0	0	0	163
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	0	0	26	0	0	0	0	0	39	0	0	0	0	65
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	0	0	26	0	0	0	0	0	39	0	0	0	0	65
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	18	0	30	0	0	0	0	0	0	0	0	0	305	353
10	Safety Plng/Drug Control Plng & Private Sector participation	0	10	0	0	0	0	0	45	0	0	0	0	0	55
11	Public Involvement/ Website/Social media & interactive mapping	0	0	0	0	0	0	0	0	0	74	0	0	0	74
12	Special Studies & State/Regional Coordination	129	0	0	0	0	0	30	0	0	0	0	0	0	159
13	MPO Management and Operations	200	30	264	100	40	20	0	0	175	0	0	0	0	829
	Totals	422	40	346	100	40	20	299	45	253	74	504	0	560	2,703
	% Hours Devoted to UPWP Planning	22.21%	2.11%	18.21%	5.26%	2.11%	1.05%	15.74%	2.37%	13.32%	3.89%	26.53%	0.00%	29.47%	

	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	Custmer Srvc Mgr Hackney	Transit Planner Vega	Safety Mgr Butler	Grants Coord Murdock	Sectretary Sherman	GIS Coord Cecil	Operation Supvsr	Operation Supvsr	Tot Staff Hours
1	Data Collection & Monitoring/Surveilance	17.8%	0.0%	0.0%	0.0%	0.0%	0%	35%	0%	0%	0%	100%	#DIV/0!	46%	34.8%
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%
4	Congestion Management Process - CMP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%
5	Air Quality Planning & Conformity	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0%	0%	0%	#DIV/0!	0%	0.0%
6	Short Range Transit Planning / TDP	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55%	0%	0%	0%	0%	#DIV/0!	0%	6.0%
7	UPWP & Fiscal/Grant Mangement/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 Prioritization/Proj Development	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 & Plng 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 Plng/Drug Control Plng & 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

FY 2015 UPWP - Overview of Staff Hours by Task and Transit Agency									
		FTA 5303 Funding			FTA 5307 Funding				
No.	Task/Project	CHT	DATA	total 5303	CHT	DATA	TTA	Total 5307	Total 5303 & 5307
1	Data Collection & Monitoring/Surveilance	1,550	1,565	3,115	940	52,784	0	53,724	56,839
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	0	0	0	0	0	0	0	0
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	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 Mangement/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 & Plng for Elderly	0	0	0	353	3,504	0	3,857	3,857
10	Safety Plng/Drug Control Plng & 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**

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

Table T-2 : Transit Agencies FTA Planning Funds -Budget

FY 2015 UPWP - Overview of Budget by Task and Transit Agency									
		FTA 5303 Funding			FTA 5307 Funding				Total Transit
No.	Task/Project	CHT	DATA	total 5303	CHT	DATA	TTA	Total 5307	Total 5303 & 5307
1	Data Collection & Monitoring/Surveilance	$49,180	$79,328	$128,508	$29,854	$52,784	$125,000	$207,637	$336,146
2	Travel Model Updates & Survey Activities (including base year, intermiate years and Horizon model data)	$0	$0	$0	$0	$0	$90,000	$90,000	$90,000
3	Long Range Planning & MTP/CTP/ Collector Street Planning/TDM	$46,900	$6,524	$53,424	$250,000	$107,540	$0	$357,540	$410,964
4	Congestion Management Process - CMP	$1,525	$0	$1,525	$0	$0	$0	$0	$1,525
5	Air Quality Planning & Conformity	$0	$0	$0	$0	$0	$0	$0	$0
6	Short Range Transit Planning / TDP	$8,163	$26,098	$34,261	$6,245	$100,578	$0	$106,823	$141,083
7	UPWP & Fiscal/Grant Mangement/oversight & Audit	$0	$0	$0	$2,482	$0	$0	$2,482	$2,482
8	TIP/SPOT/Mobility Funds/ Loop Prioritization/Proj Development	$0	$6,524	$6,524	$2,482	$9,689	$0	$12,171	$18,695
9	Title VI & Environmental Justice/ Limited English Proficiency/ Minority Bus & Plng for Elderly	$0	$3,262	$3,262	$11,411	$3,504	$0	$14,915	$18,177
10	Safety Plng/Drug Control Plng & Private Sector participation	$0	$0	$0	$2,505	$0	$0	$2,505	$2,505
11	Public Involvement/ Website/Social media & interactive mapping	$0	$3,262	$3,262	$2,002	$9,368	$0	$11,370	$14,632
12	Special Studies & State/Regional Coordination	$28,467	$0	$28,467	$9,000	$0	$855,000	$864,000	$892,467
13	MPO Management and Operations	$32,419	$66,956	$99,375	$38,547	$22,881	$0	$61,429	$160,804
	Totals	**$166,654**	**$191,954**	**$358,608**	**$354,527**	**$306,344**	**$1,070,000**	**$1,730,871**	**$2,089,478**

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:

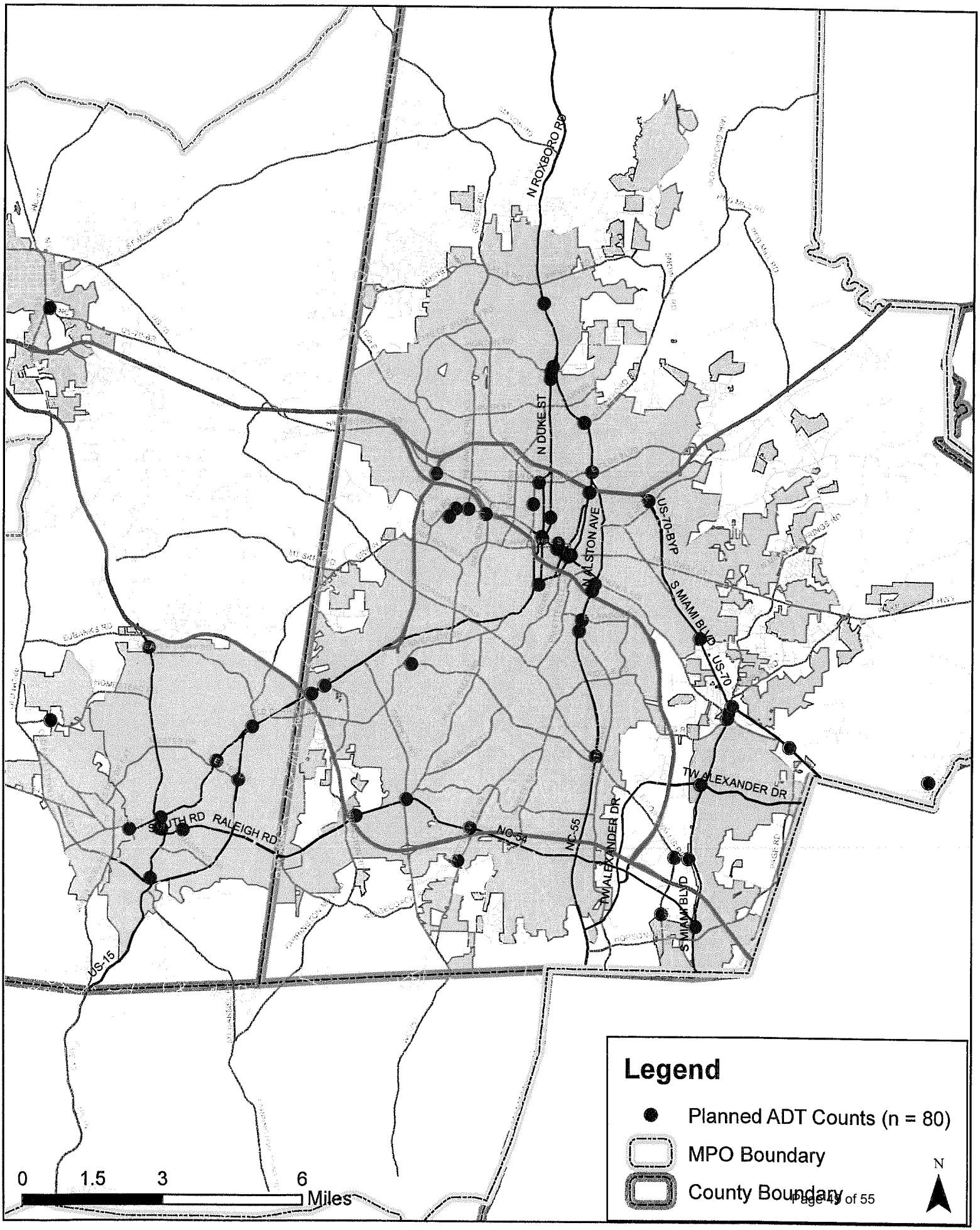
1. In general — A metropolitan planning organization may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan, in accordance with subparagraph (B).
2. Recommended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

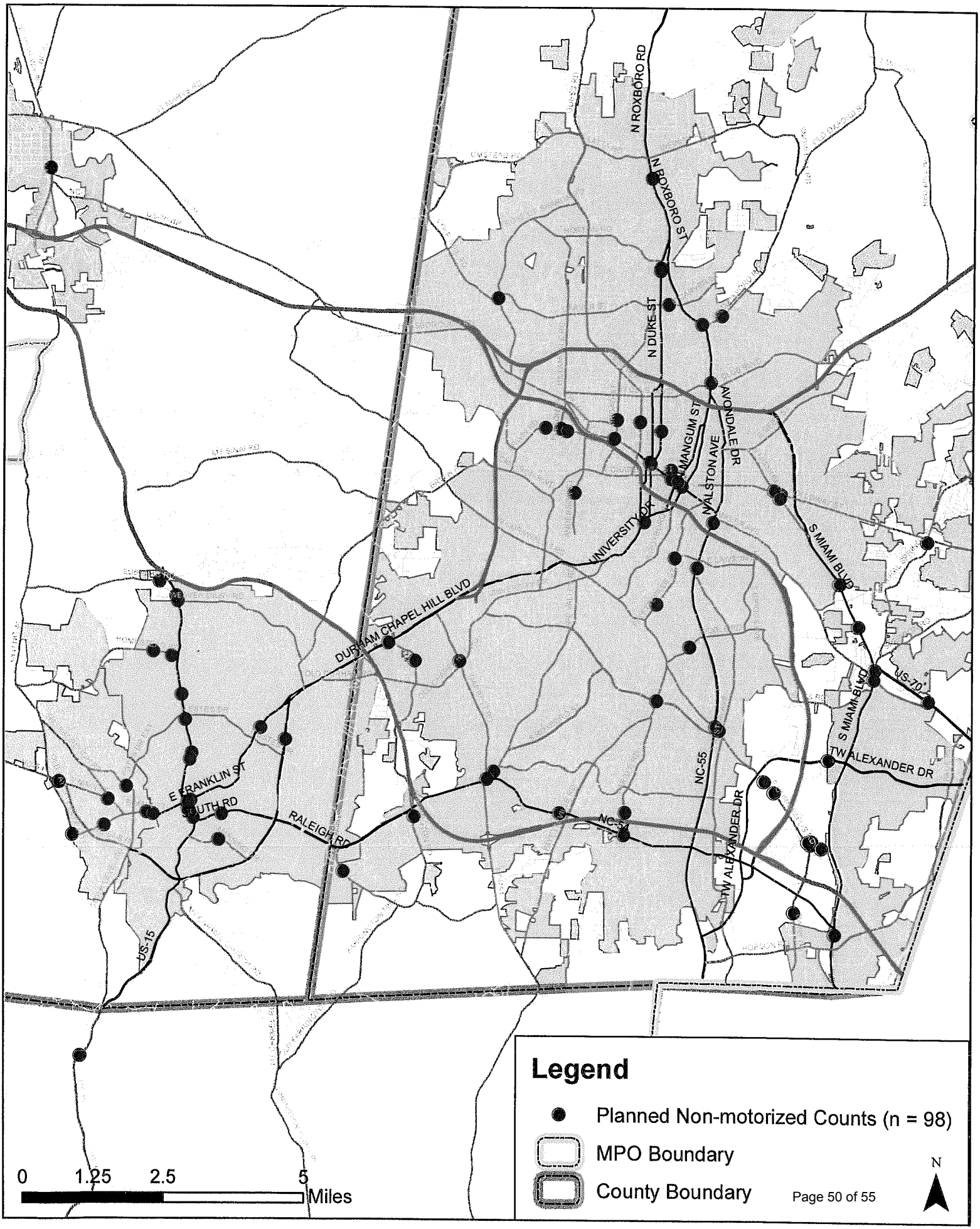
3. Metrics — In addition to the performance measures identified in section 150(c) of title 23, metropolitan planning organizations may evaluate scenarios developed under this paragraph using locally-developed measures.

Appendices

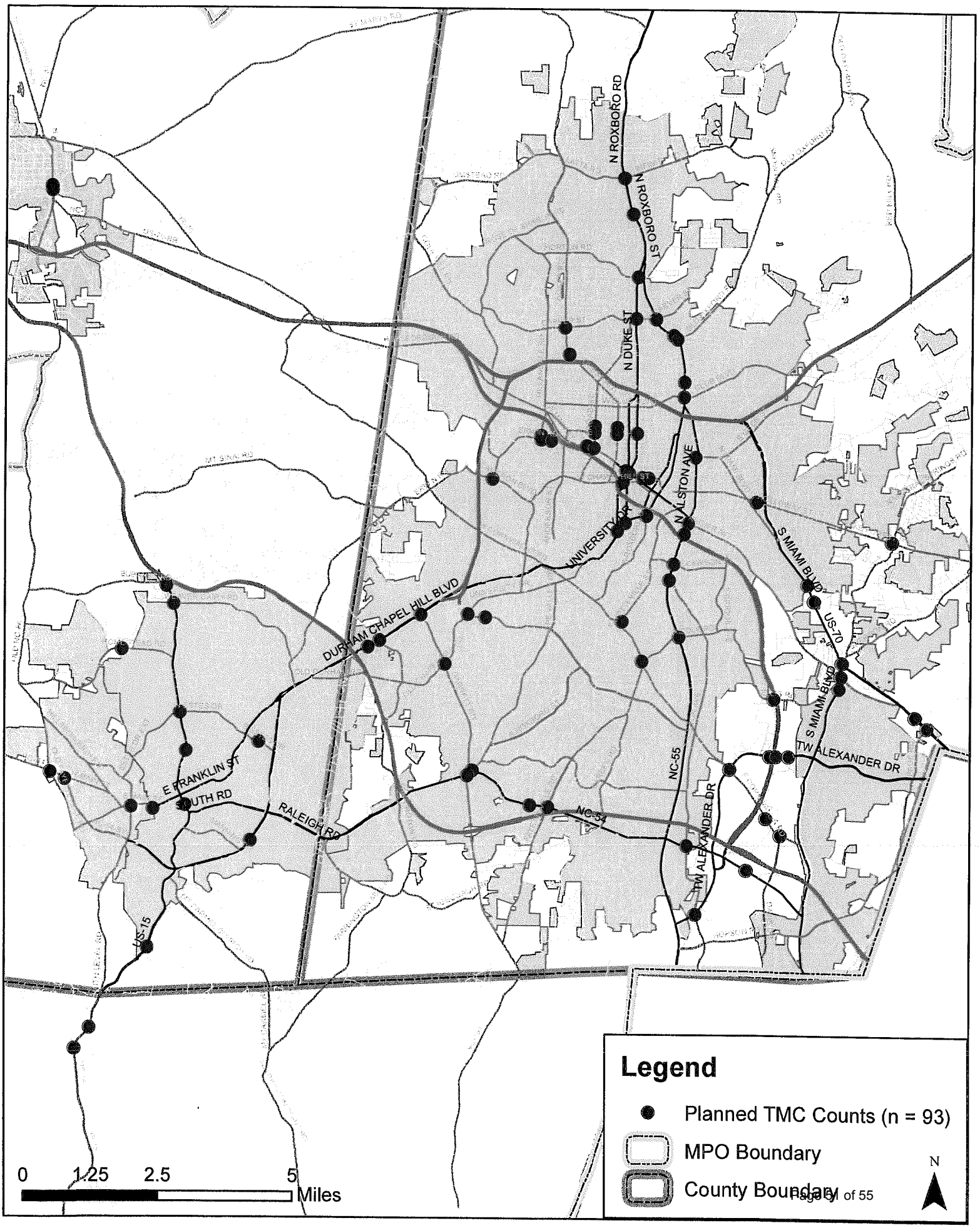
FY2015 Data Collection Plan (ADT)



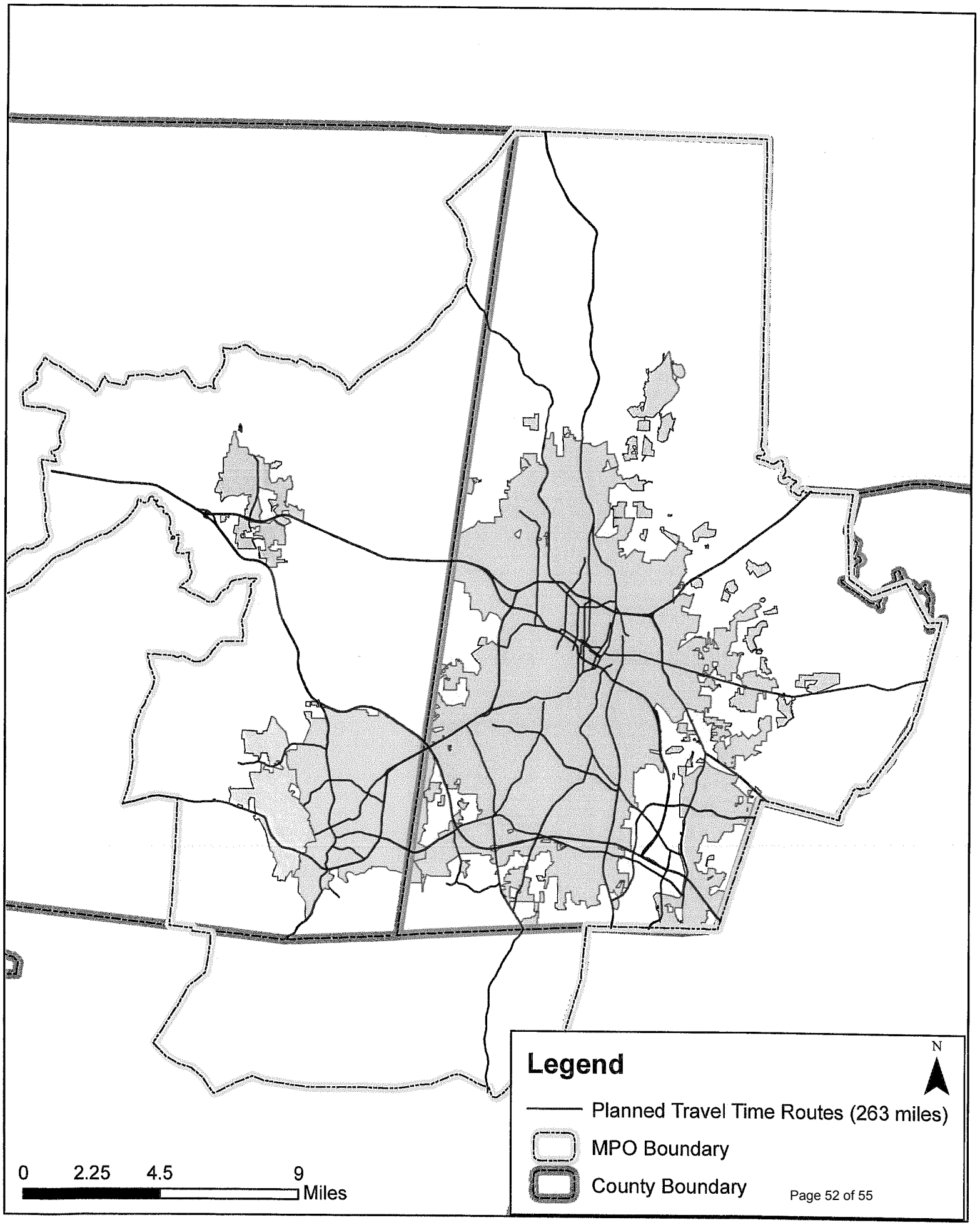
FY2015 Data Collection Plan (Nonmotorized)



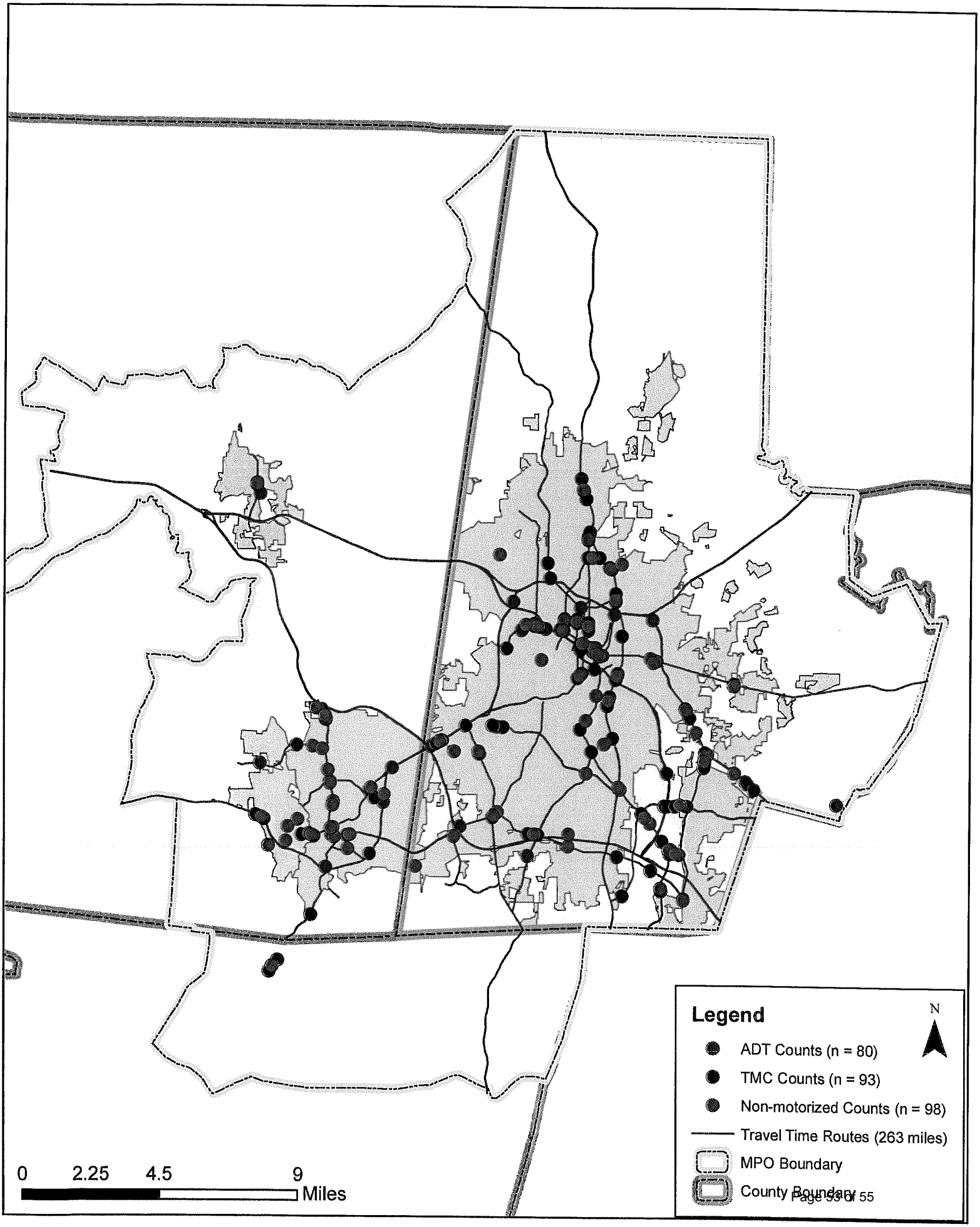
FY2015 Data Collection Plan (TMC)



FY2015 Data Collection Plan (Travel Time)



FY2015 Data Collection Plan



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 ☐ NO ☐
o If yes, please attach any records or reports you consider sufficient to demonstrate that the program is being implemented.	Attached ☐
2. Does the MPO disseminate any information or documents throughout its organization and publicly, including information pertaining to the Title VI program?	YES ☐ NO ☐
o If yes, please attach a list of what you distribute *internally* and *externally*.	Attached ☐
• Has the MPO translated any documents into languages other than English?	YES ☐ NO ☐
o If yes, attach a list of documents you have translated and samples of translated materials.	Attached ☐
3. Identify the MPO's Title VI Coordinator *(Civil Rights Officer)* by name and title:	
• Are Title VI duties included in the Coordinator's ***primary*** job description?	YES ☐ NO ☐
• Has the Coordinator or officer been given the authority to effectively administer your Title VI Program?	YES ☐ NO ☐
o Please attach a copy of your organizational chart.	Attached ☐
4. Does the MPO have an ***approved*** Language Assistance Plan or procedures for persons with Limited English Proficiency (LEP)?	YES ☐ NO ☐
• Does the MPO conduct four-factor analyses, as required by USDOT LEP guidelines?	YES ☐ NO ☐
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 ☐
5. Does the MPO ensure that decision-making and programs are sensitive to the needs of minorities and other traditionally underserved populations *(e.g., minorities, disabled, low-income, elderly, children, LEP)?*	YES ☐ NO ☐
6. Does the MPO utilize appointed groups such as planning commissions or Citizens Advisory Committees?	YES ☐ NO ☐
o If yes, attach a list of each of your appointed groups, including the name, race/ethnicity and gender of each current member (e.g., John Doe, B/M; Jane Doe, H/F, etc.), and their affiliations *(e.g., Hispanic Chamber of Commerce, NAACP, private organizations)*.	Attached ☐
7. Does the MPO have internal discussions or meetings about your nondiscrimination program or obligations?	YES ☐ NO ☐
• If requested onsite, could evidence be provided to verify this?	YES ☐ NO ☐
8. Does the MPO ever seek guidance from external agencies like NCDOT, FHWA and FTA, regarding your obligations?	YES ☐ NO ☐
9. In general, are you satisfied with the number of people (members of the general public) who shows up at your public meetings?	YES ☐ NO ☐

10. Does the MPO's Public Involvement Plan include information and procedures on:	
• How to reach traditionally underserved populations *(e.g., minorities, disabled, low-income, elderly, children, LEP)*?	YES ☐ NO ☐
• How to ensure that members of the public understand the rights afforded to them under Title VI and other nondiscrimination authorities?	YES ☐ NO ☐
11. Has the Title VI Coordinator received any civil rights training in the last ***three*** years?	YES ☐ NO ☐
• Does the MPO provide civil rights training to its staff, sub-recipients, or contractors?	YES ☐ NO ☐
• Does the MPO have a civil rights training plan or schedule?	YES ☐ NO ☐
12. Does the MPO consider and incorporate the needs of persons with disabilities in:	YES ☐ NO ☐
• Planning	YES ☐ NO ☐
• Programming	YES ☐ NO ☐
• Facilities	YES ☐ NO ☐
13. Does the MPO provide reasonable accommodations to disabled applicants, employees and participants of public meetings?	YES ☐ NO ☐
• Does the MPO have a process for notifying members of the public that meeting locations and formats are accessible to persons with disabilities?	YES ☐ NO ☐
14. Does the MPO or Lead Planning Agency have an ADA Transition Plan?	YES ☐ NO ☐
o If yes, attach a copy of your Transition Plan.	Attached ☐
15. Does the MPO collect and analyze data on participants and beneficiaries of its programs and services ***for the purpose of monitoring*** whether program funds are reaching traditionally underserved groups *(e.g., minorities, disabled, low-income, elderly, children, LEP)*?	YES ☐ NO ☐
16. Does the MPO monitor the work and activities of sub-recipients and contractors ***for the purpose of determining*** if they are in compliance with their nondiscrimination obligations?	YES ☐ NO ☐
• Does the MPO physically incorporate Title VI Assurances into all contracts and agreements?	YES ☐ NO ☐
• Does the MPO maintain records and reports to validate its monitoring activities?	YES ☐ NO ☐
o If yes, attach any records, reports or contracts that demonstrate your monitoring activities *(e.g., meeting minutes, emails, compliance reviews).*	Attached ☐
17. Does the MPO contract with women and minority owned businesses?	YES ☐ NO ☐
18. To your knowledge, has the MPO received any discrimination complaints against itself or any of its member jurisdictions or contractors since in the last ***three*** years?	YES ☐ NO ☐
o If yes, please attach a copy of your complaints log.	Attached ☐
19. Does the MPO produce or submit reports to federal or state agencies regarding its Title VI compliance efforts?	YES ☐ NO ☐

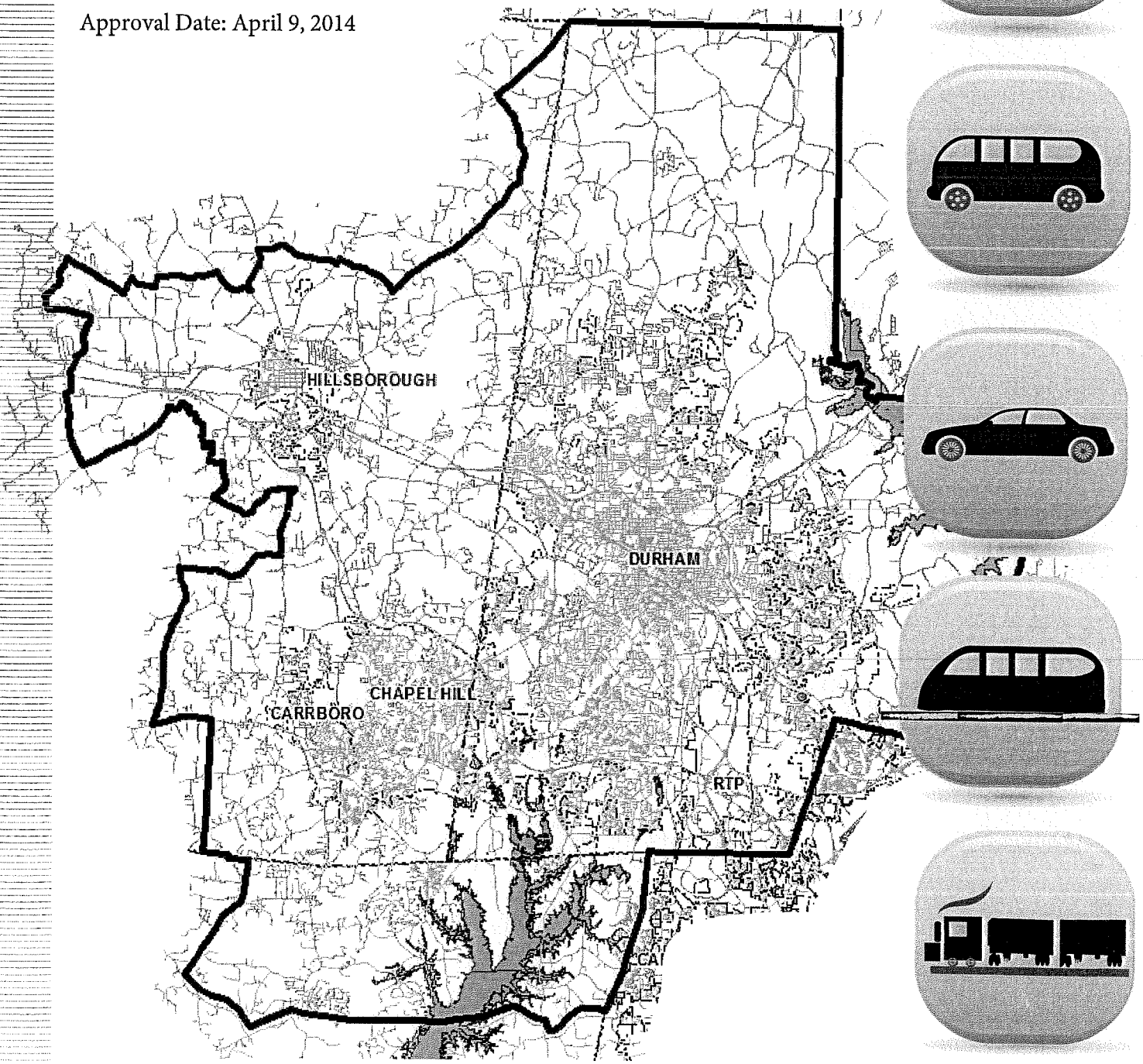
DCHC- MPO

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Unified Planning Work Program

FY 2014-2015

Approval Date: April 9, 2014



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 sued for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, 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

	FHWA	FTA Transit Planning			Total
Agency	**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
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	Receiving Agency	SPR Highway NCDOT	Local Transit local 100	STP-DA Sec. 133(b)(3)(7) Local 20%	STP-DA Sec. 133(b)(3)(7) FHWA 80%	Section 104(f) PL Local 20%	Section 104(f) PL FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 10%	Section 5309 Transit NCDOT 10%	Section 5309 Transit FTA 80%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary Total
	Durham			47,720	190,880	0	0	0	0	0	0	0	0	0	0	0	47,720	-	190,880	238,600
	Carrboro			36,802	147,206	0	0	0	0	0	0	0	0	0	0	0	36,802	-	147,206	184,008
	Chapel Hill			47,147	188,588	0	0	18,443	18,443	147,541	0	0	0	0	0	0	65,590	18,443	336,129	420,162
	Orange County			11,062	44,248	0	0	0	0	0	0	0	0	0	0	0	11,062	-	44,248	55,310
	TJCOG			13,750	55,000	0	0	0	0	0	0	0	0	0	0	0	13,750	-	55,000	68,750
	TTA		$215,000	0	0	0	0	0	0	0	85,500	85,500	684,000	0	0	0	300,500	85,500	684,000	1,070,000
	CHT			0	0	0	0	0	0	0	35,453	35,453	283,621	26,250	26,250	210,000	61,703	61,703	493,621	617,027
	DATA			0				19,195	19,195	153,563	30,634	30,634	245,075				49,830	49,830	398,638	498,298
	Durham County			12,029	48,115												12,029	-	48,115	60,143
	LPA			302,508	1,210,034	84,273	337,090										386,781	-	1,547,124	1,933,905
	NCDOT	0	0	0	0	0	0	0	0	0	0	0		0	0	0	-	-	-	-
Totals		$0	$215,000	$471,018	$1,884,072	$84,273	$337,090	$37,638	$37,638	$301,105	$151,587	$151,587	0 $1,212,696	$26,250	$26,250	$210,000	$985,766	$215,475	$3,944,962	5,146,203

	MPO Summary (FHWH/FTA Funds)	Durham-Chapel Hill-Carrboro Urban Area FY 2014-2015 Unified Planning Work Program Proposed Funding Source Tables - FHWA/FTA Funds															MPO Summary 4/2/2014 8:13			
	Task Description	SPR Highway NCDOT 20%	Local Transit local 100	STP-DA 133(b)(3)(7) Local 20%	STP-DA 133(b)(3)(7) FHWA 80%	Sec. 104(f) PL Local 20%	Sec. 104(f) PL FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 25%	Section 5309 Transit NCDOT 25%	Section 5309 Transit FTA 50%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary Total
II A	**Surveillance of Change**																			
II A 1	Traffic Volume Counts	0	0	22,731	90,923	5,000	20,000	0	0	0	0	0	0	0	0	0	27,731	-	110,923	138,654
2	Vehicle Miles of Travel	0	0	2,416	9,665	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	552	-	2,209	2,762
4	Traffic Accidents	0	0	762	3,046	600	2,400	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	0	7,933	7,933	63,463	6,888	6,888	55,103	0	0	0	140,121	14,821	119,765	274,706
6	Dwelling Unit, Pop. & Emp. Change	0	0	7,988	31,953	250	1,000	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	-	-	-	-
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	0	0	26,606	106,423	5,000	20,000	0	0	0	0	0	0	0	0	0	31,606	-	126,423	158,029
10	Mapping	0	0	23,292	93,169	5,000	20,000	4,918	4,918	39,344	1,376	1,376	11,007	0	0	0	34,586	6,294	163,520	204,400
11	Central Area Parking Inventory	0	0	306	1,225	0	0	0	0	0	0	0	0	0	0	0	306	-	1,225	1,532
12	Bike & Ped. Facilities Inventory	0	0	454	1,815	0	0	0	0	0	0	0	0	0	0	0	454	-	1,815	2,268
13	Bike & Ped. Counts	0	0	8,567	34,267	2,500	10,000	0	0	0	0	0	0	0	0	0	11,067	-	44,267	55,334
II B	**Long Range Transp. Plan**																			
B 1	Collection of Base Year Data	0	0	8,269	33,077	1,400	5,600	0	0	0	0	0	0	0	0	0	9,669	-	38,677	48,347
2	Collection of Network Data	0	0	407	1,626	613	2,450	0	0	0	0	0	0	0	0	0	1,019	-	4,076	5,096
3	Travel Model Updates	0	90,000	55,306	221,223	2,250	9,000	0	0	0	0	0	0	0	0	0	147,556	-	230,223	377,779
4	Travel Surveys	0	0	26,345	105,382	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	15,406	61,623	1,000	4,000	3,783	3,783	30,260	0	0	0	0	0	0	20,188	3,783	95,883	119,853
6	Community Goals & Objectives	0	0	73	290	0	0	0	0	0	0	0	0	0	0	0	73	-	290	363
7	Forecast of Futurel Travel Patterns	0	0	6,750	26,999	875	3,500	0	0	0	0	0	0	0	0	0	7,625	-	30,499	38,124
8	Capacity Deficiency Analysis	0	0	7,797	31,187	2,500	10,000	0	0	0	0	0	0	0	0	0	10,297	-	41,187	51,483
9	Highway Element of th LRTP	0	0	1,832	7,330	900	3,600	0	0	0	0	0	0	0	0	0	2,732	-	10,930	13,662
10	Transit Element of the LRTP	0	0	8,795	35,179	750	3,000	326	326	2,610	483	483	3,862	0	0	0	10,354	809	44,651	55,814
11	Bicycle & Ped. Element of the LRTP	0	0	57,143	228,574	1,000	4,000	694	694	5,552	0	0	0	0	0	0	58,837	694	238,126	297,657
12	Airport/Air Travel Element of LRTP	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	-	-	-	-
14	Rail, Water or other mode of LRTP	0	0	513	2,051	220	880	0	0	0	0	0	0	0	0	0	733	-	2,931	3,663
15	Freight Movement/Mobility Planning	0	0	16,625	66,500	875	3,500	0	0	0	0	0	0	0	0	0	17,500	-	70,000	87,500
16	Financial Planning	0	0	0	0	0	0	540	540	4,318	35,271	35,271	282,169	0	0	0	35,811	35,811	286,487	358,109
17	Congestion Management Strategies	0	0	14,432	57,727	4,850	19,400	152	152	1,220	0	0	0	0	0	0	19,434	152	78,347	97,933
18	Air Qual. Planning/Conformity Anal.	0	0	859	3,436	500	2,000	0	0	0	0	0	0	0	0	0	1,359	-	5,436	6,795
II 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	15,601	14,108	118,836	148,546
III-A	**Planning Work Program**	0	0	4,630	18,519	10,000	40,000	0	0	0	248	248	1,985	0	0	0	14,878	248	60,505	75,631
III-B	**Transp. Improvement Plan**	0	0	6,036	24,142	5,000	20,000	652	652	5,216	1,217	1,217	9,737	0	0	0	12,905	1,869	59,095	73,868
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																			
1	Title VI	0	0	2,239	8,957	2,500	10,000	326	326	2,608	350	350	2,803	0	0	0	5,416	676	24,368	30,461
2	Environmental Justice	0	0	1,623	6,491	1,250	5,000	0	0	0	0	0	0	0	0	0	2,873	-	11,491	14,364
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	248	248	1,982	0	0	0	248	248	1,982	2,477
4	Planning for the Elderly & Disabled	0	0	73	290	0	0	0	0	0	893	893	7,147	0	0	0	966	893	7,437	9,297
5	Safety/Drug Control Planning	0	0	1,075	4,299	2,000	8,000	0	0	0	250	250	2,004	0	0	0	3,325	250	14,303	17,879
6	Public Involvement	0	0	8,881	35,525	6,375	25,500	326	326	2,610	1,137	1,137	9,096	0	0	0	16,719	1,463	72,730	90,913
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	**Incidental Plng./Project Dev.**																			
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	4,143	16,571	375	1,500	0	0	0	0	0	0	0	0	0	4,518	-	18,071	22,589
3	Special Studies	0	0	66,628	266,511	0	0	1,161	1,161	9,288	85,500	85,500	684,000	26,250	26,250	210,000	179,539	112,911	1,169,799	1,462,248
4	Regional or Statewide Planning	0	0	19,906	79,625	2,390	9,560	1,686	1,686	13,486	900	900	7,200	0	0	0	24,882	2,586	109,871	137,339
III-E	**Management & Operations**																			
1	Management & Operations	0	0	39,768	159,071	18,300	73,200	11,715	11,715	93,718	6,143	6,143	49,143	0	0	0	75,925	17,858	375,132	468,915
Totals		$0	$215,000	$471,018	$1,884,072	$84,273	$337,090	$37,637	$37,637	$301,104	$151,587	$151,587	$1,212,696	$26,250	$26,250	$210,000	$985,764	$215,474	$3,944,958	$5,146,196

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

Composite Agencies
Summary Tables (PL/STP-DA)

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%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%
II	A	**Surveillance of Change**																								
II	A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27,731	110,923	138,654	27,731	110,923	138,654
		2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,416	9,665	12,081	2,416	9,665	12,081
		3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	552	2,209	2,762	552	2,209	2,762
		4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,362	5,446	6,808	1,362	5,446	6,808
		5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	1,200	1,500	300	1,200	1,500
		6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	1,272	5,086	6,358	0	0	0	211	845	1,056	169	676	846	6,587	26,346	32,933	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	0	0	0
		8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31,606	126,423	158,029	31,606	126,423	158,029
		10 Mapping	6,003	24,014	30,017	478	1,911	2,388	580	2,320	2,900	0	0	0	211	845	1,056	259	1,036	1,295	20,761	83,043	103,804	28,292	113,169	141,461
		11 Central Area Parking Inventory	0	0	0	66	265	332	0	0	0	0	0	0	0	0	0	0	0	0	240	960	1,200	306	1,225	1,532
		12 Bike & Ped. Facilities Inventory	0	0	0	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
		13 Bike & Ped. Counts	0	0	0	1,200	4,800	6,000	0	0	0	0	0	0	0	0	0	0	0	0	9,867	39,467	49,334	11,067	44,267	55,334
II	B	**Long Range Transp. Plan**																								
	B	1 Collection of Base Year Data	0	0	0	480	1,921	2,401	975	3,900	4,874	0	0	0	0	0	0	0	0	0	8,214	32,857	41,071	9,669	38,677	48,347
		2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,019	4,076	5,096	1,019	4,076	5,096
		3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57,556	230,223	287,779	57,556	230,223	287,779
		4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,345	105,382	131,727	26,345	105,382	131,727
		5 Forecast of Data to Horizon year	2,494	9,976	12,470	480	1,921	2,401	975	3,900	4,874	0	0	0	2,147	8,589	10,736	3,476	13,902	17,378	6,834	27,335	34,169	16,406	65,623	82,028
		6 Community Goals & Objectives	0	0	0	73	290	363	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	290	363
		7 Forecast of Futurel Travel Patterns	970	3,878	4,848	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,655	26,621	33,276	7,625	30,499	38,124
		8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,297	41,187	51,483	10,297	41,187	51,483
		9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0	0	0	880	3,520	4,400	0	0	0	1,852	7,410	9,262	2,732	10,930	13,662
		10 Transit Element of the LRTP	1,684	6,736	8,420	0	0	0	0	0	0	0	0	0	880	3,520	4,400	4,897	19,588	24,485	2,084	8,335	10,419	9,545	38,179	47,724
		11 Bicycle & Ped. Element of the LRTP	21,259	85,037	106,296	0	0	0	0	0	0	0	0	0	31,880	127,520	159,400	0	0	0	5,004	20,017	25,021	58,143	232,574	290,717
		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	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	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	733	2,931	3,663	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	17,500	70,000	87,500	17,500	70,000	87,500
		16 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
		17 Congestion Management Strategies	4,210	16,840	21,050	109	436	545	0	0	0	0	0	0	0	0	0	0	0	0	14,963	59,852	74,815	19,282	77,127	96,409
		18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,359	5,436	6,795	1,359	5,436	6,795
II	C	**Short Range Transit Planning**																								
		1 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	1,492	5,970	7,462
III-A		**Planning Work Program**	610	2,440	3,050	327	1,307	1,634	392	1,568	1,960	0	0	0	598	2,394	2,992	267	1,067	1,333	12,436	49,744	62,180	14,630	58,519	73,149
III-B		**Transp. Improvement Plan**	915	3,660	4,575	436	1,743	2,179	736	2,946	3,682	0	0	0	2,640	10,560	13,200	0	0	0	6,308	25,234	31,542	11,036	44,142	55,178
III-C		**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																								
		1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	1,056	4,224	5,280	0	0	0	3,683	14,733	18,417	4,739	18,957	23,697
		2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,873	11,491	14,364	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	0	0	0
		4 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	73	290	363
		5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,075	12,299	15,374	3,075	12,299	15,374
		6 Public Involvement	0	0	0	276	1,106	1,382	0	0	0	0	0	0	722	2,886	3,608	0	0	0	14,258	57,033	71,291	15,256	61,025	76,281
		7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D		**Incidental Plng./Project Dev.**																								
		1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0	0	0	3,344	13,376	16,720	0	0	0	1,174	4,695	5,869	4,518	18,071	22,589
		3 Special Studies	854	3,416	4,270	30,510	122,041	152,551	198	792	990	0	0	0	0	0	0	1,170	4,682	5,852	33,895	135,580	169,475	66,628	266,511	333,138
		4 Regional or Statewide Planning	1,220	4,880	6,100	0	0	0	636	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**																								
		1 Management & Operations	6,928	27,711	34,639	1,967	7,868	9,836	4,133	16,531	20,664	0	0	0	2,376	9,504	11,880	974	3,896	4,870	41,690	166,759	208,449	58,068	232,271	290,338
Totals			47,147	188,588	235,735	36,802	147,206	184,008	11,062	44,248	55,310	13,750	55,000	68,750	47,720	190,880	238,600	12,029	48,115	60,143	386,781	1,547,124	1,933,905	555,290	2,221,162	2,776,452

NOTE: Section 9 carryover funds are not refelcted (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								04/02/14
	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds		
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%
II A	**Surveillance of Change**									
II A 1	Traffic Volume Counts	22,731	90,923	113,654	5,000	20,000	25,000	27,731	110,923	138,654
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	762	3,046	3,808	600	2,400	3,000	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	7,988	31,953	39,942	250	1,000	1,250	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	26,606	106,423	133,029	5,000	20,000	25,000	31,606	126,423	158,029
10	Mapping	23,292	93,169	116,461	5,000	20,000	25,000	28,292	113,169	141,461
11	Central Area Parking Inventory	306	1,225	1,532	0	0	0	306	1,225	1,532
12	Bike & Ped. Facilities Inventory	454	1,815	2,268	0	0	0	454	1,815	2,268
13	Bike & Ped. Counts	8,567	34,267	42,834	2,500	10,000	12,500	11,067	44,267	55,334
II B	**Long Range Transp. Plan**									
B 1	Collection of Base Year Data	8,269	33,077	41,347	1,400	5,600	7,000	9,669	38,677	48,347
2	Collection of Network Data	407	1,626	2,033	613	2,450	3,063	1,019	4,076	5,096
3	Travel Model Updates	55,306	221,223	276,529	2,250	9,000	11,250	57,556	230,223	287,779
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	15,406	61,623	77,028	1,000	4,000	5,000	16,406	65,623	82,028
6	Community Goals & Objectives	73	290	363	0	0	0	73	290	363
7	Forecast of Futurel Travel Patterns	6,750	26,999	33,749	875	3,500	4,375	7,625	30,499	38,124
8	Capacity Deficiency Analysis	7,797	31,187	38,983	2,500	10,000	12,500	10,297	41,187	51,483
9	Highway Element of th LRTP	1,832	7,330	9,162	900	3,600	4,500	2,732	10,930	13,662
10	Transit Element of the LRTP	8,795	35,179	43,974	750	3,000	3,750	9,545	38,179	47,724
11	Bicycle & Ped. Element of the LRTP	57,143	228,574	285,717	1,000	4,000	5,000	58,143	232,574	290,717
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	513	2,051	2,563	220	880	1,100	733	2,931	3,663
15	Freight Movement/Mobility Planning	16,625	66,500	83,125	875	3,500	4,375	17,500	70,000	87,500
16	Financial Planning	0	0	0	0	0	0	0	0	0
17	Congestion Management Strategies	14,432	57,727	72,159	4,850	19,400	24,250	19,282	77,127	96,409
18	Air Qual. Planning/Conformity Anal.	859	3,436	4,295	500	2,000	2,500	1,359	5,436	6,795
II C	**Short Range Transit Planning**									
1	Short Range Transit Planning	1,492	5,970	7,462	0	0	0	1,492	5,970	7,462
III-A	**Planning Work Program**	4,630	18,519	23,149	10,000	40,000	50,000	14,630	58,519	73,149
III-B	**Transp. Improvement Plan**	6,036	24,142	30,178	5,000	20,000	25,000	11,036	44,142	55,178
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**									
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	8,881	35,525	44,406	6,375	25,500	31,875	15,256	61,025	76,281
7	Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	**Incidental Plng./Project Dev.**									
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0

2	Enviro. Analysis & Pre-TIP Plng.	4,143	16,571	20,714	375	1,500	1,875	4,518	18,071	22,589
3	Special Studies	66,628	266,511	333,138	0	0	0	66,628	266,511	333,138
4	Regional or Statewide Planning	19,906	79,625	99,532	2,390	9,560	11,950	22,296	89,185	111,482
III- E	**Management & Operations**									
1	Management & Operations	39,768	159,071	198,838	18,300	73,200	91,500	58,068	232,271	290,338
Totals		**471,018**	**1,884,072**	**2,355,089**	**84,273**	**337,090**	**421,363**	**555,290**	**2,221,162**	**2,776,452**

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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	114
Trucks-Classification – same as ADT								

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 2014 and spring 2015) 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

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.

- 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:

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

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

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

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

Task II-B-8: Capacity Deficiency Analysis

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

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

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

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

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

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

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

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

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

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

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

No activity proposed during this UPWP period.

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

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

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

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

Task II-B-16: Financial Planning

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

Task II-B-17: Congestion Management Systems Strategies

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

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

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

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Task II-C: Short Range Transit Planning

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

Task III-A: Planning Work Program

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

Under this work element, the LPA will administer the FY 2014-2015 UPWP and prepare and process amendments as needed, evaluate transportation planning work needs and emphasis areas and prepare the FY 2015-2016 UPWP. LPA will prepare and continually maintain UPWP that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2015. Work program will include the development and maintenance of UPWP in conformance with applicable federal, state, and regional guidelines. In addition, work will include the preparation of UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Task III-B: Transportation Improvement Program (TIP)

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

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

Task III-C-1: Title VI

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

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

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

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

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
2. Update demographic profiles based on Census CTPP and PUMS as well as MPO SE data forecasts - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2010 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-5: Safety and Drug Control Planning

The MPO will continue to update the regional safety plan and report using the data from and analysis of TEES data. The MPO will continue to participate in the transit operator's safety coordination meetings.

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 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,

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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 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.

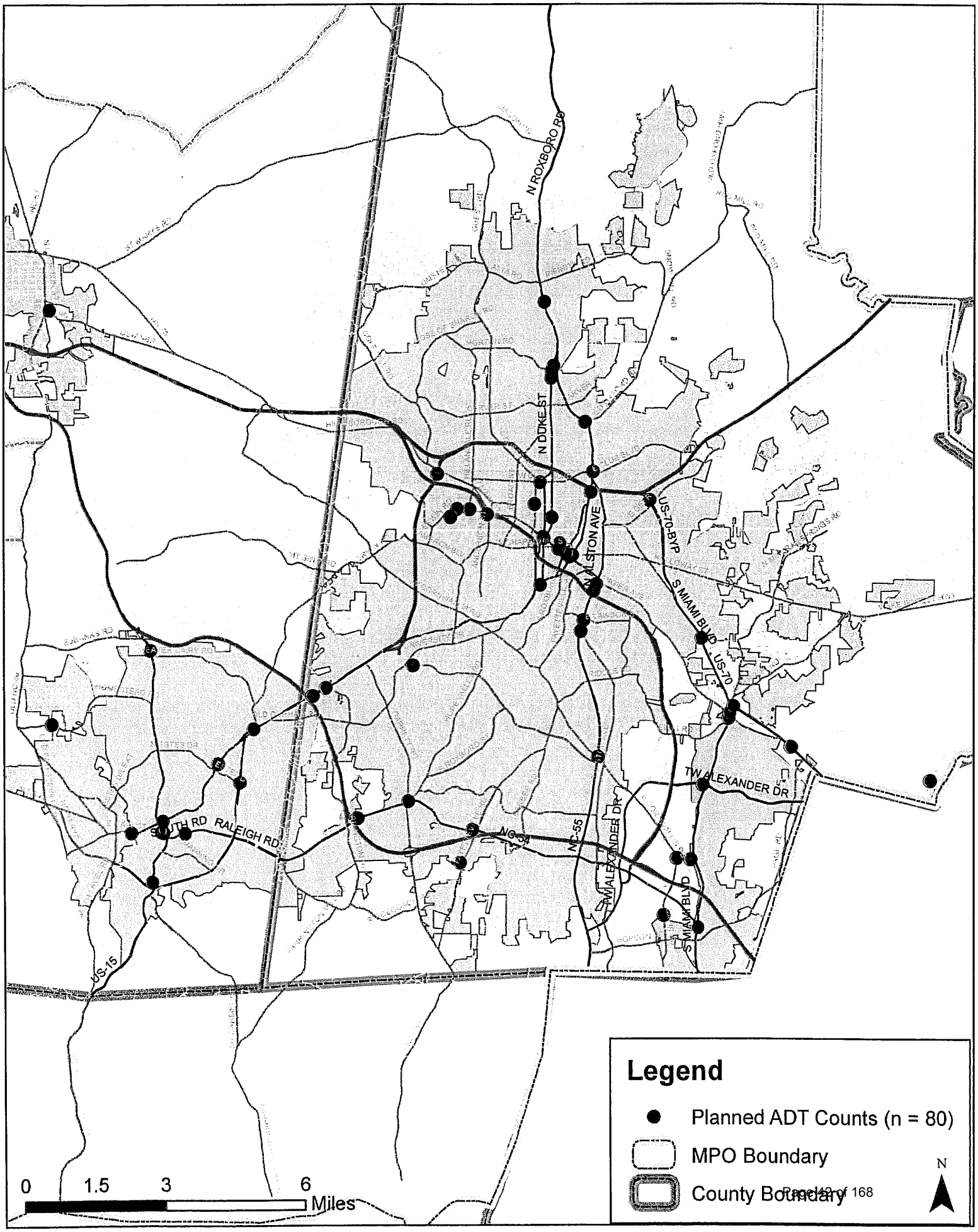
6. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.

7. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.

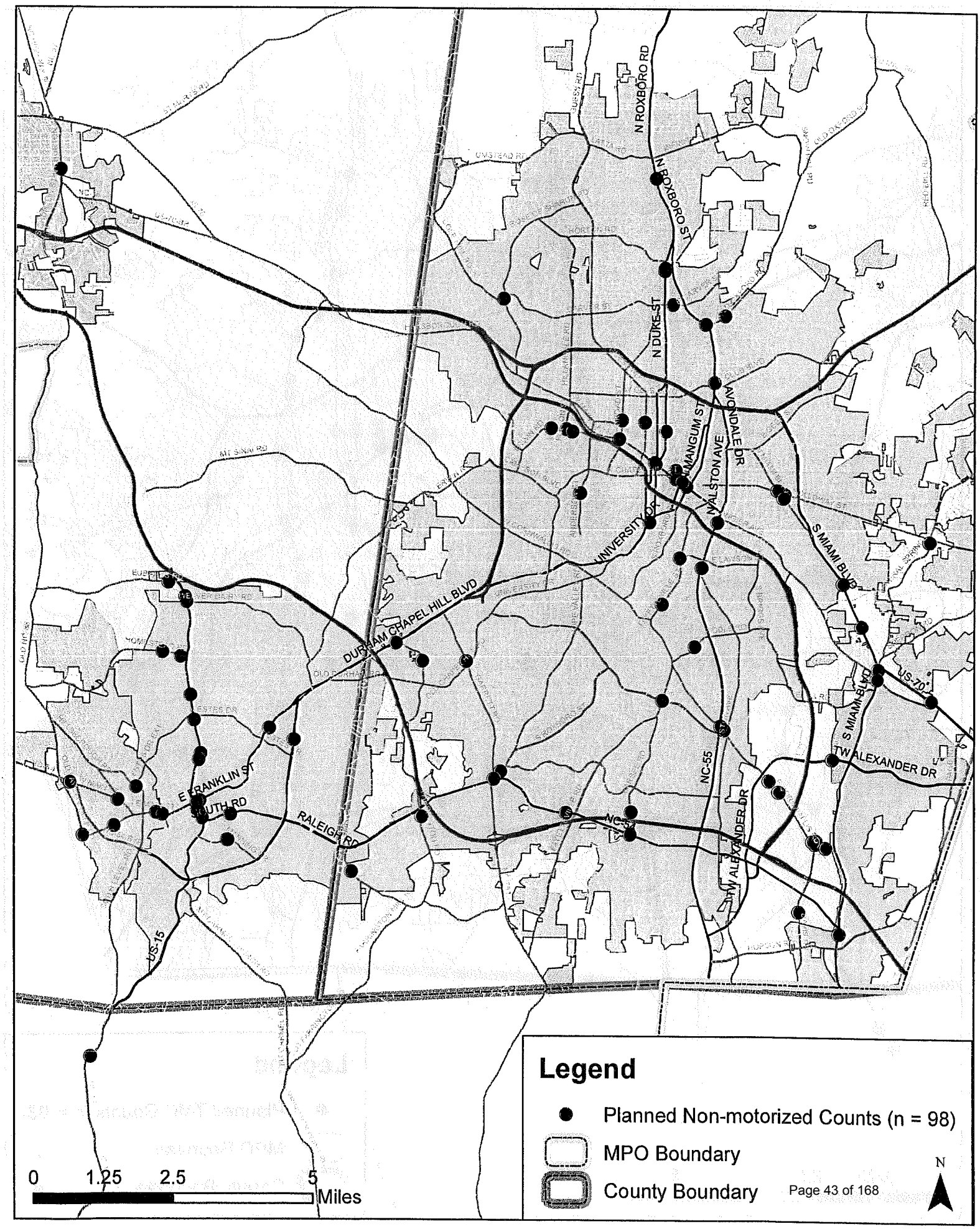
8. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.

9. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

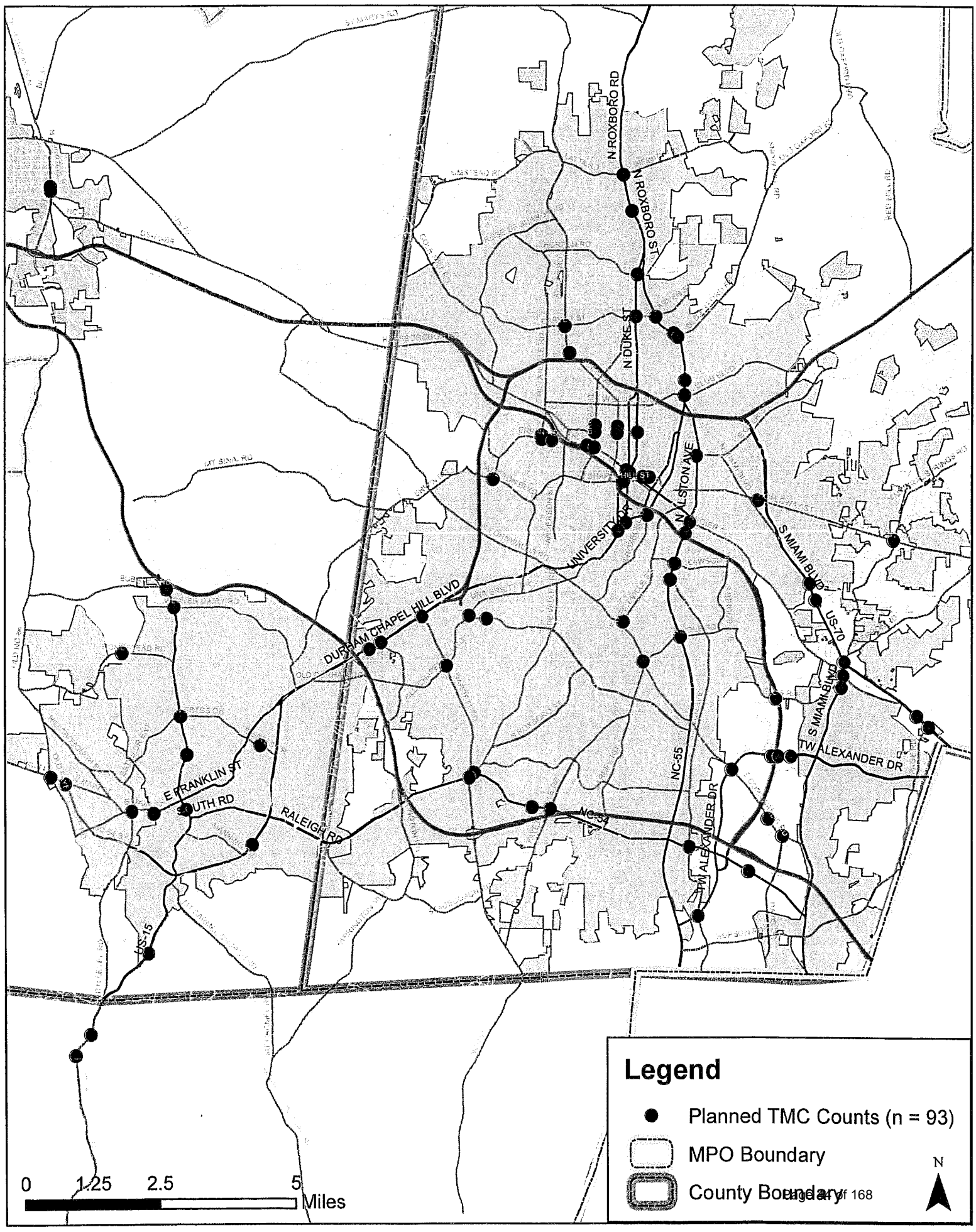
FY2015 Data Collection Plan (ADT)



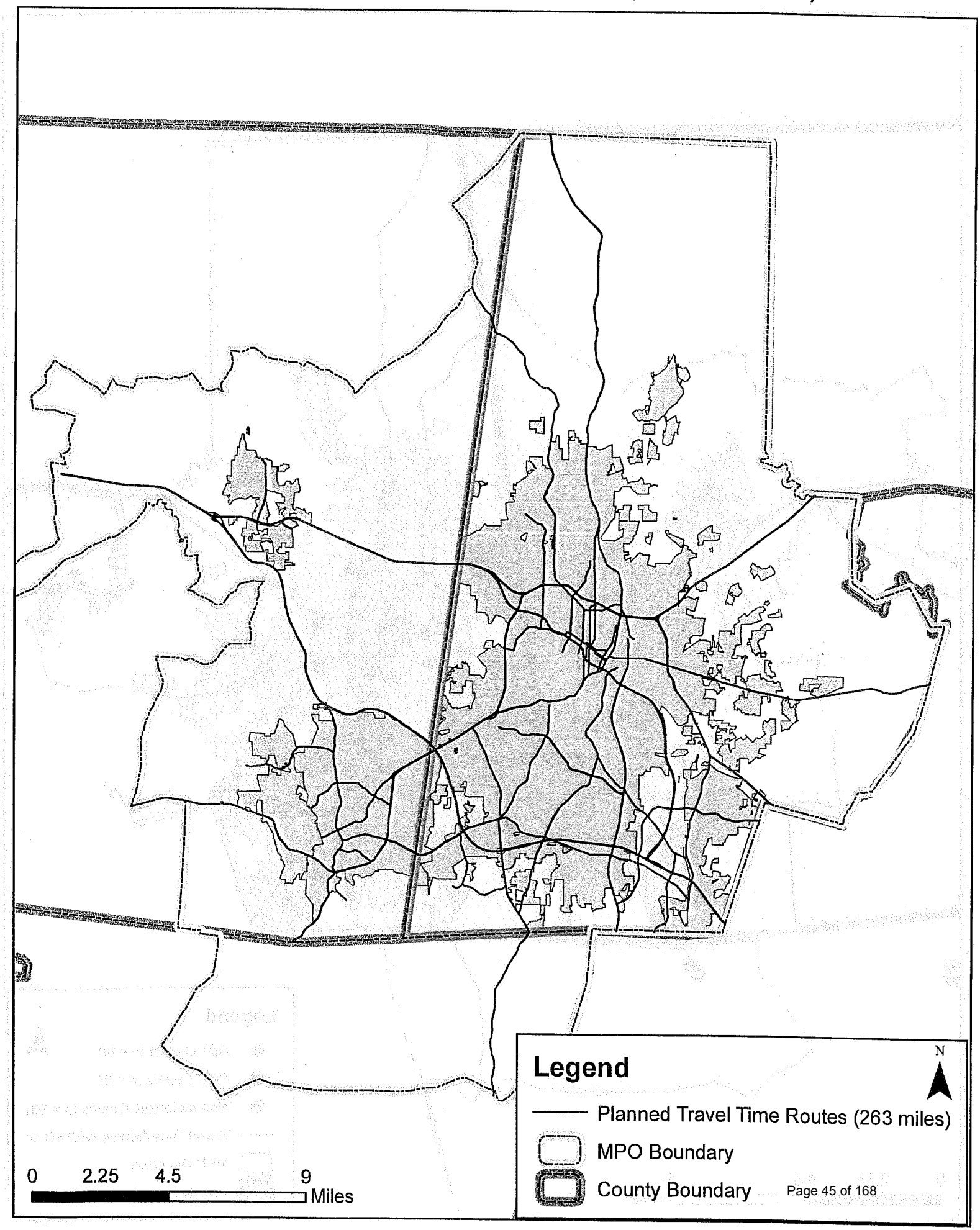
FY2015 Data Collection Plan (Nonmotorized)



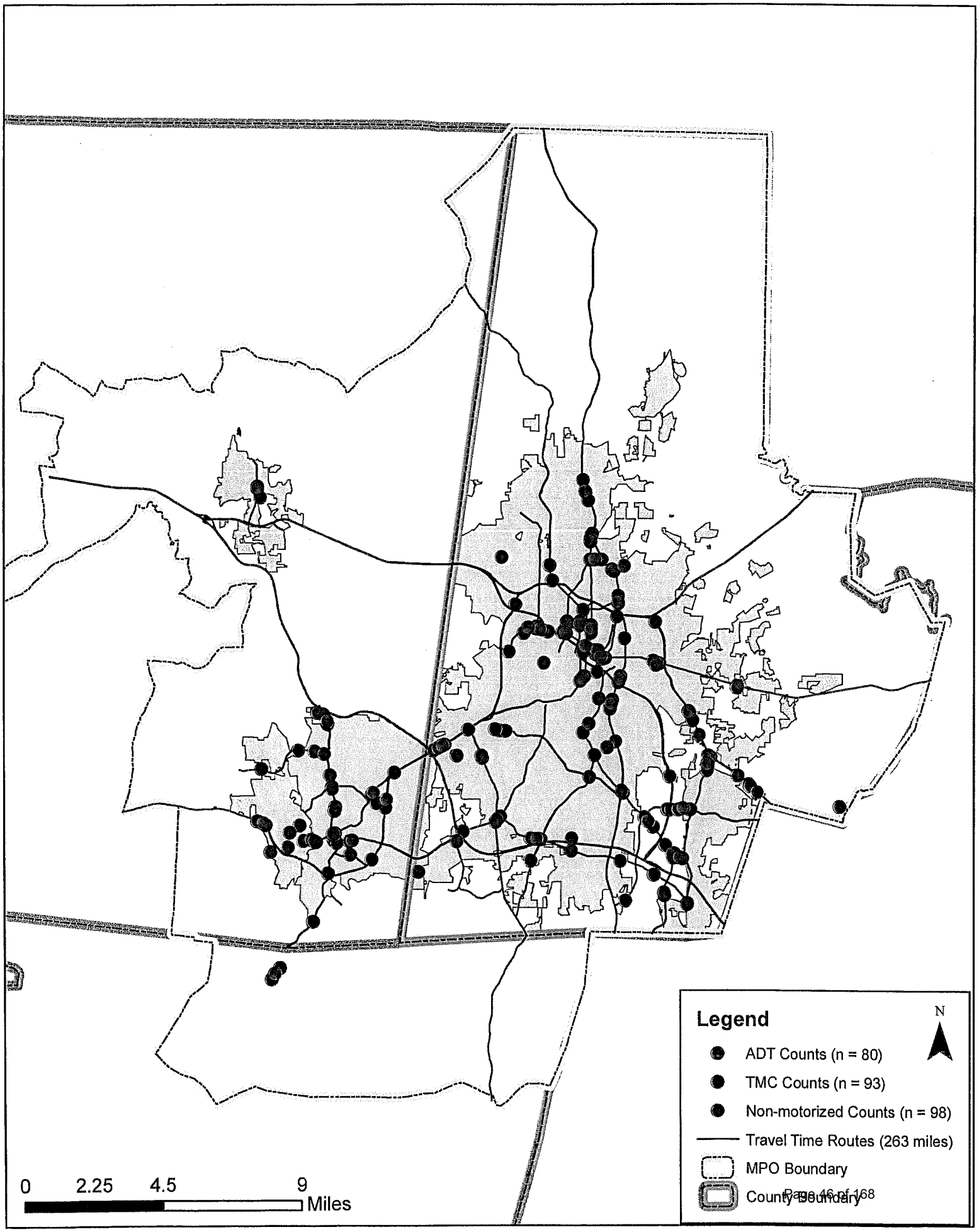
FY2015 Data Collection Plan (TMC)



FY2015 Data Collection Plan (Travel Time)



FY2015 Data Collection Plan



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 ☐ NO ☐
o If yes, please attach any records or reports you consider sufficient to demonstrate that the program is being implemented.	Attached ☐
2. Does the MPO disseminate any information or documents throughout its organization and publicly, including information pertaining to the Title VI program?	YES ☐ NO ☐
o If yes, please attach a list of what you distribute *internally* and *externally*.	Attached ☐
• Has the MPO translated any documents into languages other than English?	YES ☐ NO ☐
o If yes, attach a list of documents you have translated and samples of translated materials.	Attached ☐
3. Identify the MPO's Title VI Coordinator *(Civil Rights Officer)* by name and title:	
• Are Title VI duties included in the Coordinator's ***primary*** job description?	YES ☐ NO ☐
• Has the Coordinator or officer been given the authority to effectively administer your Title VI Program?	YES ☐ NO ☐
o Please attach a copy of your organizational chart.	Attached ☐
4. Does the MPO have an ***approved*** Language Assistance Plan or procedures for persons with Limited English Proficiency (LEP)?	YES ☐ NO ☐
• Does the MPO conduct four-factor analyses, as required by USDOT LEP guidelines?	YES ☐ NO ☐
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 ☐
5. Does the MPO ensure that decision-making and programs are sensitive to the needs of minorities and other traditionally underserved populations *(e.g., minorities, disabled, low-income, elderly, children, LEP)?*	YES ☐ NO ☐
6. Does the MPO utilize appointed groups such as planning commissions or Citizens Advisory Committees?	YES ☐ NO ☐
o If yes, attach a list of each of your appointed groups, including the name, race/ethnicity and gender of each current member (e.g., John Doe, B/M; Jane Doe, H/F, etc.), and their affiliations *(e.g., Hispanic Chamber of Commerce, NAACP, private organizations)*.	Attached ☐
7. Does the MPO have internal discussions or meetings about your nondiscrimination program or obligations?	YES ☐ NO ☐
• If requested onsite, could evidence be provided to verify this?	YES ☐ NO ☐
8. Does the MPO ever seek guidance from external agencies like NCDOT, FHWA and FTA, regarding your obligations?	YES ☐ NO ☐
9. In general, are you satisfied with the number of people (members of the general public) who shows up at your public meetings?	YES ☐ NO ☐

10. Does the MPO's Public Involvement Plan include information and procedures on:	
• How to reach traditionally underserved populations *(e.g., minorities, disabled, low-income, elderly, children, LEP)*?	YES ☐ NO ☐
• How to ensure that members of the public understand the rights afforded to them under Title VI and other nondiscrimination authorities?	YES ☐ NO ☐
11. Has the Title VI Coordinator received any civil rights training in the last ***three*** years?	YES ☐ NO ☐
• Does the MPO provide civil rights training to its staff, sub-recipients, or contractors?	YES ☐ NO ☐
• Does the MPO have a civil rights training plan or schedule?	YES ☐ NO ☐
12. Does the MPO consider and incorporate the needs of persons with disabilities in:	YES ☐ NO ☐
• Planning	YES ☐ NO ☐
• Programming	YES ☐ NO ☐
• Facilities	YES ☐ NO ☐
13. Does the MPO provide reasonable accommodations to disabled applicants, employees and participants of public meetings?	YES ☐ NO ☐
• Does the MPO have a process for notifying members of the public that meeting locations and formats are accessible to persons with disabilities?	YES ☐ NO ☐
14. Does the MPO or Lead Planning Agency have an ADA Transition Plan?	YES ☐ NO ☐
o If yes, attach a copy of your Transition Plan.	Attached ☐
15. Does the MPO collect and analyze data on participants and beneficiaries of its programs and services ***for the purpose of monitoring*** whether program funds are reaching traditionally underserved groups *(e.g., minorities, disabled, low-income, elderly, children, LEP)*?	YES ☐ NO ☐
16. Does the MPO monitor the work and activities of sub-recipients and contractors ***for the purpose of determining*** if they are in compliance with their nondiscrimination obligations?	YES ☐ NO ☐
• Does the MPO physically incorporate Title VI Assurances into all contracts and agreements?	YES ☐ NO ☐
• Does the MPO maintain records and reports to validate its monitoring activities?	YES ☐ NO ☐
o If yes, attach any records, reports or contracts that demonstrate your monitoring activities *(e.g., meeting minutes, emails, compliance reviews).*	Attached ☐
17. Does the MPO contract with women and minority owned businesses?	YES ☐ NO ☐
18. To your knowledge, has the MPO received any discrimination complaints against itself or any of its member jurisdictions or contractors since in the last ***three*** years?	YES ☐ NO ☐
o If yes, please attach a copy of your complaints log.	Attached ☐
19. Does the MPO produce or submit reports to federal or state agencies regarding its Title VI compliance efforts?	YES ☐ NO ☐

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

TAC 4/9/2013 Attachment 9B

	1	2	3	4	5
FY	**FY 2015**	**FY 2016**	**FY 2017**	**FY 2018**	**FY 2019**
Period	**2014-15**	**2015-16**	**2016-17**	**2017-18**	**2018-19**
	July 1, 2014-June 30, 2015	**July 1, 2015-June 30, 2016**	**July 1, 2016-June 30, 2017**	**July 1, 2017-June 30, 2018**	**July 1, 2018-June 30, 2019**
1	**Surveillance of Change/ Data monitoring**	**Surveillance of Change/ Data monitoring**	**Surveillance of Change/ Data monitoring**	**Surveillance of Change/ Data monitoring**	**Surveillance of Change/ Data monitoring**
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory		Parking inventory	Parking inventory	Parking inventory
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts
2	**Unified Planning Work Program (UPWP)**	**Unified Planning Work Program (UPWP)**	**Unified Planning Work Program (UPWP)**	**Unified Planning Work Program (UPWP)**	**Unified Planning Work Program (UPWP)**
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2016 UPWP	Develop FY 2017 UPWP	Develop FY 2018 UPWP	Develop FY 2019 UPWP	Develop FY 2020 UPWP
2.5	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management
	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	**Long-Range Transportation Plan (LRTP)/MTP**	**Long-Range Transportation Plan (LRTP)/MTP**	**Long-Range Transportation Plan (LRTP)/MTP**	**Long-Range Transportation Plan (LRTP)/MTP**	**Long-Range Transportation Plan (LRTP)/MTP**
3.1	Amendment of the 2040 LRTP for AQ analysis and conformity as necessary	Goals, Objectives and targets for 2045 LRTP	Approval of the 2045MTP for AQ analysis and conformity	Initiate work on Community Viz 3.0 and scenario plannng set up and preparation	Continue work associatd 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 evalautionof 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 Prefered options	Selection of Prefered 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
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	Processsing of travel behavior survey.	Estimation of TRM V7	Estimation of TRM V7 continues	
4.4	Socio-economic and demographic data collection and forecasts	Processsing 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-pedstrian programs monitoring of strategies & effectiveness	On-going bike-pedstrian programs monitoring of strategies & effectiveness	On-going bike-pedstrian programs monitoring of strategies & effectiveness	On-going bike-pedstrian 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

	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 imput process	Social media in mpo public outreach and imput process	Social media in mpo public outreach and imput process	Social media in mpo public outreach and imput process	Social media in mpo public outreach and imput 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 feasibilty studiy, US 15501 feasibility study	Pre-TIP project planning and cordination	Pre-TIP project planning and cordination	Pre-TIP project planning and cordination	Pre-TIP project planning and cordination

DCHC MPO 5-Year Unified Planning Work Program
July 1, 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 implementaion and update	Community Viz and UrbanSim implementaion and update	Community Viz and UrbanSim implementaion and update	Community Viz and UrbanSim implementaion and update	Community Viz and UrbanSim implementaion and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts		
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
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. Maintenace and update of TELUDE and applications	Data development and update. Maintenace and update of TELUDE and applications	Data development and update. Maintenace and update of TELUDE and applications	Data development and update. Maintenace and update of TELUDE and applications	Data development and update. Maintenace 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

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

Appendices A

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

Lead Planning Agency (LPA)

Lead Planning Agency -LPA

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

Lead Planning Agency -LPA
3/14/2014 13:08

	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
II A	**Surveillance of Change**																	
II A 1	Traffic Volume Counts	22,731	$90,923	$5,000	$20,000	0	0	0	0	0	0				27,731	-	110,923	138,654
2	Vehicle Miles of Travel	$2,416	$9,665	$0	$0	0	0	0	0	0	0				2,416	-	9,665	12,081
3	Street System Changes	$552	$2,209	$0	$0	0	0	0	0	0	0				552	-	2,209	2,762
4	Traffic Accidents	$762	$3,046	$600	$2,400	0	0	0	0	0	0				1,362	-	5,446	6,808
5	Transit System Data	$300	$1,200	$0	$0	0	0	0	0	0	0				300	-	1,200	1,500
6	Dwelling Unit, Pop. & Emp. Change	$6,337	$25,346	$250	$1,000	0	0	0	0	0	0				6,587	-	26,346	32,933
7	Air Travel	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
8	Vehicle Occupancy Rates	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
9	Travel Time Studies	$26,606	$106,423	$5,000	$20,000	0	0	0	0	0	0				31,606	-	126,423	158,029
10	Mapping	$15,761	$63,043	$5,000	$20,000	0	0	0	0	0	0				20,761	-	83,043	103,804
11	Central Area Parking Inventory	$240	$960	$0	$0	0	0	0	0	0	0				240	-	960	1,200
12	Bike & Ped. Facilities Inventory	$454	$1,815	$0	$0	0	0	0	0	0	0				454	-	1,815	2,268
13	Bike & Ped. Counts	$7,367	$29,467	$2,500	$10,000	0	0	0	0	0	0				9,867	-	39,467	49,334
II B	**Long Range Transp. Plan**																	
B 1	Collection of Base Year Data	$6,814	$27,257	$1,400	$5,600	0	0	0	0	0	0				8,214	-	32,857	41,071
2	Collection of Network Data	$407	$1,626	$613	$2,450	0	0	0	0	0	0				1,019	-	4,076	5,096
3	Travel Model Updates	$55,306	$221,223	$2,250	$9,000	0	0	0	0	0	0				57,556	-	230,223	287,779
4	Travel Surveys	$26,345	$105,382	$0	$0	0	0	0	0	0	0				26,345	-	105,382	131,727
5	Forecast of Data to Horizon year	$5,834	$23,335	$1,000	$4,000	0	0	0	0	0	0				6,834	-	27,335	34,169
6	Community Goals & Objectives	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns	$5,780	$23,121	$875	$3,500	0	0	0	0	0	0				6,655	-	26,621	33,276
8	Capacity Deficiency Analysis	$7,797	$31,187	$2,500	$10,000	0	0	0	0	0	0				10,297	-	41,187	51,483
9	Highway Element of th LRTP	$952	$3,810	$900	$3,600	0	0	0	0	0	0				1,852	-	7,410	9,262
10	Transit Element of the LRTP	$1,334	$5,335	$750	$3,000	0	0	0	0	0	0				2,084	-	8,335	10,419
11	Bicycle & Ped. Element of the LRTP	$4,004	$16,017	$1,000	$4,000	0	0	0	0	0	0				5,004	-	20,017	25,021
12	Airport/Air Travel Element of LRTP	$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				-	-	-	-
14	Rail, Water or other mode of LRTP	$513	$2,051	$220	$880	0	0	0	0	0	0				733	-	2,931	3,663
15	Freight Movement/Mobility Planning	$16,625	$66,500	$875	$3,500	0	0	0	0	0	0				17,500	-	70,000	87,500
16	Financial Planning	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
17	Congestion Management Strategies	$10,113	$40,452	$4,850	$19,400	0	0	0	0	0	0				14,963	-	59,852	74,815
18	Air Qual. Planning/Conformity Anal.	$859	$3,436	$500	$2,000	0	0	0	0	0	0				1,359	-	5,436	6,795
II C	**Short Range Transit Planning**																	
1	Short Range Transit Planning	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
III-A	**Planning Work Program**	$2,436	$9,744	$10,000	$40,000	0	0	0	0	0	0				12,436	-	49,744	62,180
III-B	**Transp. Improvement Plan**	$1,308	$5,234	$5,000	$20,000	0	0	0	0	0	0				6,308	-	25,234	31,542
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																	
1	Title VI	$1,183	$4,733	$2,500	$10,000	0	0	0	0	0	0				3,683	-	14,733	18,417
2	Environmental Justice	$1,623	$6,491	$1,250	$5,000	0	0	0	0	0	0				2,873	-	11,491	14,364
3	Minority Business Enterprise	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
5	Safety/Drug Control Planning	$1,075	$4,299	$2,000	$8,000	0	0	0	0	0	0				3,075	-	12,299	15,374
6	Public Involvement	$7,883	$31,533	$6,375	$25,500	0	0	0	0	0	0				14,258	-	57,033	71,291
7	Private Sector Participation	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
III-D	**Incidental Plng./Project Dev.**																	
1	Transportation Enhancement Plng.	$0	$0	$0	$0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	$799	$3,195	$375	$1,500	0	0	0	0	0	0				1,174	-	4,695	5,869
3	Special Studies	$33,895	$135,580	$0	$0	0	0	0	0	0	0				33,895	-	135,580	169,475
4	Regional or Statewide Planning	$2,709	$10,837	$2,390	$9,560	0	0	0	0	0	0				5,099	-	20,397	25,497
III- E	**Management & Operations**																	
1	Management & Operations	$23,390	$93,559	$18,300	$73,200	0	0	0	0	0	0	0	0	0	41,690	-	166,759	208,449
Totals		$302,508	$1,210,034	$84,273	$337,090	$0	$0	$0	$0	$0	$0	$0	$0	$0	$386,781	$0	$1,547,124	$1,933,905

TAC 4/9/2013 Attachment 9B

City of Durham

- Funding Table
- Task Description and Narrative

City of Durham

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

Durham
3/4/2014 21:39

	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
II A	**Surveillance of Change**																	
II A 1	Traffic Volume Counts	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				-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Transit System Data	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				211	-	845	1,056
7	Air Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Mapping	211	845	0	0	0	0	0	0	0	0				211	-	845	1,056
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II B	**Long Range Transp. Plan**																	
B 1	Collection of Base Year Data	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				-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Travel Surveys	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				2,147	-	8,589	10,736
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Highway Element of th LRTP	880	3,520	0	0	0	0	0	0	0	0				880	-	3,520	4,400
10	Transit Element of the LRTP	880	3,520	0	0	0	0	0	0	0	0				880	-	3,520	4,400
11	Bicycle & Ped. Element of the LRTP	31,880	127,520	0	0	0	0	0	0	0	0				31,880	-	127,520	159,400
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Collector Street Element of LRTP	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				-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
16	Financial Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
17	Congestion Management Strategies	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				-	-	-	-
II C	**Short Range Transit Planning**														-	-	-	-
1	Short Range Transit Planning	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				598	-	2,394	2,992
III-B	**Transp. Improvement Plan**	2,640	10,560	0	0	0	0	0	0	0	0				2,640	-	10,560	13,200
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**														-	-	-	-
1	Title VI	1,056	4,224	0	0	0	0	0	0	0	0				1,056	-	4,224	5,280
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Minority Business Enterprise	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				-	-	-	-
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Public Involvement	722	2,886	0	0	0	0	0	0	0	0				722	-	2,886	3,608
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	**Incidental Plng./Project Dev.**														-	-	-	-
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	3,344	13,376	0	0	0	0	0	0	0	0				3,344	-	13,376	16,720
3	Special Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Regional or Statewide Planning	774	3,098	0	0	0	0	0	0	0	0				774	-	3,098	3,872
III- E	**Management & Operations**																	
1	Management & Operations	2,376	9,504	0	0	0	0	0	0	0	0	0	0	0	2,376	-	9,504	11,880
Totals		$47,720	$190,880	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$47,720	$0	$190,880	$238,600

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 accomplish 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			
	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-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			
	PL/STP-DA	5303	5307	5309	Total
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 2013-145 Unified Planning Work Programs5.
2. Amendment to the FY 2014UPWP.

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			
	PL/STP-DA	5303	5307	5309	Total
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			
	PL/STP-DA	5303	5307	5309	Total
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	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
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	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
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

Durham County

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

Durham County
3/4/2014 21:38

	Task Description	SPR Highway NCDOT 20%	SPR Highway FHWA 80%	Sec. 104(f) & 133(b)(3)(7) Local 20%	Sec. 104(f) & 133(b)(3)(7) FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 25%	Section 5309 Transit NCDOT 25%	Section 5309 Transit FTA 50%	Task Funding Summary 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																	
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 Futurel Travel Patterns			0	0										-	-	-	-
8	Capacity Deficiency Analysis			0	0										-		-	
9	Highway Element of th LRTP			0	0										-		-	
10	Transit Element of the LRTP			4,897	19,588										4,897	-	19,588	24,485
11	Bicycle & Ped. Element of the LRTP			0	0										-	-	-	-
12	Airport/Air Travel Element of LRTP			0	0										-	-	-	-
13	Collector Street Element of LRTP			0	0										-	-	-	-
14	Rail, Water or other mode of LRTP			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														-	-	-	-
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.														-	-	-	-
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 Plng./Project Dev.														-	-	-	-
1	Transportation Enhancement Plng.			0	0										-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.			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	0	974	3,896	0	0	0	0	0	0	0	0	0	974	-	3,896	4,870
Totals		$0	$0	$12,029	$48,115	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,029	$0	$48,115	$60,143

DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP

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

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

Objectives

O1 – Review and improve the current dwelling unit/employment growth estimation methodology.
O2 – Provide data as needed helpful to estimating dwelling unit and employment change for the 2045 MTP.

Previous work

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

Proposed activities

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

Products

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

Relationship to other plans and MPO activities

2045 MTP

Proposed budget and level of effort

Senior Planner: 20 hours

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

DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP

II-A-10. Mapping

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

Objectives

O1 – Update base maps, including spatial and network data, with new data.
O2 – Ensure high-quality mapping and analysis of transportation facilities and amenities.

Previous work

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

Proposed activities

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

Products

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

Relationship to other plans and MPO activities

CMP, 2045 MTP

Proposed budget and level of effort

10 hours to be completed by Senior Planner
25 hourse to be completed by Planner
Local staff hours: 35 hours

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

DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP

II-B-10. Transit Element of the LRTP

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

Objectives

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

Previous work

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

Proposed activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

Planning Supervisor: 40 hours
Planner: 600 hours

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

DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP

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

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

Objectives

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

Previous work

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

Proposed activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

Planning Supervisor: 100 hours
Senior Planners: 250 hours
Planner: 100 hours

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

DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP

III-A-1. Planning Work Program

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

Objectives

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

Previous work

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

Proposed activities

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

Products

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

Relationship to other plans and MPO activities

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

Proposed budget and level of effort

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

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

DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP

III-D-3. Special Studies

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

Objectives

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

Previous work

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

Proposed activities

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

Products

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

Relationship to other plans and MPO activities

2045 MTP

Proposed budget and level of effort

Planning Supervisor: 40 hours
Senior Planner: 20 hours
Planner: 100 hours

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

DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP

III-D-4. Regional or Statewide Planning

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

Objectives

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

Previous work

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

Proposed activities

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

Products

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

Relationship to other plans and MPO activities

2045 MTP

Proposed budget and level of effort

Planning Supervisor: 35 hours
Senior Planner: 20 hours
Planner: 50 hours

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

DURHAM COUNTY
TASK DESCRIPTIONS & NARRATIVES
FY 2014-2015 UPWP

III-E-1. Management and Operations

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

Objectives

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

Previous work

Similar to proposed activities described below

Proposed activities

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

Products

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

Relationship to other plans and MPO activities

See objectives and proposed activities.

Proposed budget and level of effort

Planning Supervisor: 66 hours
Senior Planning: 40 hours

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

Orange County

- Funding Table
- Task Description and Narrative

Orange County

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

Orange County
3/4/2014 21:36

	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			1,272	5,086										1,272	-	5,086	6,358
7	Air Travel			0	0										-	-	-	-
8	Vehicle Occupancy Rates			0	0										-	-	-	-
9	Travel Time Studies			0	0										-	-	-	-
10	Mapping			580	2,320										580	-	2,320	2,900
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**																	
B 1	Collection of Base Year Data			975	3,900										975	-	3,900	4,874
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			975	3,900										975	-	3,900	4,874
6	Community Goals & Objectives			0	0										-	-	-	-
7	Forecast of Futurel Travel Patterns			0	0										-	-	-	-
8	Capacity Deficiency Analysis			0	0										-		-	
9	Highway Element of th LRTP			0	0										-		-	
10	Transit Element of the LRTP			0	0										-	-	-	-
11	Bicycle & Ped. Element of the LRTP			0	0										-	-	-	-
12	Airport/Air Travel Element of LRTP			0	0										-	-	-	-
13	Collector Street Element of LRTP			0	0										-	-	-	-
14	Rail, Water or other mode of LRTP			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**														-	-	-	-
1	Short Range Transit Planning			1,166	4,663										1,166	-	4,663	5,828
III-A	**Planning Work Program**			392	1,568										392	-	1,568	1,960
III-B	**Transp. Improvement Plan**			736	2,946										736	-	2,946	3,682
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 Plng./Project Dev.**														-	-	-	-
1	Transportation Enhancement Plng.			0	0										-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.			0	0										-	-	-	-
3	Special Studies			198	792										198	-	792	990
4	Regional or Statewide Planning			636	2,543										636	-	2,543	3,179
III- E	**Management & Operations**														-	-	-	-
1	Management & Operations	0	0	4,133	16,531	0	0	0	0	0	0	0	0	0	4,133	-	16,531	20,664
Totals		$0	$0	$11,062	$44,248	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,062	$0	$44,248	$55,310

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

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

Town of Chapel Hill
4/2/2014 7:20

	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
II A	**Surveillance of Change**																	
II A 1	Traffic Volume Counts	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				-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Transit System Data	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				-	-	-	-
7	Air Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Mapping	6,003	24,014	0	0	4,918	4,918	39,344	0	0	0				10,921	4,918	63,358	79,197
11	Central Area Parking Inventory	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				-	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II B	**Long Range Transp. Plan**																	
B 1	Collection of Base Year Data	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				-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Forecast of Data to Horizon year	2,494	9,976	0	0	3,783	3,783	30,260	0	0	0				6,277	3,783	40,236	50,295
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns	970	3,878	0	0	0	0	0	0	0	0				970	-	3,878	4,848
8	Capacity Deficiency Analysis	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				-	-	-	-
10	Transit Element of the LRTP	1,684	6,736	0	0	0	0	0	0	0	0				1,684	-	6,736	8,420
11	Bicycle & Ped. Element of the LRTP	21,259	85,037	0	0	694	694	5,552	0	0	0				21,953	694	90,589	113,236
12	Airport/Air Travel Element of LRTP	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				-	-	-	-
14	Rail, Water or other mode of LRTP	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				-	-	-	-
16	Financial Planning	0	0	0	0	214	214	1,708	0	0	0				214	214	1,708	2,135
17	Congestion Management Strategies	4,210	16,840	0	0	153	153	1,220	0	0	0				4,363	153	18,060	22,575
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II C	**Short Range Transit Planning**																	
1	Short Range Transit Planning	0	0	0	0	816	816	6,530	0	0	0				816	816	6,530	8,163
III-A	**Planning Work Program**	610	2,440	0	0	0	0	0	0	0	0				610	-	2,440	3,050
III-B	**Transp. Improvement Plan**	915	3,660	0	0	0	0	0	0	0	0				915	-	3,660	4,575
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																	
1	Title VI	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Minority Business Enterprise	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				-	-	-	-
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Public Involvement	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	**Incidental Plng./Project Dev.**																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Special Studies	854	3,416	0	0	1,161	1,161	9,288	0	0	0				2,015	1,161	12,704	15,880
4	Regional or Statewide Planning	1,220	4,880	0	0	1,686	1,686	13,486	0	0	0				2,906	1,686	18,366	22,957
III- E	**Management & Operations**																	
1	Management & Operations	6,928	27,711	0	0	5,019	5,019	40,153	0	0	0	0	0	0	11,947	5,019	67,865	84,831
Totals		$47,147	$188,588	$0	$0	$18,443	$18,443	$147,541	$0	$0	$0	$0	$0	$0	$65,590	$18,443	$336,129	$420,162

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

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	*442400*	*442301*	*442302*	*442302*	*442302*	*442302*	*442400*	*442100*	*442500*	*442700*
3-	Task Code	*II-A-5*	*II-A-10*	*II-B-5*	*II-B-11*	*II-B-16*	*II-B-17*	*II-C-1*	*III-A-1*	*III-B-1*	*III-C-3*
4-	Title of Planning Task	*Transit System Data*	*Mapping*	*Forecast of Data to Horizon Year*	*Bicycle and Pedestrian Element of LRTP*	*Financial Planning*	*Congestion Management Strategies*	*Short Range Transit Planning*	*Planning Work Program*	*Transportation Improvement Program*	*Minority Business Enterprise*
5-	Task Objective	Review and analyze transit system data to monitor changes in travel behavior	Participate with MPO in further development of regional GIS database; prepare mapping to support local and regional activties	To prepare projections for 2045 housing, population and employment.	To review and update bicycle network included in 2045 MTP update	Prepare Financial Plan for 2045 MTP. Development of a strategic plan, and financial plan identifying sustainable funding sources for services established in the strategic plan.	Coordinate wth Triangle Regional TDM program to implement regionwide TDM program.	Develop elements of Chapel Hill Transit Short Range Transit Plan.	To prepare the Chapel Hill element of the FY2015 UPWP	To monitor the adopted TIP and prepare information for amendments to TIP.	To assess compliance with minority business enterprise regulations
6-	Tangible Product Expected	Chapel Hill Data Book Update	MPO Regional GIS database and CMS database.	Projections of socio economic data for use in the developmentof the 2045 MTP.	2045 MTP bicycle network	Refinement of the Orange County Transit Plan and development of the 2045 MTP Fiancial Plan element.	Preparation of DCHC MPO CMS and Development of TDM program for incorporation into 2045 LRTP	Refinements to the previously completed comprehensive route analysis and incorporation of recommendations of Strategic Financial Study.	FY2015 PWP	Updated TIP	Annual assessment
7-	Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	On-going	6/30/2015
8-	Previous Work	2012 Data Book Updatae	Provided support for development of geo spatial database architecture	Preparation of 2040 socio economic projections.	Development of 2040 MTP bicycle network	2040 Financial Plan and CHT's Financial Sustainability Plan	TDM element of 2040 LRTP.	Development of comprehensive route analysis.	Development and management of FY13 & FY14 UPWP	Adjustments to existing TIP; Development of new TIP	Annual assessment
9-	Prior FTA Funds	$26,600	$48,400	$8,000	$0	$35,600	$2,400	$18,000	$4,000	$5,600	$4,000
10-	Relationship To Other Activities	Supports implementation of LRTP	Supports developemnt of LRTP and related MPO activities	Supports development of the 2045 LRTP	Supports development of the 2045 LRTP	Supports development of the 2045 LRTP	Supports development of the 2045 LRTP	Supports implementation of the MPO LRTP	Supports implemenation of annual work program	Supports implementaiton of adopted LRTP	State/Federal MBE requirements
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill		Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	HPR - Highway - NCDOT 20%										
13-	HPR - Highway - FHWA 80%										
14-	Section 104 (f) PL Local 20%		$6,055	$6,055	$2,069		$3,470		$305	$305	
15-	Section 104 (f) PL FHWA 80%		$24,218	$24,218	$8,275		$13,880		$1,220	$1,220	
16-	Section 5303 Local 10%		$4,918	$3,783	$694	$214	$153	$817			
17-	Section 5303 NCDOT 10%		$4,918	$3,783	$694	$212	$151	$815			
18-	Section 5303 FTA 80%		$39,344	$30,260	$5,552	$1,708	$1,220	$6,530			
19-	Section 5307 Transit - Local 10%	$1,563	$1,375			$25,000		$625	$250	$250	$250
20-	Section 5307 Transit - NCDOT 10%	$1,561	$1,375			$25,000		$625	$250	$250	$250
21-	Section 5307 Transit - FTA 80%	$13,750	$11,000			$200,000		$5,000	$2,000	$2,000	$2,000
22-	Section 5309 Transit - Local 10%										
23-	Section 5309 Transit - NCDOT 10%										
24-	Section 5309 Transit - FTA 80%										

Adopted 3/20/2013

TAC 4/9/2013 Attachment 9B

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

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	
2-	FTA Code	*442400*	*442400*	*442400*	*442700*	*442200*	*442100*	
3-	Task Code	*III-C-4*	*III-C-5*	*III-C-6*	*III-D-3*	*III-D-4*	*III-E*	
4-	Title of Planning Task	*Planning for the Elderly and Disabled*	*Safety/Drug Control Planning*	*Public Involvement*	*Special Studies*	*Regional or Statewide Planning*	*Management and Operations*	*TOTALS*
5-	Task Objective	To assess impact of transit service on elderly and handicapped populations	To implement and monitor federal safety and drug control plannning	To establish public outreach efforts to engage public involvement.	To prepare special studies to support ongoing transit operations. To prepare an Alternatives Analysis for CHT.	To support regional and statewide planning projects	To support various transit planning activities	
6-	Tangible Product Expected	Annual assessment	Annual Assessments	Annual transit forums	Preparation of Chapel Hill Pedestrian Plan and participation in NCDOT US 15-501/Fordham Blvd. Feasability Study and US 15-501 South Corridor Study.	Coordination with Triangle Transit on implemenation of Durham to Chapel Hill LRT.	Ongoing transit activities and reporting requirements.	
7-	Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	
8-	Previous Work	Ongoing monitoring	Ongoing monitoring	Annual transit forums	Chapel Hill Long Range Transit Plan		Management of transit planning activities	
9-	Prior FTA Funds	$8,000	$32,000	$4,000	$0	$50,800	$115,160	
10-	Relationship To Other Activities	This project supports the development of the 2045 Regional Plan		This project supports the developmnet of the 2045 Regional plan	This project supports the developmnet of the 2045 Regional plan	Supports the implementation of the 2040 Regional Plan and the Chapel Hill Long Range Transit Plan	Supports all other transit planning activities MPO-wide.	
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	
12-	HPR - Highway - NCDOT 20%							
13-	HPR - Highway - FHWA 80%							
14-	Section 104 (f) PL Local 20%				$20,255	$1,220	$5,694	$45,428
15-	Section 104 (f) PL FHWA 80%				$81,018	$4,880	$22,778	$181,707
16-	Section 5303 Local 10%				$1,161	$1,686	$3,242	$16,668
17-	Section 5303 NCDOT 10%				$1,161	$1,686	$3,242	$16,662
18-	Section 5303 FTA 80%				$9,288	$13,486	$25,935	$133,323
19-	Section 5307 Transit - Local 10%	$1,000	$250	$200		$900	$3,868	$35,531
20-	Section 5307 Transit - NCDOT 10%	$1,000	$250	$200		$900	$3,867	$35,528
21-	Section 5307 Transit - FTA 80%	$8,000	$2,000	$1,600		$7,200	$30,940	$285,490
22-	Section 5309 Transit - Local 10%							$0
23-	Section 5309 Transit - NCDOT 10%							$0
24-	Section 5309 Transit - FTA 80%							$0

Task Descriptions and Summary Narratives for FY 2014-05 Unified Planning Work Program (UPWP): Town of Chapel Hill

Task II-A-10: Mapping

The Town of Chapel Hill 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 Town mapping and spatial GIS product will support the MPO overall 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;
2. Monitor development of MPO on-line GIS system;
3. Create files and maps containing MPO transportation information; and,
4. Coordinate the development of the Community Viz 2.0 platform for use in development of 2045 MTP.

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. ArcGIS Online; and,
7. 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 Town of Chapel Hill will be compiled on a continual basis. Mapping will be completed as needed for various projects and as needed by the MPO Lead Planning Agency.

Proposed Budget and Level of Effort (Staff or Consulting):
Tasks will be undertaken by municipal staff.

Proposed Budget:

Task IIA-10: Mapping

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	$24,014				$24,014
Local	$6,003				$6,003
State	$0				$0
Total	$30,017	$0	$0	$0	$30,017

Funding Commitments from Other Entities:
None.

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

The Town of Chapel Hill 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 Town land use plans.

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 , Orange County jurisdictions and regional stakeholders in the development of land-use scenario planning activities.

Previous Work:

1. Work has been ongoing by the Town 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, 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 accomplish by the Town of Chapel Hill 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	$9,976				$9,976
Local	$2,494				$2,494
State	$0				$0
Total	$12,470	$0	$0	$0	$12,470

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

The Town of Chapel Hill 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):
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	$6,736				$6,736
Local	$1,684				$1,684
State	$0				$0
Total	$8,420	$0	$0	$0	$8,420

Funding Commitments from Other Entities:
None.

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

The Town of Chapel Hill will participate and assist the MPO in evaluating the bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2045 MTP. The Town will continue to work on implementation of the 2014 Bicycle Plan and the development of the 2014 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. Update MTP Bicycle and Pedestrian Element maps; and,
5. Work to implement elements of the MTP Bicycle and Pedestrian elements through the TIP.

Previous Work:

1. Preparation of the Bicycle and Pedestrian elements of the 2035 LRTP.
2. Chapel Hill Bicycle 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 Town staff.

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

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	$7,114				$7,114
Local	$1,779				$1,779
State	$0				$0
Total	$8,893	$0	$0	$0	$8,893

Funding Commitments from Other Entities:
None

Task II-B-17: Congestion Management Strategies

The Town of Chapel Hill work with the MPO to refine the collection and analysis of data related to the ongoing development of congestion management system for the MPO. Using data collected locally and through the efforts of the MPO the Town will prepare information and analysis specific to evaluating congestion in Chapel Hill and develop strategies to address these issues.

Objectives:

1. To identify a areas of congestion within the Town based on collection of count information.
2. Develop strategies to address congested corridors and key intersections;
3. Prepare annual report for Town Council highlighting key issues and proposed recommendations.
4. Coordinate with MPO staff to develop regional CMS.

Previous Work:

1. Coordination with MPO for collection of 2012 and 2013 based data,
2. Review of draft 2012 MPO CMS Report.

Proposed Activities:

1. Coordinate with MPO on collection of data;
2. Provide MPO with locally collected transportation data;
3. Prepare status report for Town of Chapel Hill
4. Support MPO development of MPO CMS

Products/Deliverables:

1. MPO CMS Report
2. Chapel Hill Mobility Report Card Update

Relationship to Other Plans and MPO Activities:

The MPO CMS Report provides an ongoing source of information for local government on current state of the transportation network and identifies key problem areas to be addressed in the development of the MTP and the implementation of the MTP through the TIP.

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:

Preparation of updated MPO CMS and Chapel Hill Mobility Report Card by June 30, 2014.

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

Local government staff will coordinate with MPO on development of CMS and prepare local Mobility Report Card.

Task II-B:17 Congestion Management Strategies

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	$16,840				$16,840
Local	$4,210				$4,210
State	$0				$0
Total	$21,050	$0	$0	$0	$21,050

Funding Commitments from Other Entities:
None.

Task III-A: Planning Work Program

Administer the Chapel Hill element of the FY 2014-2015 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 Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the Town of Chapel Hill 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 2013-145 Unified Planning Work Programs5.
2. Amendment to the FY 2014UPWP.

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			
	PL/STP-DA	5303	5307	5309	Total
Federal	$2,440				$2,440
Local	$610				$610
State	$0				$0
Total	$3,050	$0	$0	$0	$3,050

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:
Provide input to annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the Town provide input to 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).

Proposed Activities:
1. Develop transportation improvement projects for consideration by the Town 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	$3,660				$3,660
Local	$915				$915
State	$0				$0

Total	$4,575	$0	$0	$0	$4,575

Task III-D-3 Special Studies

The Town of Chapel Hill will prepare a Pedestrian Plan.

Objectives:
To update the Town's current Pedestrian Plan to reflect changes in Town Council policies, adopted land use plans, consistency with Complete Street guidelines and MPO regional initiatives.

Previous Work:
1. Development of 2006 Pedestrian Plan
2. Development of 2014 Bicycle Plan..

Proposed activities:
1. Prepare Pedestrian Plan
2. Coordinate with MPO for incorporation into pedestrian element of MTP.
3. Conduct public meetings, workshops, and outreach programs to support the development of the Pedestrian Plan.

Expected Work Products:
1. Updated Pedestrian Plan

Task III-D-3: Special Studies

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	$81,339				$81,339
Local	$20,335				$20,335
State	$0				$0
Total	$101,673	$0	$0	$0	$101,673

Proposed Budget and Level of Effort (Staff or Consulting):
It is anticipated that a consultant will be engaged to prepare the Pedestrian Plan with assistance from municipal staff.. Consultant cost is estimated at $75,000.

Funding Commitments from Other Entities:
None.

Task III-D-4: Regional or Statewide Planning

The Town will continue to work with Triangle Transit to implement specific elements of the regional light rail project. The Town will continue to coordinate with Triangle Transit and the MPO on the environmental studies required to secure State and federal funding and to develop appropriate station area land use plans to support the implementation of the project.

Objectives:

1. Coordinate with Triangle Transit to provide input into ongoing environmental studies;
2. Coordinate with UNC Chapel Hill on specific alignment issues.
3. Prepare land use plans as necessary at station area sites.

Previous Work:

Coordination with Triangle Transit on Alternatives Analysis and related work.

Proposed Activities:

1. Regular participation at project scoping, environmental study and public meetings conducted by the Triangle Transit.
2. Review and comment on various elements of the environmental analysis;
3. Prepare small area plans and other related land use changes at station area locations.

Products/Deliverables:

1. Written comments on project scoping and environmental studies, activities and documents;
2. Updated land use plans.

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 State and federal funding through the TIP.

Completion Date:

These activities are provided as needed throughout the year.

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

Tasks will be undertaken by municipal staff.

Task III-D-4: Regional or Statewide Planning

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	$4,880				$4,880
Local	$1,220				$1,220
State	$0				$0
Total	$6,100	$0	$0	$0	$6,100

Funding Commitments from Other Entities:
None.

Task III-E: Management and Operations

The Town will assist and support the DCHCMPO efforts in complying to the federal 3-C process. The Town of Chapel Hill staff will attend both DCHCMPO 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 participation in Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) meetings , 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 Town of Chapel Hill 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.

5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines pertaining to the Town of Chapel Hill.

***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	FTA Planning

		Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	$27,711				$27,711
Local	$6,928				$6,928
State	$0				$0
Total	$34,639	$0	$0	$0	$34,639

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 be 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
FY 2014-2015 Unified Planning Work Program
Proposed Funding Source Tables

Carrboro
4/2/2014 7:21

	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
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				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	478	1,911	0	0										478	-	1,911	2,388
11	Central Area Parking Inventory	66	265	0	0										66	-	265	332
12	Bike & Ped. Facilities Inventory	0	0	0	0										-	-	-	-
13	Bike & Ped. Counts	1,200	4,800	0	0										1,200	-	4,800	6,000
II B	Long Range Transp. Plan																	
B 1	Collection of Base Year Data	480	1,921	0	0										480	-	1,921	2,401
2	Collection of Network Data	0	0	0	0										-	-	-	-
3	Travel Model Updates	0	0	0	0										-	-	-	-
4	Travel Surveys	0	0	0	0										-	-	-	-
5	Forecast of Data to Horizon year	480	1,921	0	0										480	-	1,921	2,401
6	Community Goals & Objectives	73	290	0	0				0	0	0				73	-	290	363
7	Forecast of Futurel 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										109	-	436	545
18	Air Qual. Planning/Conformity Anal.	0	0	0	0										-	-	-	-
II C	Short Range Transit Planning																	
1	Short Range Transit Planning	327	1,307	0	0										327	-	1,307	1,634
III-A	Planning Work Program	327	1,307	0	0										327	-	1,307	1,634
III-B	Transp. Improvement Plan	436	1,743	0	0										436	-	1,743	2,179
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
1	Title VI	0	0	0	0										-	-	-	-
2	Environmental Justice	0	0	0	0										-	-	-	
3	Minority Business Enterprise	0	0	0	0										-	-	-	
4	Planning for the Elderly & Disabled	73	290	0	0				0	0	0				73	-	290	363
5	Safety/Drug Control Planning	0	0	0	0										-	-	-	-
6	Public Involvement	276	1,106	0	0										276	-	1,106	1,382
7	Private Sector Participation	0	0	0	0										-	-	-	-
III-D	Incidental Plng./Project Dev.					0	0											
1	Transportation Enhancement Plng.	0	0	0	0										-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0										-	-	-	-
3	Special Studies	30,510	122,041	0	0										30,510	-	122,041	152,551
4	Regional or Statewide Planning	0	0	0	0										-	-	-	-
III- E	Management & Operations																	
1	Management & Operations	1,967	7,868	0	0	0	0	0	0	0	0	0	0	0	1,967	-	7,868	9,836
Totals		$36,802	$147,206	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$36,802	$0	$147,206	$184,008

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	$478	$1,910	$2,388

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	$66	$266	$332

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	$480	$1,921	$2,401

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	$480	$1,921	$2,401

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	$109	$436	$545

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	$276	$1,106	$1,382

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	$30,510	$122,041	$152,551

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	$1,967	$7,869	$9,836

TJCOG

- Funding Table
- Task Description and Narrative

Triangle J COG

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

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
II A	**Surveillance of Change**	0	0															
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						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												-	-	-	-
II B	**Long Range Transp. Plan**																	
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	0	0										-	-	-	-
5	Forecast of Data to Horizon year	0	0												-	-	-	-
6	Community Goals & Objectives	0	0												-	-	-	-
7	Forecast of Futurel Travel Patterns	0	0												-	-	-	-
8	Capacity Deficiency Analysis	0	0												-		-	
9	Highway Element of th LRTP	0	0												-		-	
10	Transit Element of the LRTP	0	0												-	-	-	-
11	Bicycle & Ped. Element of the LRTP	0	0	0	0										-	-	-	-
12	Airport/Air Travel Element of LRTP	0	0												-	-	-	-
13	Collector Street Element of LRTP	0	0	0	0										-	-	-	-
14	Rail, Water or other mode of LRTP	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										-	-	-	-
II C	**Short Range Transit Planning**														-	-	-	-
1	Short Range Transit Planning	0	0												-	-	-	-
III-A	**Planning Work Program**	0	0												-	-	-	-
III-B	**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 Plng./Project Dev.**														-	-	-	-
1	Transportation Enhancement Plng.	0	0												-	-	-	-

Triangle J COG

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

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
2	Enviro. Analysis & Pre-TIP Plng.	0	0												-	-	-	-
3	Special Studies	0	0	0	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**														-	-	-	-
1	Management & Operations	0	0															
Totals		$13,750	$55,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$13,750	$55,000	$68,750

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)		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
II A	Surveillance of Change																	
II A 1	Traffic Volume Counts	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				-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Transit System Data	0	0	0	0	7,933	7,933	63,463	5,278	5,278	42,227				13,211	13,211	105,690	132,112
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Air Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Mapping	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				-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
B 1	Collection of Base Year Data	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				-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Travel Surveys	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				-	-	-	-
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Capacity Deficiency Analysis	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				-	-	-	-
10	Transit Element of the LRTP	0	0	0	0	326	326	2,610	483	483	3,862				809	809	6,472	8,090
11	Bicycle & Ped. Element of the LRTP	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				-	-	-	-
13	Collector Street Element of LRTP	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				-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
16	Financial Planning	0	0	0	0	326	326	2,610	10,271	10,271	82,169				10,597	10,597	84,779	105,974
17	Congestion Management Strategies	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				-	-	-	-
II C	**Short Range Transit Planning**														-	-	-	-
1	Short Range Transit Planning	0	0	0	0	2,610	2,610	20,878	10,058	10,058	80,462				12,668	12,668	101,341	126,676
III-A	**Planning Work Program**	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-B	**Transp. Improvement Plan**	0	0	0	0	652	652	5,219	969	969	7,751				1,621	1,621	12,970	16,213
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**														-	-	-	-
1	Title VI	0	0	0	0	326	326	2,610	350	350	2,803				677	677	5,413	6,766
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Minority Business Enterprise	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				-	-	-	-
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Public Involvement	0	0	0	0	326	326	2,610	937	937	7,494				1,263	1,263	10,104	12,630
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	**Incidental Plng./Project Dev.**														-	-	-	-
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Special Studies	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				-	-	-	-
III- E	**Management & Operations**																	
1	Management & Operations	0	0	0	0	6,696	6,696	53,565	2,288	2,288	18,305	0	0	0	8,984	8,984	71,870	89,837
Totals		$0	$0	$0	$0	$19,195	$19,195	$153,563	$30,634	$30,634	$245,075	$0	$0	$0	$49,830	$49,830	$398,638	$498,298

TAC 4/9/2013 Attachment 9B

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)	DCHC-MPO (DATA)
2-	FTA Code	442400	442302	442300	442400	442500
3-	Task Code	*II-A-5*	*II-B-10*	*II-B-16*	*II-C1*	*III-B-1*
4-	Title of Planning Task	***Transit System Data***	***Transit Element of the LRTP***	***Financial Planning***	***Short Range Transit Planning***	***Transportation Improvement Program (TIP)***
5-	Task Objective	To compile and analyze FTA and NCDOT required service information including fixed route and paratransit system routes, ridership and related reports. Conduct system-wide surveys, provide on-going montoring 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 proivde on-going support to the MPO's effort toward annual updates of the DCHC -MPO s Long Range Transportation Plan. The support would be in the form of transit data compilation, including service area maps, schedules and patron information as a component of the socio economic data needed for the regular update of the LRTP.	To prepare and Monitor the City's Fiscal programs including FTA and NCDOT grants. Apply for and administer grants in TEAM and also in City's Munis system. Monitor and ensure complete compliance with all financial procedures. Track all contracts with third party providers ensuring prompt payment and compliance of all purhcases with state, federal and local laws.	To provide systen-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 imporving transit serviceas 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.
6-	Tangible Product Expected	Monthly and annual statistical reports, OPStATS reports, Annual Budget summaries, Monthly operational reports, Council reports, Passenger amenities , short, and long term transit plans,	Transit Maps, GIS Overlays, Powerpoint Displays, Socioeconomic data compilation and analysis associated with daily monthly and annual transit patronage and service delivery	Grants, budget documents, Purchase orders, Bid documents Ledgers, Fund balances and maintenance of asset and related inventory.	Weekly , Monthly, and annual system-wide ridership monitoring reports, APC and AVL reports, NTD survey outcome	Maps of service changes, Public input process and outcomes, Public hearings, City Council reports, service implementation plans and related processes.
7-	Expected Completion Date of Product(s)	6/30/2015	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	2014 Planning Work Program	Same as above. This is also an ongoing task element conducted by the fiscal program accountant.	On-going	On-going on an annual basis.
9-	Prior FTA Funds	$81,488	$3,783	$80,502	$78,830	$7,594
10-	Relationship To Other Activities	Related to task III-E	This program is intended to support various MPO planning efforts related on the LRTP updates	Related to task III-E	Data retrieved would be used to disserminate service delivery and patronage information to transit management, City Council, FTA, NCDOT	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 and Triagle 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%	$7,933	$326	$326	$2,610	$652
17-	Section 5303 NCDOT 10%	$7,933	$326	$326	$2,610	$652
18-	Section 5303 FTA 80%	$63,462	$2,610	$2,610	$20,878	$5,219
19-	Section 5307 Transit - Local 10%	$5,278	$483	$10,271	$10,058	$969
20-	Section 5307 Transit - NCDOT 10%	$5,278	$483	$10,271	$10,058	$969
21-	Section 5307 Transit - FTA 80%	$42,227	$3,862	$82,168	$80,462	$7,751

DRAFT

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

1-	MPO	**DCHC-MPO (DATA)**	**DCHC-MPO (DATA)**	**DCHC-MPO (DATA)**	
2-	FTA Code	442100	442199	442100	
3-	Task Code	*III-C-1*	*III-C-6*	*III-E*	
4-	Title of Planning Task	***Title VI***	***Public Involvement***	***Management and Operations***	*TOTALS*
5-	Task Objective	To provide ongoing education, service monitoring and system analysis and data compilation related to service changes in line with anticipation of Title VI Civil Rights mandates. This review would be done related to the DBBS program for the fixed route service in consultation with the FTA in order to ensure that all service changes over and above 10% are done with Title VI mandates in mind to ensure equity and fairness in the delivery of current fixed route transit service.	To seek out untapped patrons of the transit service through the use of aggressive public involvement and sustained marketing of the system. Also to enagage 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 Ttle VI matters.	To provide overall transit system management and operations oversight of the fixed route and paratransit services, including service delivery, budgeting,service montoring 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.J5	
6-	Tangible Product Expected	Title VI doucment 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, meetig attendance and related Council reports	Budget outlay, monthly and annual operational and ridership reports, service planning information, safety and traning reports, service marketing and outreach programs personnel matters	
7-	Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	
8-	Previous Work	Same as above	On-going	Same as above	
9-	Prior FTA Funds	$2,746	$7,342	$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	
11-	Agency Responsible for Task Completion	Durham Area Transit and Traingle Transit		Durham Area Transit	
12-	HPR - Highway - NCDOT 20%				
13-	HPR - Highway - FHWA 80%				
14-	Section 104 (f) PL Local 20%				
15-	Section 104 (f) PL FHWA 80%				
16-	Section 5303 Local 10%	$326	$326	$6,696	$14,077
17-	Section 5303 NCDOT 10%	$326	$326	$6,696	$14,077
18-	Section 5303 FTA 80%	$2,610	$2,610	$53,565	$112,615
19-	Section 5307 Transit - Local 10%	$350	$937	$2,288	$35,752
20-	Section 5307 Transit - NCDOT 10%	$350	$937	$2,288	$35,752
21-	Section 5307 Transit - FTA 80%	$2,803	$7,494	$18,305	$286,021

TAC 4/9/2013 Attachment 9B

Durham Area Transit Authority

Checklist for FTA UPWP Reviews (provide Description):

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Yes	No
Yes	

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

Harmon Crutchfield, Certification Signature - Transit Administrator

CITY OF DURHAM
Anticipated DBE Contracting Opportunities for FY15

Name of MPO: CITY OF DURHAM (DATA)

Person Completing Form: Pierre Owusu Telephone Number: 919-560-5343 ext. 36214

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
THERE ARE CURRENTLY NO PLANNED DBE CONTRACTING OPPORTUNITIES ASSOCIATED WITH THIS GRANT				$0.00	$0.00

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

Chapel Hill Transit (CHT)

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

Chapel Hill Transit (CHT)

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

Town of Chapel Hill
3/5/2014 9:26

	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
II A	**Surveillance of Change**																	
II A 1	Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Transit System Data	0	0	0	0	0	0	0	1,609	1,609	12,875	0	0	0	1,609	1,609	12,875	16,094
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
7	Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
10	Mapping	0	0	0	0	0	0	0	1,376	1,376	11,007	0	0	0	1,376	1,376	11,007	13,759
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II B	**Long Range Transp. Plan**																	
B 1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Forecast of Data to Horizon year	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	-	-	-	-
7	Forecast of Futurel Travel Patterns	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	-	-	-	-
9	Highway Element of th LRTP	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	-	-	-	-
11	Bicycle & Ped. Element of the LRTP	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	-	-	-	-
13	Collector Street Element of LRTP	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	-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
16	Financial Planning	0	0	0	0	0	0	0	25,000	25,000	200,000	0	0	0	25,000	25,000	200,000	250,000
17	Congestion Management Strategies	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	-	-	-	-
II C	**Short Range Transit Planning**																	
1	Short Range Transit Planning	0	0	0	0	0	0	0	624	624	4,996	0	0	0	624	624	4,996	6,245
III-A	**Planning Work Program**	0	0	0	0	0	31	0	248	248	1,985	0	0	0	248	279	1,985	2,513
III-B	**Transp. Improvement Plan**	0	0	0	0	0	31	0	248	248	1,985	0	0	0	248	279	1,985	2,513
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																	
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	Minority Business Enterprise	0	0	0	0	0	31	0	248	248	1,982	0	0	0	248	279	1,982	2,508
4	Planning for the Elderly & Disabled	0	0	0	0	0	112	0	893	893	7,147	0	0	0	893	1,005	7,147	9,045
5	Safety/Drug Control Planning	0	0	0	0	0	31	0	250	250	2,004	0	0	0	250	282	2,004	2,536
6	Public Involvement	0	0	0	0	0	25	0	200	200	1,601	0	0	0	200	225	1,601	2,027
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	**Incidental Plng./Project Dev.**																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	0	0	0	26,250	26,250	210,000	26,250	26,250	210,000	262,500
4	Regional or Statewide Planning	0	0	0	0	0	0	0	900	900	7,200	0	0	0	900	900	7,200	9,000
III- E	**Management & Operations**																	
1	Management & Operations	0	0	0	0	0	0	0	3,855	3,855	30,838	0	0	0	3,855	3,855	30,838	38,547
Totals		$0	$0	$0	$0	$0	$261	$0	$35,453	$35,453	$283,621	$26,250	$26,250	$210,000	$61,703	$61,964	$493,621	$617,288

TAC 4/9/2013 Attachment 9B

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

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)
2-	FTA Code	*442400*	*442301*	*442302*	*442302*	*442302*	*442302*	*442100*	*442500*
3-	Task Code	*II-A-5*	*II-A-10*	*II-B-5*	*II-B-16*	*II-B-17*	*II-C-1*	*III-A-1*	*III-B-1*
4-	Title of Planning Task	*Transit System Data*	*Mapping*	*Forecast of Data to Horizon Year*	*Financial Planning*	*Congestion Management Strategies*	*Short Range Transit Planning*	*Planning Work Program*	*Transportation Improvement Program*
5-	Task Objective	Review and analyze transit system data to monitor changes in travel behavior	Participate with MPO in further development of regional GIS database; prepare mapping to support local and regional activties	To prepare projections for 2045 housing, population and employment.	Prepare Financial Plan for 2040 LRTP. Development of a strategic plan, and financial plan identifying sustainable funding sources for services established in the strategic plan.	Coordinate wth 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.
6-	Tangible Product Expected	Chapel Hill Data Book Update	MPO Regional GIS database and CMS database.	Projections of socio economic data for use in the developmentof the 2045 MTP.	Refinement of the Orange County Transit Plan and development of the 2045 MTP Fiancial Plan element.	Preparation of DCHC MPO CMS and Development of TDM program for incorporation into 2045 LRTP	Refinements to the previously completed comprehensive route analysis and incorporation of recommendations of Strategic Financial Study.	FY2015 PWP	Updated TIP
7-	Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	On-going
8-	Previous Work	2012 Data Book Updatae	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 LRTP.	Development of comprehensive route analysis.	Development and management of FY13 & FY14 UPWP	Adjustments to existing TIP; Development of new TIP
9-	Prior FTA Funds	$26,600	$48,400	$8,000	$35,600	$2,400	$18,000	$4,000	$5,600
10-	Relationship To Other Activities	Supports Implementation of LRTP	Supports developemnt of LRTP and related MPO activities	Supports development of the 2045 LRTP	Supports development of the 2045 LRTP	Supports development of the 2045 LRTP	Supports implementation of the MPO LRTP	Supports implemenation of annual work program	Supports implementaiton of adopted LRTP
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill
12-	HPR - Highway - NCDOT 20%								
13-	HPR - Highway - FHWA 80%								
14-	Section 104 (f) PL Local 20%		$6,055	$4,547		$3,470		$305	$305
15-	Section 104 (f) PL FHWA 80%		$24,218	$18,186		$13,880		$1,220	$1,220
16-	Section 5303 Local 10%		$4,224	$3,332	$214	$153	$817		
17-	Section 5303 NCDOT 10%		$4,224	$3,330	$212	$151	$815		
18-	Section 5303 FTA 80%		$33,792	$26,651	$1,708	$1,220	$6,530		
19-	Section 5307 Transit - Local 10%	$1,563	$1,375		$25,000		$625	$250	$250
20-	Section 5307 Transit - NCDOT 10%	$1,561	$1,375		$25,000		$625	$250	$250
21-	Section 5307 Transit - FTA 80%	$13,750	$11,000		$200,000		$5,000	$2,000	$2,000
22-	Section 5309 Transit - Local 10%								
23-	Section 5309 Transit - NCDOT 10%								
24-	Section 5309 Transit - FTA 80%								

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

1-	MPO	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	DCHC-MPO (Chapel Hill Transit)	
2-	FTA Code	*442700*	*442400*	*442400*	*442400*	*442700*	*442200*	*442100*	
3-	Task Code	*III-C-3*	*III-C-4*	*III-C-5*	*III-C-6*	*III-D-3*	*III-D-4*	*III-E*	
4-	Title of Planning Task	*Minority Business Enterprise*	*Planning for the Elderly and Disabled*	*Safety/Drug Control Planning*	*Public Involvement*	*Special Studies*	*Regional or Statewide Planning*	*Management and Operations*	*TOTALS*
5-	Task Objective	To assess compliance with minority business enterprise regulations	To assess impact of transit service on elderly and handicapped populations	To implement and monitor federal safety and drug control plannning	To establish public outreach efforts to engage public involvement.	To prepare special studies to support ongoing transit operations. To prepare an Alternatives Analysis for CHT.	To support regional and statewide planning projects	To support various transit planning activities	
6-	Tangible Product Expected	Annual assessment	Annual assessment	Annual Assessments	Annual transit forums	Preparation of Chapel Hill Pedestrian Plan and participation in NCDOT US 15-501/Fordham Blvd. Feasability Study and US 15-501 South Corridor Study.	Coordination with Triangle Transit on implemenation of Durham to Chapel Hill LRT.	Ongoing transit activities and reporting requirements.	
7-	Expected Completion Date of Product(s)	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	6/30/2015	
8-	Previous Work	Annual assessment	Ongoing monitoring	Ongoing monitoring	Annual transit forums	Chapel Hill Long Range Transit Plan		Management of transit planning activities	
9-	Prior FTA Funds	$4,000	$8,000	$32,000	$4,000	$0	$50,800	$115,160	
10-	Relationship To Other Activities	State/Federal MBE requirements	This project supports the development of the 2045 Regional Plan		This project supports the developmnet of the 2045 Regional plan	This project supports the developmnet of the 2045 Regional plan	Supports the implementation of the 2040 Regional Plan and the Chapel Hill Long Range Transit Plan	Supports all other transit planning activities MPO-wide.	
11-	Agency Responsible for Task Completion	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	
12-	HPR - Highway - NCDOT 20%								
13-	HPR - Highway - FHWA 80%								
14-	Section 104 (f) PL Local 20%					$20,255	$1,220	$5,694	$41,851
15-	Section 104 (f) PL FHWA 80%					$81,018	$4,880	$22,778	$167,400
16-	Section 5303 Local 10%					$1,161	$1,131	$2,340	$13,372
17-	Section 5303 NCDOT 10%					$1,161	$1,129	$2,338	$13,360
18-	Section 5303 FTA 80%					$9,288	$9,044	$18,718	$106,951
19-	Section 5307 Transit - Local 10%	$250	$1,000	$250	$200		$900	$3,868	$35,531
20-	Section 5307 Transit - NCDOT 10%	$250	$1,000	$250	$200		$900	$3,867	$35,528
21-	Section 5307 Transit - FTA 80%	$2,000	$8,000	$2,000	$1,600		$7,200	$30,940	$285,490
22-	Section 5309 Transit - Local 10%								$0
23-	Section 5309 Transit - NCDOT 10%								$0
24-	Section 5309 Transit - FTA 80%								$0

Chapel Hill Transit (CHT) for FTA 5307 and 5309

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 be 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	

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

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 100%	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				-	-	-	-
II A 1	Traffic Volume Counts								0	0	0				-	-	-	-
2	Vehicle Miles of Travel								0	0	0				-	-	-	-
3	Street System Changes								0	0	0				125,000	-	-	125,000
4	Traffic Accidents								0	0	0				-	-	-	-
5	Transit System Data		125,000						0	0	0				-	-	-	-
6	Dwelling Unit, Pop. & Emp. Change								0	0	0				-	-	-	-
7	Air Travel								0	0	0				-	-	-	-
8	Vehicle Occupancy Rates								0	0	0				-	-	-	-
9	Travel Time Studies								0	0	0				-	-	-	-
10	Mapping								0	0	0				-	-	-	-
11	Central Area Parking Inventory								0	0	0				-	-	-	-
12	Bike & Ped. Facilities Inventory								0	0	0				-	-	-	-
13	Bike & Ped. Counts																	
II B	**Long Range Transp. Plan**								0	0	0				-	-	-	-
B 1	Collection of Base Year Data								0	0	0				90,000	-	-	90,000
2	Collection of Network Data								0	0	0				-	-	-	-
3	Travel Model Updates		90,000						0	0	0				-	-	-	-
4	Travel Surveys								0	0	0				-	-	-	-
5	Forecast of Data to Horizon year								0	0	0				-	-	-	-
6	Community Goals & Objectives								0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns								0	0	0				-	-	-	-
8	Capacity Deficiency Analysis								0	0	0				-	-	-	-
9	Highway Element of th LRTP								0	0	0				-	-	-	-
10	Transit Element of the LRTP								0	0	0				-	-	-	-
11	Bicycle & Ped. Element of the LRTP								0	0	0				-	-	-	-
12	Airport/Air Travel Element of LRTP								0	0	0				-	-	-	-
13	Collector Street Element of LRTP								0	0	0				-	-	-	-
14	Rail, Water or other mode of LRTP								0	0	0				-	-	-	-
15	Freight Movement/Mobility Planning								0	0	0				-	-	-	-
16	Financial Planning								0	0	0				-	-	-	-
17	Congestion Management Strategies								0	0	0				-	-	-	-
18	Air Qual. Planning/Conformity Anal.														-	-	-	-
II C	**Short Range Transit Planning**								0	0	0				-	-	-	-
1	Short Range Transit Planning								0	0	0				-	-	-	-
III-A	**Planning Work Program**								0	0	0				-	-	-	-
III-B	**Transp. Improvement Plan**														-	-	-	-
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**								0	0	0							
1	Title VI								0	0	0							
2	Environmental Justice								0	0	0				-	-	-	-
3	Minority Business Enterprise								0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled								0	0	0				-	-	-	-
5	Safety/Drug Control Planning								0	0	0				-	-	-	-
6	Public Involvement								0	0	0				-	-	-	-
7	Private Sector Participation														-	-	-	-
III-D	**Incidental Plng./Project Dev.**								0	0	0				-	-	-	-
1	Transportation Enhancement Plng.								0	0	0				85,500	85,500	684,000	855,000
2	Enviro. Analysis & Pre-TIP Plng.								85,500	85,500	684,000							
3	Special Studies								0	0	0							
4	Regional or Statewide Planning																	

Triangle Transit Authority (TTA)

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

TTA
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 100%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
III- E	**Management & Operations**																	
1	Management & Operations	0	0						0	0	0				-	-	-	-
Totals		$0	$215,000	$0	$0	$0	$0	$0	$85,500	$85,500	$684,000	$0	$0	$0	$300,500	$85,500	$684,000	$1,070,000

Triangle Transit 2013 - 2014 UPWP

1- MPO				
2- FTA Code	442400	442301	442302	
3- Task Code	II-A-5	II-B-3	III-D-3	
4- Title of Planning Task	Transit System Data	Travel Model Updates	Special Studies	TOTALS
	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	6/30/2015	6/30/2015	6/30/2015	
7- Expected Completion Date of Product(s)	None; new model component.	Ongoing support of TRM service bureau	URS Reports, MAB Analyses, Financial Planning Analysis	
8- Previous Work				
9- Prior FTA Funds	$0	$90,000	$680,000	
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	
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%			$85,500	$85,500
19- Section 5307 Transit - Local 10%	$125,000	$90,000	$85,500	$85,500
20- Section 5307 Transit - NCDOT 10%	$0	$0	$684,000	$684,000
21- Section 5307 Transit - FTA 80%	$0	$0		
Additional Funds - Local 100%			$855,000	$855,000
TOTAL	$125,000	$90,000		

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	*Special Studies*
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	$0 HPR
14.	Section 104 (f) PL	Local	20%	$0	
15.	Section 104 (f) PL	FHWA	80%	$0	$0 PL
16.	Section 5303	Local	10%	$0	
17.	Section 5303	NCDOT	10%	$0	
18.	Section 5303	FTA	80%	$0	$0 5303
19.	Section 5307 (planning)	Local	10%	$85,500	
20.	Section 5307 (planning)	NCDOT	10%	$85,500	
21.	Section 5307 (planning)	FTA	80%	$684,000	$855,000 5307
22.	Additional Funds	Local	100%	$0	$0 Misc.

[1]

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	*Transit System Data*
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	**$0**	**HPR**
14.	Section 104 (f) PL	Local	20%	$0		
15.	Section 104 (f) PL	FHWA	80%	$0	**$0**	**PL**
16.	Section 5303	Local	10%	$0		
17.	Section 5303	NCDOT	10%	$0		
18.	Section 5303	FTA	80%	$0	**$0**	**5303**
19.	Section 5307 (planning)	Local	10%	$0		
20.	Section 5307 (planning)	NCDOT	10%	$0		
21.	Section 5307 (planning)	FTA	80%	$0	**$0**	**5307**
22.	Additional Funds	Local	100%	$125,000	**$125,000**	**Misc.**

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	*Travel Model Updates*
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	$0 HPR
14.	Section 104 (f) PL	Local	20%	$0	
15.	Section 104 (f) PL	FHWA	80%	$0	$0 PL
16.	Section 5303	Local	10%	$0	
17.	Section 5303	NCDOT	10%	$0	
18.	Section 5303	FTA	80%	$0	$0 5303
19.	Section 5307 (planning)	Local	10%	$0	
20.	Section 5307 (planning)	NCDOT	10%	$0	
21.	Section 5307 (planning)	FTA	80%	$0	$0 5307
22.	Additional Funds	Local	100%	$90,000	$90,000 Misc.

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 Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	Triangle Transit	Consultant	$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.

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 9, 2014

Subject: **FY 2012-2018 TIP Amendment #16 - FY 2014-2015 UPWP and FY 2013-2015 Congestion Mitigation Air Quality (CMAQ) Changes**

TIP Amendment #16 reflects two changes: the addition of the Surface Transportation Program – Direct Attributable (STPDA) funding as shown in the FY 2014-2015 UPWP and changes related to two Congestion Mitigation Air Quality projects.

STPDA Funding in FY 2014-2015 UPWP

On April 9, 2014, the TAC will consider approval of the FY 2014-2015 UPWP. The UPWP includes all of the funding for the MPO's planning activities. The UPWP proposes to use a total of $1,870,906 federal STPDA funding, plus the required 20 percent local match, for planning activities by the Lead Planning Agency staff as well as by subrecipient local governments, Chapel Hill, Carrboro, Durham, Durham County, Orange County, and TJ COG.

$1,870,906 is significantly more than the placeholder amount of funding assumed to be used for planning activities in the FY 2015-2016 Call for Projects for STPDA and Transportation Alternatives Program funding. This placeholder was $720,370 federal STPDA. The TCC is currently considering options for accommodating this increase through identifying additional unobligated STPDA funding, recommending changes to the structure of the STPDA distribution policy, and eliminating or scaling back some planning and capital project activities. A recommendation will be brought forward at a future TAC meeting.

The UPWP is routinely amended during the year. Some of the TCC's future recommendations may necessitate UPWP amendments. Due to the deadlines associated with approval of the UPWP, the TCC recommends that the TAC approve the document as presented. The third table on the TIP Amendment reflects the STPDA funding.

FY 2013-2015 CMAQ Funding

On September 11, 2013 the Transportation Advisory Committee approved a request by the Town of Chapel Hill to reallocate $725,000 in Congestion Mitigation and Air Quality (CMAQ) funding and $181,000 local match from project C-5177, Martin Luther King Jr. Boulevard/ NC86 (Homestead Road to Piney Mountain Road) shared use paths, to C-5179, North Estes Drive (Martin Luther King Jr.

Boulevard/NC86 – Caswell Drive) transit, bicycle and pedestrian improvements. This change was approved by the TAC; however, a corresponding TIP amendment was not approved at the same time.

On March 12, 2014, the Transportation Advisory Committee approved the reallocation of $176,000 (federal) STPDA funds for the design of the Estes Drive project in 2014. This was included in a TIP Amendment. However, the funding was included under U-4726 (the "umbrella" project for DCHC area Bike/Ped Improvements) – not C-5179, the CMAQ project specifically for Estes Drive.

The Town has requested that the CMAQ funding be distributed among the right-of-way and construction phases. The table below displays the requested schedule, phasing, and costs.

	Proposed TIP		
Planning, Engineering & Design	$176,000	STPDA	2014
	$44,000	Local	2014
Right-of-Way	$240,000	CMAQ	2015
	$60,000	Local	2015
Construction	$1,630,400	CMAQ	2016
	$407,600	Local	2016
Total	**$1,870,400**	**CMAQ**	
	$176,000	**STPDA**	
	$511,600	**Local**	
	$2,558,000	**Total**	

The project will provide needed bicycle and pedestrian facilities along N. Estes Dr between Martin Luther King Jr. Blvd. and Caswell Drive. Presently, there is a lack of adequate bicycle and pedestrian facilities along this route. The absence of sidewalks hinders pedestrian and transit use at specific locations, causing concerns for proper access and safety. An informal walkway exists along the south side of the corridor, from MLK Jr. Blvd. to Caswell Rd., however it is not properly maintained nor ADA compliant. The corridor is also absent a dedicated bicycle lane or wide shoulders for bicycles, requiring bicyclists to share the two lane road with automobiles.

The project will construct 5 ft. wide sidewalks, 5 ft. wide bicycle lanes along .65 miles of Estes Drive from Martin Luther King Jr. Blvd to Caswell Drive. The project will also construct a 10 ft. multi use path on the north side of Estes Drive from Martin Luther King Jr. Blvd. through the Estes Dr. Elementary site to Elliot Road.

CMAQ program funds will be used for right of way and construction. Funding for design will be allocated from the STPDA program. The first, second, and fourth table in the TIP Amendment reflects the STPDA and CMAQ funding for the Estes Drive project.

TAC Action: Approve Amendment #16 to the FY 2012-2018 Transportation Improvement Program.

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

AMENDMENT #16
April 9, 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 #16 to DCHC 2012-2018 MTIP" provided here on this, the 9th day of April, 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: April 9, 2014

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

Attachment to Resolution for Amendment #16 to DCHC 2012-2018 MTIP

Modifications

Reduce Planning Funds:

Location	ID #	Description		Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Various	U-4726	DCHC Urban Area Bicycle and Pedestrian Allocation	Planning	STPDA	977						
Durham			Planning	C	244						
Orange			Construction	STPDA	2110						
Chatham			Construction	C	528						

Add Planning Funds, Increase Right-of-way and Construction funds and delay project:

Location	ID #	Description		Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Chapel Hill	C-5179	SR 1750 (N. Estes Dr.) Construct a ten foot pathway, five foot sidewalks and a four foot bike lane in Chapel Hill	Planning	STPDA	176						
			Planning	C	44						
			Right-of-Way	CMAQ		240					
			Right-of-Way	C		60					
			Construction	CMAQ			1630				
			Construction	C			408				

Add Funds Consistent with FY 2015 UPWP:

Location	ID #	Description		Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Durham	U-4727	DCHC Urban Area Planning Allocation and Unified Work Program	Planning	STPDA		1871					
Orange			Planning	C		468					
Chatham											

Amendments

Delete Project:

Location	ID #	Description		Funding Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Chapel Hill	C-5177	NC 86 (Martin Luther King Jr. Blvd.) Shared Pathway in Chapel Hill. Construct pathway along MLK Jr. Blvd., SR 1777 (Homestead Rd.) to Piney Mountain Rd.	Right-of-Way	STPDA	180						
			Right-of-Way	C	45						
			Construction	CMAQ	545						
			Construction	C	136						

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 9, 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 ranking methodology:

January –April 2014:	MPO develops and approves a local ranking methodology
February 26, 2014	TCC forwarded draft local ranking methodology for TAC review
March 12, 2014	TAC reviewed draft local ranking methodology
March 13, 2014	MPO received comments from the NCDOT committee, and developed changes in response.
March 26, 2014	TCC made recommendation on local ranking methodology
March 28, 2014	MPO received new comments from the NCDOT committee that were not previously communicated. A response is in development.
April 9, 2014	TAC receives update on local ranking methodology
April 23, 2014	TCC will make recommendation on local ranking methodology in response to NCDOT's new comments.
May 14, 2014	TAC approves local ranking methodology.

Steps for developing local input points:

The current schedule is shown below. However, according to conversations with NCDOT SPOT staff, it is likely that the release of quantitative scores will be delayed. NCDOT SPOT Staff has pledged to allow a minimum of three months from the release of scores to the deadline for submission of points. With a delay, the extra June TCC and TAC meetings may not be necessary. The TCC could make a recommendation in July with TAC action in August.

May 1, 2014	NCDOT releases quantitative scores
May 1-May 13, 2014	LPA applies local ranking methodology. The LPA will assume that the local ranking methodology will be approved as recommended by the TCC.
May 14, 2014	TAC releases result of methodology and proposed public input points for public comment. Adjustments could be made immediately after the TAC meeting if the TAC changes the TCC's recommendation.
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.

On March 31, 2014, NCDOT released scores for highway projects that were previously submitted for earlier Prioritization processes. The data and a map of potentially funded projects are posted here: http://www.ncdot.gov/strategictransportationinvestments/. MPO staff is in the process of reviewing the results. It is important to note that this is an incomplete set of scores as it does not include the projects submitted by the MPO and Divisions. There also may be some errors in the results. (One error has been identified for a DCHC MPO project and the score will be adjusted.)

Some initial observations are:

- Statewide Category:
    - There are many projects in Wake County with high scores. 10 of the top 20 projects are all or mostly in Wake County.
    - #6 US 15-501 Superstreet, E. Lakeview Dr. to Sage Rd.
    - #10 I-540 Widening and Convert to Tolled Facility (almost all in Wake County)
    - #14 I-40 Managed Lanes, NC 147 to Wade Avenue (shared with Wake County)
    - #35 US 15-501 at Ephesus Church Road Intersection Improvements
    - #45 I-40 Managed Lanes, NC 147 to US 15-501
    - #48 US 70 at Miami Blvd. Interchange
    - #52 US 15-501 at Garrett Rd. Interchange
    - #59 US 15-501 Capacity Improvements, Ephesus Church Rd. to NC 86
- Regional Category:
    - Many of the projects that score highest in the Regional Category are also eligible for Statewide funding. If these projects are funded through Statewide funding, they will not need Regional funding. Projects below are in addition to the high scoring Statewide projects noted above.
    - Region 5+6
        - The top 24 scoring projects are in DCHC MPO or CAMPO.
        - #9 US 501 at Latta Rd. and Infinity Rd. Add lanes through intersection. This project has an error in the scoring and will receive a higher score.
        - #17 NC 751 at University Dr. Roundabout
        - #18 NC 54 Widening, Barbee Chapel Rd. to I-40
        - #28 US 70 Freeway, Lynn Rd. to Miami Blvd.
        - #36 US 15-501 Freeway, I-40 to US 15-501 Bypass
    - Region 7+9
        - #28 I-40 Widening, I-85 to US 15-501

        - #37 NC 86 Widening, US 70 Bypass to NC 57
    - Region 8+11
        - #51 NC 751 Widening, US 64 to O'Kelly Chapel Rd.
- Division Category
    - Again, many of the projects that score highest in the Division Category are also eligible for Statewide and Regional funding. If these projects are funded through Statewide or Regional funding, they will not need Division funding. Projects below are in addition to the high scoring Statewide and Regional projects noted above.
    - Division 5
        - #40 NC 54 Widening, NC 751 to Fayetteville Rd.
    - Division 7
        - #7 Estes Dr. at Greensboro St. Roundabout
        - #8 Franklin St. at Merritt Mill Rd./Brewer Ln. Roundabout
        - #14 Orange Grove Rd. Extension
        - #16 S. Churton St. Widening, I-40 to Eno River
        - #19 Estes Dr. Modernization, NCD 86 to Caswell Rd.
    - Division 8
        - #23 NC 751 Widening, Renaissance Pkwy. To O'Kelly Chapel Rd. (almost all in Durham 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 in the DCHC MPO. The TAC approved the submission of five additional rail projects. None of the NCDOT Divisions submitted any additional rail projects.

The NCDOT Rail Division sent the following response to MPO staff regarding two of our submissions:

R141799 – Construct double track from Funston to Durham

There are numerous at-grade crossings within the project limits, but there have been no studies to determine which ones should be closed, grade separated, or left as-is. Because of the lack of preliminary study, we cannot make reasonable, defendable assumptions related to the crossings, which would have a significant impact on the quantitative data needed for scoring, particularly project benefit cost and safety.

R141801 – Construct grade separation and curve realignment at Buckhorn Road

There has been no Traffic Separation Study conducted for this location. A review of the area and road network determined that we cannot make reasonable, defendable assumptions related to the location of the grade separation and any necessary changes to the surrounding road network, which would have a significant impact on the quantitative data needed for scoring, particularly project benefit cost and safety.

MPO staff believes that the Durham Traffic Separation Study includes the limits of the Funston to Durham project, and that this study should be considered as a sufficient preliminary study. We are waiting for a response from the NCDOT Rail Division.

The crossing of Buckhorn Road is just beyond the DCHC MPO's border with the Burlington-Graham MPO.

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 before the MPO is allowed to submit local ranking points. There were several TCC meetings to develop a new project ranking methodology. A draft methodology was shared with the TAC in March and sent to NCDOT for review on March 10. NCDOT's comments received on March 13 were:

- *The DCHC scoring criteria appears acceptable. However, as presently written, it appears there may be little connection between the scoring criteria and the TAC's assignment of points to projects. The underlined information on pages 2 and 6 can be interpreted that the TAC may ignore the allocation of points. The committee understands some flexibility may be needed yet there needs to be a process to allow that flexibility. What needs to be made clear to the public is if there is any change to the either the draft or final allocation of ranking points by the TAC, the reasons for the change(s) need to be made clear and open and transparent to the public and posted on the DCHC website. The methodology needs to be revised to reflect this. Just for your information and potential use we offer the following as some guidance that other MPOs and RPOs have used and the Committee has found acceptable: "Any justification/rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the MPO website."*
- *Please also include the actual URL of DCHC website in the narrative*

LPA staff also had a follow-up phone call to confirm what needed to be revised, and revised the MOU to address NCDOT's comments. The TAC's discretion to vary from the order of points has been re-worded on pages 2 and 6 to emphasize that any variation must be described. The MPO's website address has been added. The TCC recommended approval of the final local ranking methodology on March 26. LPA staff then sent the TCC's recommended methodology to NCDOT on March 27. LPA staff then received the following new comments from NCDOT on March 28:

There continues to be little connection between the scoring criteria and the TAC's assignment of points to projects as was mentioned earlier.

- *Page 4, it appears the TCC has to ability to decide if the MPO staff have applied the methodology consistently. There should be little need to do this unless the methodology is not clearly detailed. If you think this is the case, then please rework the methodology. In the rare event there is some inconsistency, then the TCC needs to publicly disclose why they found the methodology to be inconsistently applied.*
- *Page 5: The last paragraph. As written, there appears to be little need for a methodology if it does not prescribe how points will be assigned. It the factors that are listed as "bullets" are going to be the methodology, then please re-write the methodology to ensure those are incorporated and ensure there is one quantitative and one qualitative criteria. An "either/or" approach is not acceptable.*
- *Page 7 – NCDOT is expected to release scores in May (not April 30)*
- *In the section with tables please double check and correct math (% weights in columns don't add up to total)*

LPA staff was surprised to receive additional comments that were not previously communicated to the MPO. The language referred to in these comments was identical to the language in the earlier document that they reviewed. It is unclear why NCDOT's review committee did not provide these specific concerns in their first email or the phone call. In addition, no objections or concerns were

voiced by NCDOT staff at the March TCC meeting when the final methodology was recommended. Since addressing the comment about the language on page 5 requires a significant change to the methodology, LPA staff recommends that the TAC defer approval of the final methodology until May after the TCC is able to develop a recommendation. LPA staff believes the comments on pages 4 and 7 and the tables can be quickly resolved.

Following this schedule, the TAC would be asked to both approve the methodology and approve the release of the results of the methodology for public comment on May 14. The LPA will apply the methodology assuming it is approved as recommended by the TCC in April. If small changes are made to the methodology by the TAC, LPA staff will quickly apply the changes before releasing the results after the meeting. This schedule will still allow for a public comment period and public hearing before TAC approval of the allocation of points.

TAC Action: Receive update. Provide comments on Local Ranking Methodology.

P3.0 Existing Highway Projects INITIAL Quantitative Data - DRAFT: SUBJECT TO CHANGE

This list does NOT include projects submitted for evaluation in early 2014

March 24, 2014

TAC 4/9/2013 Attachment 11A

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantiative Score (Out of 100)	Regional Impact Quantiative Score (Out of 70)	Division Needs Quantiative Score (Out of 50)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
H111143-B	Statewide Mobility	U-5304B	US-15 Fordham Boulevard, US-501	East Lakeview Drive	Sage Road	Upgrade Road to "Superstreet".	4 - Upgrade Arterial to Superstreet	$ 2,052,000	**67.47**	**63.72**	**45.84**	84.83	100.00	88.75	6.20	19.01	86.33
H111014	Statewide Mobility		I-540	I-40	US 64 Bypass	Convert Freeway to tolled Facility and Widen to 8 Lanes (Requested by the Capital Area MPO in 2011) **REQUIRES FEDERAL ACTION TO BE CONSTRUCTED**	1 - Widen Existing Roadway	$ 1	**63.21**	**49.77**	**38.98**	65.36	100.00	59.07	32.30	12.36	25.24
H111013	Statewide Mobility	FS-1205A	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	1 - Widen Existing Roadway	$ 726,570,000	**61.11**	**40.44**	**28.58**	100.00	2.92	79.99	61.16	100.00	67.08
H111143-C	Statewide Mobility	U-5304C	US-15 , US-501	SR 1742 (Ephesus Church Road)		Intersection Improvements	10 - Improve Intersection	$ 2,170,000	**51.45**	**42.88**	**34.44**	68.83	70.06	66.65	9.70	11.80	14.88
H111131	Statewide Mobility		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).	1 - Widen Existing Roadway	$ 497,380,000	**48.76**	**35.24**	**26.52**	100.00	2.53	60.18	25.42	68.98	35.90
H128086	Statewide Mobility		US-70	Miami Boulevard		Upgrade Existing at-Grade intersection to interchange.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	$ 25,104,000	**46.45**	**42.55**	**27.37**	73.97	29.56	66.65	23.15	40.94	100.00
H090366-A	Statewide Mobility	U-2807	US-15 , US-501	Garrett Road		Upgrade At-grade Intersection to Interchange.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	$ 23,870,000	**45.39**	**44.43**	**28.88**	69.74	41.39	66.50	0.00	53.99	100.00
H111143-A	Statewide Mobility	U-5304A	US-15 Fordham Boulevard, US-501	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.	4 - Upgrade Arterial to Superstreet	$ 95,330,000	**44.54**	**32.62**	**26.34**	89.89	9.52	64.59	6.15	70.25	13.07
H090010-A	Statewide Mobility	I-3306A	I-40	I-85	US 15/501	Add Additional Lanes.	1 - Widen Existing Roadway	$ 76,700,000	**41.89**	**30.18**	**23.59**	77.96	7.45	65.05	26.54	44.54	23.24
H129638-A	Statewide Mobility	U-4720A	US-70	Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	2 - Upgrade Arterial to Freeway/Expressway	$ 109,020,000	**41.21**	**39.99**	**26.97**	84.36	4.36	92.25	13.74	26.20	85.85
H128071	Statewide Mobility	FS-1305A	I-540	NC 54	US 1	Construct one Express toll Lane in Each Direction within the Existing Median.	1 - Widen Existing Roadway	$ 209,040,000	**37.10**	**27.59**	**21.13**	74.27	1.51	59.73	33.32	17.30	26.73
H090366	Statewide Mobility	U-2807	US-15 , US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	2 - Upgrade Arterial to Freeway/Expressway	$ 130,644,000	**34.45**	**36.84**	**23.01**	73.00	3.56	76.99	6.20	25.45	100.00
H128072	Statewide Mobility	FS-1305A	I-540	NC 54	US 64	Construct one Express toll Lane in Each Direction within the Existing Median	1 - Widen Existing Roadway	$ 354,280,000	**33.98**	**25.44**	**19.30**	66.57	0.75	58.40	32.44	14.59	27.68
H129638-B	Statewide Mobility	U-4720B	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	2 - Upgrade Arterial to Freeway/Expressway	$ 91,347,000	**32.42**	**31.91**	**21.52**	67.19	3.80	73.26	9.46	19.08	68.38
H110997	Statewide Mobility	FS-1205C	NC-147 Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement.	1 - Widen Existing Roadway	$ 51,558,000	**31.73**	**27.24**	**21.52**	72.11	3.22	64.52	8.86	9.09	19.56
H111097	Statewide Mobility		NC-147	East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations).	16 - Modernize Roadway	$ 46,626,000	**29.96**	**26.55**	**21.11**	70.49	0.00	70.12	8.99	0.00	19.12
H129603-B	Statewide Mobility	I-4743B	I-85 , US-15	SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes.	1 - Widen Existing Roadway	$ 45,611,000	**28.70**	**22.40**	**17.59**	54.06	0.70	66.42	27.30	1.74	20.67
H090006-B	Statewide Mobility	I-0305B	I-85	East of SR 1709	Durham County Line	Add Additional Lanes.	1 - Widen Existing Roadway	$ 99,260,000	**27.92**	**23.01**	**18.15**	52.54	0.20	75.98	21.74	1.54	22.25
H129603-A	Statewide Mobility	I-4743A	I-85 , US-15	US 70	SR 1675 (Glenn School Road)	Add Additional Lanes.	1 - Widen Existing Roadway	$ 71,409,000	**27.13**	**20.37**	**15.26**	57.46	0.28	37.10	29.93	1.12	22.26
H090006-A	Statewide Mobility	I-0305A	I-85	SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes.	1 - Widen Existing Roadway	$ 99,684,000	**25.07**	**20.27**	**16.14**	48.25	0.13	64.63	19.93	1.01	17.09

P3.0 Existing Highway Projects INITIAL Quantitative Data - DRAFT: SUBJECT TO CHANGE

This list does NOT include projects submitted for evaluation in early 2014

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantiative Score (Out of 100)	Regional Impact Quantiative Score (Out of 70)	Division Needs Quantiative Score (Out of 50)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
H129685	Regional Impact	U-5516	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	10 - Improve Intersection	$ 4,100,000	**N/A**	**50.01**	**39.66**	64.97	100.00	66.65	17.30	N/A	21.01
H128065	Regional Impact		NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	10 - Improve Intersection	$ 1,005,000	**N/A**	**43.33**	**35.03**	41.82	100.00	66.70	2.65	N/A	12.06
H090531-A	Regional Impact	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)	1 - Widen Existing Roadway	$ 9,100,000	**N/A**	**42.63**	**34.24**	95.76	45.59	59.67	5.35	N/A	13.30
H090531-C	Regional Impact	U-5324C	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	$ 21,600,000	**N/A**	**30.46**	**25.34**	81.31	8.12	74.53	1.46	N/A	6.46
H129645	Regional Impact	U-4722	US-501 Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	1 - Widen Existing Roadway	$ 28,500,000	**N/A**	**27.91**	**22.37**	68.66	6.01	74.39	8.53	N/A	17.98
H090652	Regional Impact		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.	1 - Widen Existing Roadway	$ 8,276,000	**N/A**	**27.34**	**23.00**	69.69	5.98	78.71	2.43	N/A	5.53
H090531-E	Regional Impact	U-5324E	NC-54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	$ 46,400,000	**N/A**	**26.52**	**22.35**	69.33	1.44	81.98	1.40	N/A	6.31
H090531-B	Regional Impact	U-5324B	NC-54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	$ 32,000,000	**N/A**	**25.70**	**21.18**	75.55	2.88	54.94	1.15	N/A	6.00
H090531-D	Regional Impact	U-5324D	NC-54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	$ 46,800,000	**N/A**	**24.63**	**20.61**	68.46	1.11	66.95	1.22	N/A	5.44
H111036	Regional Impact		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 .	1 - Widen Existing Roadway	$ 10,353,000	**N/A**	**24.16**	**19.46**	65.62	1.98	59.42	5.62	N/A	13.21
H111011	Regional Impact		NC-751	NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	$ 11,498,000	**N/A**	**21.70**	**18.49**	52.91	1.46	76.19	1.30	N/A	4.84
H090326	Regional Impact	U-2405	- New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, Bicycle, and Transit Facilities.	5 - Construct Roadway on New Location	$ 25,510,000	**N/A**	**20.07**	**17.25**	45.36	1.21	79.36	3.75	N/A	4.95
H090555-A	Regional Impact		NC-751	US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.	1 - Widen Existing Roadway	$ 77,734,000	**N/A**	**17.57**	**12.89**	36.97	0.26	54.43	0.00	N/A	28.20
H090555-B	Regional Impact		NC-751	Renaissance Parkway	O'Kelly Chapel Road	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	$ 22,078,000	**N/A**	**17.30**	**14.63**	46.04	0.00	54.22	0.00	N/A	3.66
H090961	Regional Impact		NC-86	US 70A	I-40	Construct Wide Outside Lanes.	16 - Modernize Roadway	$ 18,924,000	**N/A**	**14.34**	**12.52**	30.72	0.61	62.51	1.65	N/A	2.56
H090558	Regional Impact		I-85/US 70 Connector, US-70	US 70		Reconstruct interchange to Allow For Full Movements	8 - Improve Interchange	$ 2,175,000	**N/A**	**7.34**	**4.90**	15.45	0.73	16.65	4.45	N/A	16.29

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H090655	Division Needs		SR-1780 Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	10 - Improve Intersection	$ 775,000	**N/A**	**N/A**	**35.34**	51.70	100.00	50.00	0.00	N/A	N/A
H090654	Division Needs		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.	10 - Improve Intersection	$ 775,000	**N/A**	**N/A**	**34.84**	40.86	100.00	66.65	0.00	N/A	N/A
H090647	Division Needs		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	5 - Construct Roadway on New Location	$ 5,299,000	**N/A**	**N/A**	**23.67**	71.36	13.67	66.66	0.00	N/A	N/A
H090637	Division Needs		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.	1 - Widen Existing Roadway	$ 21,509,000	**N/A**	**N/A**	**22.86**	67.48	5.64	82.35	0.00	N/A	N/A
H129640-D	Division Needs	U-4721D	- New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	$ 29,700,000	**N/A**	**N/A**	**22.40**	50.26	23.13	77.26	0.00	N/A	N/A
H090200	Division Needs	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.	1 - Widen Existing Roadway	$ 26,240,000	**N/A**	**N/A**	**22.36**	73.62	3.25	69.81	4.60	N/A	N/A
H129640-B	Division Needs	U-4721B	- New Route - Northern Durham Parkway	US 70	NC 98	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	$ 37,100,000	**N/A**	**N/A**	**21.04**	61.75	9.98	66.94	11.46	N/A	N/A
H129640-C	Division Needs	U-4721C	- New Route - Northern Durham Parkway	NC 98	I-85	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	$ 41,100,000	**N/A**	**N/A**	**21.04**	61.75	9.98	66.94	11.46	N/A	N/A
H090641	Division Needs		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.	16 - Modernize Roadway	$ 4,446,000	**N/A**	**N/A**	**20.77**	62.96	0.00	81.77	0.00	N/A	N/A
H090651	Division Needs		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.	1 - Widen Existing Roadway	$ 14,103,000	**N/A**	**N/A**	**17.46**	44.77	2.59	79.92	0.00	N/A	N/A
H090239	Division Needs	R-3438	- New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	5 - Construct Roadway on New Location	$ 13,838,000	**N/A**	**N/A**	**15.87**	44.74	5.60	58.05	4.09	N/A	N/A
H111056	Division Needs		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.	10 - Improve Intersection	$ 775,000	**N/A**	**N/A**	**14.76**	40.87	7.92	50.00	0.00	N/A	N/A
H090631	Division Needs		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).	16 - Modernize Roadway	$ 23,598,000	**N/A**	**N/A**	**13.99**	40.57	0.76	57.24	0.00	N/A	N/A
H090487-D	Division Needs	U-4716D	SR-1978 Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to Multi-Lanes	1 - Widen Existing Roadway	$ 4,286,000	**N/A**	**N/A**	**13.57**	34.22	0.33	66.57	0.00	N/A	N/A
H111096	Division Needs		SR-1727 Eubanks Road	SR 1729 (Rogers Road)	NC 86	Widen to Three Lanes with Bicycle Lanes, Sidewalks, Safety and intersection Improvements.	1 - Widen Existing Roadway	$ 8,877,000	**N/A**	**N/A**	**11.75**	27.02	0.00	63.45	0.00	N/A	N/A
H111034	Division Needs		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	5 - Construct Roadway on New Location	$ 19,602,000	**N/A**	**N/A**	**11.67**	22.25	1.43	69.31	0.00	N/A	N/A
H090557	Division Needs		SR-1114 Buckhorn Road	SR 1144 (West Ten Road)	US 70	Widen to Multi-Lanes with Bicycle and Pedestrian Accommodations.	1 - Widen Existing Roadway	$ 10,641,000	**N/A**	**N/A**	**11.37**	17.48	0.00	78.69	0.00	N/A	N/A
H111033	Division Needs		SR-1118 Fayetteville Road	Renaissance Parkway	NC 751	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	$ 17,320,000	**N/A**	**N/A**	**10.82**	36.92	0.45	33.44	0.00	N/A	N/A
H090365	Division Needs	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).	16 - Modernize Roadway	$ 9,348,000	**N/A**	**N/A**	**10.37**	26.64	0.00	50.46	0.00	N/A	N/A
H090372-B	Division Needs	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.	5 - Construct Roadway on New Location	$ 7,934,000	**N/A**	**N/A**	**9.64**	17.81	0.71	59.34	0.00	N/A	N/A

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H090953	Division Needs		SR-1009 Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes.	16 - Modernize Roadway	$ 2,622,000	**N/A**	**N/A**	**9.43**	21.13	0.00	52.08	0.00	N/A	N/A
H090653	Division Needs		SR-1721 Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Construct safety improvements and 4? shoulder for bicycle facilities	16 - Modernize Roadway	$ 11,742,000	**N/A**	**N/A**	**8.80**	21.00	0.00	45.99	0.00	N/A	N/A
H111162	Division Needs		SR-1005 Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders	16 - Modernize Roadway	$ 23,598,000	**N/A**	**N/A**	**8.44**	13.21	0.00	57.98	0.00	N/A	N/A
H111005	Division Needs		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.	1 - Widen Existing Roadway	$ 16,282,000	**N/A**	**N/A**	**8.35**	10.91	0.01	61.68	0.00	N/A	N/A
H090826	Division Needs		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)	16 - Modernize Roadway	$ 7,752,000	**N/A**	**N/A**	**7.57**	15.45	0.00	44.84	0.00	N/A	N/A
H129640-E	Division Needs	U-4721E	- New Route - Northern Durham Parkway	SR 1004 (Old Oxford Road)	US 501 (Roxboro Road)	Modernize Roadway	16 - Modernize Roadway	$ 33,900,000	**N/A**	**N/A**	**7.12**	14.08	0.00	43.08	0.00	N/A	N/A
H111160	Division Needs		SR-1104 Dairyland Road/Buckhorn Road	SR 1006 (Orange Grove Road)	SR 1146 (West Ten Road)	Construct 4-Foot Paved Shoulders	16 - Modernize Roadway	$ 25,992,000	**N/A**	**N/A**	**6.43**	5.11	0.04	54.00	0.00	N/A	N/A
H090408	Division Needs	U-3436	SR-1148 Eno Mountain Road, Mayo Street, SR-1192	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.	10 - Improve Intersection	$ 1,550,000	**N/A**	**N/A**	**5.10**	21.86	3.65	0.00	0.00	N/A	N/A
H090859	Division Needs		- New Route - T.W. Alexander Drive Extension	ACC Boulevard	Leesville Road	Extension of Tw Alexander Drive (4 Lanes New Location)	5 - Construct Roadway on New Location	$ 11,383,000	**N/A**	**N/A**	**5.02**	0.00	0.00	50.23	0.00	N/A	N/A

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note	Statewide Preliminary Score	Regional Preliminary Score	Division Preliminary Score
Projects Submitted by the MPO for Prioritization 3.0													
H141884	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.	In Progress	In Progress	In Progress
H140638	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	n/a	n/a	15.26
H140659	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	In Progress	In Progress	In Progress
H140619	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	In Progress	23.53	18.27
H140660	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	n/a	In Progress	In Progress
H140661	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	n/a	20.30	14.51
H140663	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	n/a	n/a	13.68
H140669	Division Needs	5 - Construct Roadway on New Location			Farrington Rd (realignment)	NC 54	Wendell Rd	New alignment	Durham, Durham County	2030 in 2040 MTP	n/a	n/a	36.51
H140665	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	n/a	n/a	20.82
H141304	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	n/a	n/a	27.21
H140713	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	n/a	n/a	16.55
H140714	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	n/a	n/a	9.02
H140715	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	n/a	n/a	4.87
H140716	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	n/a	n/a	2.65

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note	Statewide Preliminary Score	Regional Preliminary Score	Division Preliminary Score
H140717	Division Needs	5 - Construct Roadway on New Location			SW Durham Dr	I-40	NC 54	New alignment	Durham, Durham County	2040 in 2040 MTP	n/a	n/a	15.88
H141779	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.	n/a	32.76	26.82

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note	Statewide Preliminary Score	Regional Preliminary Score	Division Preliminary Score
Projects Submitted by NCDOT Divisions for Prioritization 3.0													
H140722	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	In Progress	43.44	33.35
H140747	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	In Progress	21.46	16.75
H140661	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	n/a	20.31	14.51
H111097	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	In Progress	26.48	21.04
H141047	Regional Impact	1 - Widen Existing Roadway		NC 55		SR 1954 (S Alston Ave)	Price Ave	Construct additional lane	Division 5	Not in 2040 MTP	n/a	45.37	37.37
H140663	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	n/a	n/a	13.68
H141545	Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	Raleigh Road	Interchange Improvements	Chapel Hill, Division 7	2030 in 2040 MTP	In Progress	In Progress	In Progress
H141336	Division Needs	1 - Widen Existing Roadway			Eubanks Rd.	Millhouse Rd.	NC 86	Widen from 2 to 4 lanes	Division 7	2030 in 2040 MTP	n/a	n/a	8.09
H141550	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	n/a	36.86	22.69
H141499	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	n/a	26.15	21.18

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 (Hillandale 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

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 Vehcile Route 4	Two expansion buses are needed to increase the frequency for Route 4 and provide 15 minute service to riders along this route. Presently, it is just 30 minute headway. This route serves a major shopping center, Duke Regional Hospital, the Durham Center for Senior Life, connects to park and rides, and also train service.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130001	Durham FY16 VillageBusShelter	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjuction 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 conjuction with routes 4 and 9, serving Durham, Duke, the hospitals, and providing connections to Durham Station and Amtrak.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130024	TTA Durham & Orange Co. FY 2016 Expansion Vehicle RT: Mebane, Hillsborough, Durham	2 expansion buses are needed for a new route to serve Mebane, Hillsborough, & Durham. Presently, areas of Orange County are underserved by public transit and these expansion buses would provide a link between cities in Orange County and Durham County to help remedy that. This route is due to a partnership between Triangle Transit, the City of Durham, and Orange County. If implemented in 2016, ridership is projected to be over 30,000 per day by 2020.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130025	TTA Orange - Durham - Wake - CRX Expansion FY 2016	2 expansion buses are needed for additional service on the route that travels between Chapel Hill & Raleigh. This midday service was adopted in the Orange County Transit Plan and is expected to be implemented in 2016, adding an average yearly 753 revenue hours to our system total.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130026	TTA Durham Co. Vehicle Expansion RT: Hospital-Rougemont FY 2016	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130027	TTA Durham Co. South Durham Neightborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjuction 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 conjuction 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 McDougle 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 respone 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 CorridorVhe4Expansion	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
	MORREENE 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
TRANSPORATION 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 compatible with the State's STI process.

The DCHC MPO retains the authority to develop the TIP for the MPO area as required by federal regulations. Participation in the STI process through submitting projects and/or allocating ranking points to projects does not require the MPO to include these projects in the TIP.

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 guide by the Transportation Advisory Committee (TAC) for the approval of the final allocation of ranking points. If the TAC varies from the recommended allocation of points, documentation and reasoning must be provided. Reasons why the TAC may vary from the recommended points include achieving jurisdictional and geographical balance, reflecting the TAC members' knowledge of the urban area and the policies of their communities, addressing public comments, ensuring coordination with NCDOT's Division Engineers, and maximizing 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 changes with appropriate documentation.

PROCEDURE FOR RANKING PROJECTS

1) <u>Goals for the Methodology for Ranking TIP Project Requests</u>

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) <u>Submission of Local Priority Lists to the MPO</u>

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 – 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) <u>Submission of Projects to the STI Process</u>

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
- Schools
  - 10% if the project is within 2 miles of a K-8 school.

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) <u>Application of the MPO Ranking Methodology and Allocation of Ranking Points</u>

Upon submission by the MPO and NCDOT Division Engineers, projects within the MPO will by 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.

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

			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.

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) <u>Approval of Ranking Points</u>

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. If the TAC varies from the recommended allocation of points, documentation and reasoning must be provided. Reasons why the TAC may vary from the recommended points include achieving jurisdictional and geographical balance, reflecting the TAC members' knowledge of the urban area and the policies of their communities, addressing public comments, ensuring coordination with NCDOT's Division Engineers, and maximizing 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 STRATEGIC TRANSPORTATION INVESTMENTS PROCESS

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

Public notice

Public notice will be conducted in accordance with the DCHC MPO's Public Involvement Policy. All relevant materials, documentation of this process, and TCC and TAC meeting materials and minutes will be posted on the DCHC MPO's website www.dchcmpo.org. All TCC and TAC meetings are public meetings and include the opportunity for public comment.

Highway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	**Metric**	**% of Score - Statewide Category**	**% of Score - Regional Category**	**% of Score - Division Category**	**Criteria**	**Metric**	**% of Score - Regional Category**	**% of Score - Division Category**	**Reasoning**
Congestion	((exist. V/C ratio x 100) x 60%) + ((exist vol./1,000) x 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	((Travel time savings over 30 years in $/total of all public funding) x 25%) + ((Average of congestion, safety, and complete street scores*/total of all public funding) x 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%	

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%	

Transit - Expansion

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	**Metric**	**% of Score - Statewide Category**	**% of Score - Regional Category**	**% of Score - Division Category**	**Criteria**	**Metric**	**% of Score - Regional Category**	**% of Score - Division Category**	**Reasoning**
Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)		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%	
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	Per STI legislation, no public transit is categorized as Statewide.	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%	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.
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%	

Transit - Facilities

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

Transit - Fixed Guideway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	**Metric**	**% of Score - Statewide Category**	**% of Score - Regional Category**	**% of Score - Division Category**	**Criteria**	**Metric**	**% of Score - Regional Category**	**% of Score - Division Category**	**Reasoning**
Mobility	1 point for every 250,000 trips	Per STI legislation, no public transit is categorized as Statewide.	20%	15%	not included				
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%	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.
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
		% of Score - Statewide Category	% of Score - Regional Category		% of Score - Division Category				% of Score - Regional Category		% of Score - Division Category		
Criteria	Metric	Freight Only	Freight	Passenger	Freight	Passenger	Criteria	Metric	Freight	Passenger	Freight	Passenger	Reasoning
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%	
Economic Competiveness	Long-term economic benefits	10%					Not included. No SPOT data will be available for Regional or Division Category projects.						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.
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 Intercity Passenger Service Only	% of Score - Division Category Facilities/ Intercity Passenger Service & Stations	Criteria	Metric	% of Score - Regional Category Intercity Passenger Service Only	% of Score - Division Category Facilities/ Intercity Passenger Service & Stations	Reasoning
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%	

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 4, 2014

Mr. Mark Ahrendsen
TCC Chairman
Durham-Chapel Hill-Carrboro UA MPO
City of Durham
101 City Hall Plaza
Durham, NC 27701

Dear Mark:

NCDOT Rail Division appreciates the thoughtful Strategic Transportation Investment (STI) project submissions provided by the Durham Chapel Hill Carrboro MPO and for supporting the grade separation projects submitted by the Rail Division. As part of the review of all STI submittals for eligibility and scoring potential, the Rail Division (along with input from Public Transportation Division and SPOT office) has determined that two double track projects (R141798 & R141799) fall short of critical data and establishment of need required to adequately evaluate these projects. There is no existing or proposed passenger rail service (commuter or intercity) that requires these particular projects to be constructed. Therefore, no quantifiable project score or project benefits can be generated at this time.

As the Rail Division discussed with MPO staff earlier, these two projects are not needed for intercity rail passenger service until Southeast Corridor Passenger Rail adds 4 additional round-trips between Charlotte and Washington DC, which is not anticipated in the 10 year planning period of STI. Recent capacity studies completed with Norfolk Southern Railway (NS) and the North Carolina Railroad Company (NCRR) confirmed that the ARRA-funded improvements allow the Piedmont Service to add two additional round trips: the planned 4th frequency in 2017 and a future 5th frequency at a time to be determined. Therefore, there is no current intercity passenger or freight benefit for the two proposed double track projects.

MPO staff has indicated that these two projects were submitted for the purpose of supporting the implementation of future commuter rail service. Capacity studies will have to be completed with NS and NCRR to determine the improvements required to implement the desired service. These studies will use the proposed commuter and intercity train schedules along with freight traffic to determine how many tracks are needed in areas where trains meet or pass other trains. Once the railroads agree to the capacity and safety

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improvements that will allow the new service to operate transparent to existing rail traffic, projects can be submitted along with ridership and related benefits. That service addition will need to be submitted through the Public Transportation Division and scored under the Public Transit STI criteria, as Federal Transit Administration (FTA) is the federal funding source.

Therefore Projects R141798 (double-track from Alexander Drive to Clegg) and R141799 (double-track from Funston to Durham) will be deleted from the Rail STI P3.0 project list on this basis.

Additionally, project R141801 (grade separation and curve realignment at Buckhorn Road) will be deleted from the Rail STI project list, per our previous email to the MPO stating that "There has been no Traffic Separation Study conducted for this location. A review of the area and road network determined that we cannot make reasonable, defendable assumptions related to the location of the grade separation and any necessary changes to the surrounding road network, which would have a significant impact on the quantitative data needed for scoring, particularly project benefit-cost and safety."

Thank you for your P3.0 Rail project submission for the East Durham Siding Extension and associated safety improvements, and support for needed grade separations in Durham. NCDOT will be carrying out this process again in the relatively near future, and depending on progress with commuter rail project development, sufficient information to score may be available at that point. The Rail Division looks forward to working with you on the development of other projects in the future.

Please let me know if I may be of any assistance.

Sincerely,

Paul C. Worley, CPM
Rail Division Director

PW/srw

cc: Chief Deputy Secretary Nick Tennyson
Deputy Secretary Richard J. Walls, PE
J. W. Bowman, PE, Division Engineer
Felix Nwoko, Durham-Chapel Hill-Carrboro UA MPO

DCHC

DURHAM - CHAPEL HILL - CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Organizations: Town of Carrboro • Town of Chapel Hill • County of Chatham • City of Durham
Durham County • Town of Hillsborough • NC Department of Transportation • Orange County

April 9, 2014

Paul C. Worley, CPM
NCDOT Rail Division
1553 MSC
Raleigh, NC 27699-1553

Dear Mr. Worley,

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) was surprised and disappointed by your letter of April 4, 2014 indicating that you do not plan to score two rail projects that were submitted by the MPO as part of the Strategic Transportation Investments (STI) Prioritization process. We do not see this as a positive step in implementing the new legislation and respectfully request that you change this decision. To be clear (and to correct one of the statements in your letter), these two projects are not to support the implementation of future commuter rail service; they are to support the shared-track use by freight rail, inter-city rail, and commuter rail as each of these services grows over time, as anticipated in the MPO's adopted 2040 Metropolitan Transportation Plan.

We are concerned that the NCDOT Rail Division may be confusing the three main steps in transforming projects from analysis (Prioritization 3.0) to implementation (TIP):

1. Step 1 is to submit eligible projects for quantitative scoring and have them scored by the NCDOT through the Prioritization 3.0 process.
2. Step 2 is to assign local input points by Division Engineers and MPOs or RPOs to see how the combination of quantitative and qualitative criteria will enable each project to compare to other projects – for all Regional Impact and Division Need projects, and for those Statewide Mobility projects which "cascade down."
3. Step 3 is to program projects into the Transportation Improvement Plans, a step that requires action on both the part of the NCDOT (the State TIP) and the MPO (the TIP) for those projects within the boundaries of an MPO. This step is informed by the quantitative and qualitative scoring, but not dependent on it, as many other factors come into play in actually programming projects for construction.

The process is not designed to decide prior to step one whether or not a project is needed or advisable – all three steps are designed to discern that. The law and guidance do not give the NCDOT discretion whether or not to score a project submitted by an MPO. Nor do they give third parties such as NCRR or freight railroads a "gatekeeper" role in project submittal. Third parties may choose whether or not to participate in funding particular projects, either initially to affect the "cost to the state" calculation, or later on if a project is included in the TIP, but that is the third step in the process, not the first. We have an analogous situation on the roadway side where municipalities or private developers may choose

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whether or not to participate in the implementation of a project, but we do not make submittal for scoring contingent on such a role.

The MPO notes that technical staff from the region attended the NCDOT Rail Division's Prioritization session at the Friday Center in Chapel Hill on November 12, 2013 and the Triangle Main Line Forum meeting devoted to Rail Prioritization scoring on December 16, 2013. We have also repeatedly sought clear, detailed guidance on the information needed to score projects. At no time has there been any indication that a relatively straight-forward double-tracking of an existing single track would be beyond the ability of the scoring method. If the Rail Division has developed a scoring method that it cannot carry out, then we recommend that it either quickly change the method to one it can implement for all eligible projects or (as we do with projects for all other modes) use best available information, reasonable and documented assumptions, and rules of thumb in order to fulfill its responsibilities under the legislation.

The MPO does not understand your statement that there is no proposed commuter rail service in the region. Our adopted 2040 Metropolitan Transportation Plan – which is the federally-recognized long range transportation infrastructure investment plan for the region, and which is both fiscally constrained and conforms to federal air quality standards – includes commuter rail service operating between West Durham and Garner, the area covered by the two projects.

Nor does the MPO understand your contention that there is no analysis on which to base a capacity need. The following table is reproduced from page 8 of the summary report of the NC Railroad Shared Corridor Commuter Rail Capacity Study, dated October 9, 2008. It is based on a "4-1-4" am peak-midday-pm peak frequency and 19 additional weekly unit freight trains and five intermodal trains beyond those in service at the time of the report—freight growth estimates that were supplied by the freight railroads. The report clearly indicates a capacity need to double-track the section covered by the two projects and even includes a cost to do so (see third row; details in the report would enable the division to remove the costs associated with commuter rail stations and vehicles, which are not eligible in the statewide tier).

Segment	Length (Miles)	Summary of Improvements	Est. Cost (Millions)	Est. Cost per mile (Millions)
Greensboro to Burlington	23	• 2.3 mi 3rd track at Greensboro • 21.9 mi 2nd main track Greensboro-Burlington • 5 stations	$212.9	$9.3
Burlington to University Station Road	24	• 1.5 mi 2nd main track at Burlington • 0.6 mi extension of Mebane Siding • New Efland Siding • 3 stations	$55.9	$2.3
University Station Road to Raleigh	35	• 26.6 mi 2nd main track Glenn – Cary • New main track at Raleigh • Reconfigure interlocking at Cary • 9 stations	$249.3	$7.1
Raleigh to Goldsboro	49	• 2.8 mi 2nd main track Wilson's Mill to Selma • Install signals Pine Level to Goldsboro • 9 stations	$115.7	$2.2

As your letter notes, a capacity and ridership study is beginning that will provide updated information and an additional range of operating scenarios, but none of these scenarios involve less service than the "4-1-4" scenario, and it is our understanding that forecasts of rail freight demand have only increased since the time of the prior study, suggesting that there might be a need for more capacity than was calculated in the 2008 study, but not less. Many projects that are submitted for Prioritization scoring have received far less detailed study or have studies that are much older. For example, NCDOT submitted a project for scoring that would widen the Durham Freeway through downtown and West Durham, a project that is not in our fiscally constrained 2040 MTP and that has had no feasibility study. There are many assumptions that the Prioritization Office is making about this project in order to score it, and there would be many affected stakeholders and property owners that have not been consulted on these assumptions.

We are hopeful that we can resolve this issue quickly and that these two track improvement projects can be scored for this round of Prioritization. Please contact us with any questions about our request. We too look forward to working with you to improve railroad infrastructure and service in our area.

Sincerely,

Ellen Reckhow, Chair
Transportation Advisory Committee

Cc: Chief Deputy Secretary Nick Tennyson
Deputy Secretary Richard J. Walls, PE
J.W. Bowman, PE, Division Engineer

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 ad 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:** 9/21/2014
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:** -4%
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:** 4/15/2014
Last Estimate Thru: 3/22/2014 **Scheduled Progress:** 100%
Last Estimate Paid: 3/27/2014 **Actual Progress:** 98.56%

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:** 19.64%
Availability Date: 12/31/2012 **Letting Date:** 11/20/2012
Completion Date: 12/28/2015 **Work Began:** 1/30/2013
Revised Completion Date: 10/21/2016 **Estimated Completion:** 12/28/2015
Last Estimate Thru: 3/7/2014 **Scheduled Progress:** 88%
Last Estimate Paid: 3/19/2014 **Actual Progress:** 58.04%

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: 3/31/2014 **Scheduled Progress:** 13.55%
Last Estimate Paid: 3/27/2014 **Actual Progress:** 13.55%

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:** 3/10/2014
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:** 4/15/2014
Last Estimate Thru: 2/28/2014 **Scheduled Progress:** 48%
Last Estimate Paid: 3/6/2014 **Actual Progress:** 18.37%

Contract Number: DE00081 **Route:** SR-1126, SR-1148, SR-1199 SR-1627, SR-1808
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0 miles **Federal Aid Number:**
Resident Engineer: Michelle H. Gaddy, PE **RE Phone Number:** (919)840-0914
Location Description: DISTRICT 2 SETUP AND PAVE
Type of Work: DISTRICT 2 SETUP AND PAVE
Contractor Name: THE LANE CONSTRUCTION CORP
Contract Amount: $438,581.25 **Cost Overrun/Underrun:**
Availability Date: 3/10/2014 **Letting Date:** 2/12/2014
Completion Date: 6/6/2014 **Work Began:** 3/31/2014
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Let (B)	TIP Sub No.	Div	County	Let Type	Description	Con Est	ROW Est	Status
04/14	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET			
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	$1,990,000		
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS	$336,000		
09/14	U-0071	5	DURHAM	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	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	$2,156,000		
01/15	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	$5,150,000		
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	NC 751 /SR 1183-2220/ NON-SYSTEM (UNIVERSITY DRIVE) FROM SR1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD)	$1,025,000		
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO NORTH OF US 70 BUSINESS - NC 98 (HOLLOWAY STREET)	$30,900,000	$3,869,000	
04/15	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE			
06/15	EB-4411D	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DIVISION 5 - BARBEE CHAPEL ROAD AND STAGE COARD ROAD PAVED SHOULDERS IN DURHAM COUNTY			
09/15	C-5182	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS	$1,252,000	$134,000	
09/15	C-5183A	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	$972,000		
09/15	C-5183B	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	$1,254,000		
09/15	EB-4707A	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	$2,950,000	$2,650,000	
11/15	U-5516	5	DURHAM	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	$2,100,000	$2,000,000	
08/16	I-5331	5	DURHAM	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IMPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE	$250,000		
09/16	U-5517	5	DURHAM	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM	$1,300,000	$300,000	
03/17	I-5334	5	DURHAM	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70	$3,000,000		
06/17	B-4943	5	DURHAM	Raleigh Letting (LET)	RELPACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	$700,000	$92,000	
08/14	Small Constr.	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	$630,000	$150,000	R/W 100%, Utility Agrmt. to City
10/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	$375,000	$44,000	R/W 25%, Utility Eng. 25%
02/15	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	$320,000	$33,000	PE - 50%, CIW in spring

07/14	EB-4411D	5	DURHAM	Division POC Let (DPOC)	Paved Shoulders on Barbee Chapel Rd, Farrington Rd, & Stagecoach Rd w/ left-turn lane at Farrington Mill Rd.	$1,400,000	$30,000	PE - 50%, no r/w needed TAC 4/9/2013 Attachment 15
	SS 4906BP 43696.1.1 43696.3.1	5	DURHAM	Division annual needs contract	Upgrade SR 1327 (Gregson St) at Club Blvd replace existing ped heads, add flashing yellow arrows, remove concrete island in NW quadrant, cut back islands on north and west legs	$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	DURHAM	Division annual needs contract	Upgrade NC 55 (Alston Ave) at NC 147 NB Off Ramp/Gann St with flashing yellow arrows for NBLT onto Gann St and SBLT from NC 55 onto NC 147 SB on ramp	$13,600	N/A	100% Complete waiting for final inspection
	SS 4905BT 43783.1.1 43783.3.1	5	DURHAM	Division annual needs contract	Upgrade trafic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accomodations 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	DURHAM	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

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, LLC	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 & Paving, Inc.	75%Complete 67% 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, Inc.	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, Inc.	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, LLC	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, Inc.	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	Carolina Sunrock, LLC	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

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, Inc.	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	Carolina Sunrock, LLC	Construction Spring 2014	$500,000	Bike/Ped enhancement
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in **Chapel Hill.**	TBD	Spring 2014		Town acquiring R/W - Easement from UNC	$30,000	Division Enhancement; MA w/TOCH, LGA
W-5207I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in **Carrboro**	Spring 2014	TBD		Meet with city/utilities and others 11/8/13. Sidewalk issue at Kangaroo still pending.	$50,000	High Hazard Safety
SS-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 streetscape 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

Americans riding public transit in record numbers

The Associated Press By JUSTIN PRITCHARD March 10, 2014

LOS ANGELES (AP) — Americans are boarding public buses, trains and subways in greater numbers than any time since the suburbs began booming.

Nearly 10.7 billion trips in 2013, to be precise — the highest total since 1956, according to ridership data reported by transit systems nationally and released Monday by the American Public Transportation Association.

Transit ridership has now fully recovered from a dip caused by the Great Recession. With services restored following economy-driven cutbacks, ridership numbers appear set to continue what had been a steady increase.

"People are making a fundamental shift to having options" aside from a car in how they get around, said Michael Melaniphy, president and CEO of the public transportation association. "This is a long-term trend. This isn't just a blip."

Expanding bus and train networks help spur the growth.

Ridership on Los Angeles County Metropolitan Transportation Authority light-rail trains increased 6 percent over 2012, as the public took advantage of an expanded network of lines. Overall, LA Metro gained 9 million trips to reach 478 million in 2013, the transportation association said. Among the other transit systems in California with record ridership was the Caltrain commuter rail service that connects San Francisco with Silicon Valley.

Houston, which has been more notable for its sprawl than its public transportation offerings, had a large ridership gain. So did Seattle, Miami, Denver and San Diego. The New York area's behemoth transit network saw the greatest gain, accounting for one in three trips nationally.

Transit advocates argue that the public increasingly values the ability to get around without a car. They offer as evidence the nation's urban shift and the movement to concentrate new development around transit hubs.

"People want to work and live along transit lines," Melaniphy said. "Businesses, universities and housing are all moving along those corridors."

Road Worrier: Wake loses $1.9 million to DMV Tag & Tax 'sticker shock'

Road Worrier-The News and Observer By Bruce Siceloff- staff columnist March 10, 2014

RALEIGH — County tax collectors were told they would start seeing more money rolling in last year after the state Division of Motor Vehicles took on the chore of collecting local vehicle property taxes.

It hasn’t worked out that way so far, Wake County’s tax collector says.

Where car owners once paid DMV fees of $28 to $33 each year, now they must add $100 to $200 to cover the local property tax bill. The idea was that drivers really want those new tags and registration stickers, so they’ll be more diligent about paying those taxes.

Statewide and local numbers suggest instead that drivers may be less willing to write those big checks – and more willing to let their car registrations lapse.

“The new system seems to have perhaps created a little bit of sticker shock,” said Marcus Kinrade, Wake County revenue director.

Wake commissioners were surprised to hear that under DMV's Tag & Tax Program the county expects to see car tax receipts fall by $1.9 million to a projected $33 million this year.

"This change in the law was supposed to be helpful?" commissioner Caroline Sullivan asked at a February meeting.

DMV and state and local revenue officials say it's too early to tell whether other counties will see a similar downturn. But DMV numbers suggest that car registration renewals have fallen about 10 percent statewide.

Since September, Kinrade and his counterparts in 99 other counties have received vehicle tax payments through DMV rather than directly from car owners.

Under the old system, car owners paid the county tax about five months after they paid their DMV fee each year. The new system realigns tax payments with the car registration anniversaries.

Double payment for some

In this first year, car owners are making the combined payment to DMV just seven months after having made their previous tax payment to the county.

For some, that also means making two tax payments in a single calendar year, providing a potential bonus for taxpayers who itemize their deductions.

In subsequent years, these combined payments will be a steady 12 months apart.

Wake is one of the fastest-growing counties in the nation. Car registrations here dipped for two years during the recent recession and then grew to nearly 784,000 in 2013, a 31 percent increase over the past decade.

But in the first six months of DMV's Tag & Tax Program, Wake received tax payments from DMV for only 308,700 cars – a 10 percent drop from the same period a year earlier.

More in default seen

"I don't think there are fewer vehicles in Wake County this year compared to last year," Kinrade said. "I think the cut-over to this new system has more people choosing not to renew" their car registrations.

When he drives around Wake County, he notices plenty of expired stickers on cars whose registrations should have been renewed in 2012 or 2013.

"I'm pretty sensitive to it now, and I see them everywhere I go," Kinrade said. "When I'm in traffic, I'll look at the license plate in front of me and on either side, and quite often they're expired."

DMV registration figures appear to echo the trends in Wake County tax collections. Across the state, drivers renewed their registrations on 3.4 million vehicles from September through February, about 10 percent fewer than during the same six months a year earlier.

Too soon to say?

But Kelly Thomas, the DMV commissioner, said it's too early to draw conclusions in a state where 2 million drivers are late renewing their registrations each year.

"I can't draw a conclusion from my data," Thomas said. "I'm having a hard time, just seven months into this, looking at the numbers. In order to (compare) apples to apples, it'll have to be somewhere about mid-July."

The DMV Tag & Tax program was welcomed in many counties, where property tax payment rates often are much lower for cars than for real estate. Counties pay DMV a collection fee but are expected to save more money by cutting their own collection expenses.

Gaining momentum

Kimberly Simpson, Durham County's tax administrator, eliminated five staff positions that were dedicated to car tax collections. She likes the new program and says many car owners do, too.

"Half the time they would say they didn't get their bill, and we were having to freeze their bank accounts and adding $60 on top of the tax bill," Simpson said.

Kinrade thinks Wake's car tax collections will return to their 2013 levels in 2015. Drivers will eventually adjust to the new Tag & Tax routine, he said.

Simpson agrees.

"It's going to take us a good two years before everybody knows what needs to happen and they get caught up with their taxes," Simpson said.

Chapel Hill Town Council votes in favor of more bike paths

The Daily Tar Heel By Claire Nielsen Published 03/17/14 9:14pm

The "teeth-clenching" experience that is cycling between Chapel Hill and Durham might soon come to an end.

The Chapel Hill Town Council voted to endorse a plan that will provide bike lanes, sidewalks and multi-use paths along the Old Durham Chapel Hill Road corridor during a public hearing Monday.

Durham resident and frequent cyclist Laura Gilliom lives on the south side of the corridor.

Gilliom said she supports plans to improve pedestrian and cyclist safety in the area because she often worries for the safety of her children and herself.

"It's muddy, the weeds get high and biking is scary," she said. "I wouldn't want my kids out there."

An original plan for the area included four-foot bike lanes and sidewalks on both sides of the corridor, but the council was unable to move forward with that plan due to budget constraints.

During the public hearing, Long Range and Transportation Planning Manager David Bonk gave a presentation that outlined four alternative options for the project to reduce costs.

On behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, Bonk said the council should endorse the fourth alternative, which would provide a sidewalk and four-foot bike lanes on Old Durham Chapel Hill Road from Pope Road to Standish Drive. The plan also calls for an eight-foot multi-use path from Standish to Lakeview drives and a five-foot sidewalk from Lakeview Drive to Pope Road. Chapel Hill will be responsible for paying $707,000 of the $3.5 million project.

Meeting attendee John Rees also said he supports the project to improve bike safety along the road.

"While I may be comfortable making that trip on my bicycle, many don't," he said. "I've had a number of close calls on that route."

Council member Ed Harrison said bike safety on the corridor has been an longtime issue for the town. He said he remembered talking to a bicyclist about what it was like to ride along the route.

“He said it was ‘teeth-clenching,’” Harrison said. “You have to be pretty brave to be out there”

Change target for trail money, advisory group says

The Herald-Sun Ray Gronberg Mar. 19, 2014 @ 03:13 PM

DURHAM — An advisory board wants city leaders to come up with a plan for $2 million in federal money earmarked for rail-to-trails projects that’s gone unused for 8½ years.

The money was originally supposed to go toward the purchase of downtown’s Duke Beltline and another rail corridor that belong to the Norfolk Southern Corp.

But acquisition talks with the railroad are stalled, and the Durham Open Space and Trails Commission is worried a deficit-conscious Congress will take back the money unless city officials find something else to use it on.

“In a budget year when we hear over and over again that funds are hard to come by for parks and trails, it would be unconscionable to lose over $2 million in federal funding for trails,” said LaDawnna Summers, the panel’s chairwoman.

The panel wants administrators and the City Council to plow the money instead into land purchases for the proposed Panther Creek Trail, which would run nearly five miles in eastern Durham from the Junction Road area northeast to Falls Lake.

Aside from putting the federal money to work, that would also help address the recreation needs of “an underserved yet growing part of our community,” Summers told City Council members this week.

The earmark is part of a 2005 bill that rewrote the legal framework for the billions in subsidies Congress gives the states each year for roadwork and other transportation projects.

Officials worked with U.S. Rep. David Price, D-4th, and other legislators to secure the allocation in hopes of using it for the Duke Beltline and the Timberlake corridor.

The Beltline circles downtown, while the Timberlake corridor runs from central Durham past Treyburn and Rougemont all the way into Person County.

But Norfolk Southern refused to sell the Timberlake line at all, and last year told city officials it wanted $7.1 million for the Beltline. City officials have voiced little interest in raising from local sources the $5 million-plus they’d need to add to the earmark to afford a deal with the company.

Though Durham officials always had a specific use in mind for the federal earmark, Congress didn’t actually restrict them to using the money for the Beltline and Timberlake corridor.

The 2005 bill said only that the $2 million was for the “acquisition of rail corridors for use as bicycle and pedestrian trails.” That to members of the advisory panel and other officials means it can be diverted to non-Beltline trail projects.

Summers and Councilman Steve Schewel, the council’s liaison to the trails commission, said it’s also possible to allot the money to Panther Creek and switch it back to the Beltline if the impasse with Norfolk Southern should end.

Panther Creek is “a legitimate option, a good option, just not the best option,” Schewel said. “The best option is to build the Beltline.”

The Panther Creek corridor is part of Durham’s long-term trail planning, but has some complications to it.

One is that the former rail corridor supporters want to use doesn’t belong anymore to a railroad company, meaning officials would have to negotiate purchases from a variety of individual owners.

“There would be numerous parcels to acquire in that corridor,” city Transportation Director Mark Ahrendsen said.

Another issue is that much of the Panther Creek corridor lies outside the city limits, meaning city leaders would most likely want the County Commissioners to contribute, Schewel said.

And “the county doesn’t usually do trails,” leaving such projects to the city while focusing instead on open-space purchases, he said.

To use the earmark, officials would have to come up with local matching funds.

Because of the rules surrounding federal aid, they would only be able to put about $1.7 million of the earmark to work and would need to match that with about $425,000 in local money, Ahrendsen said.

The trails commission believes the city doesn’t need to dip into tax revenues to cover that, as it has a stockpile of “impact fee” money developers in eastern Durham have paid over the years to finance public infrastructure benefiting their projects.

Schewel said city administrators “definitely are looking hard” at the Panther Creek option, but will also weigh in on whether they think the commission’s fears about losing the $2 million are justified.

City Manager Tom Bonfield couldn’t be reached for comment.

Monday’s request marked the second time in recent years the commission has asked officials to use the earmark on Panther Creek.

It also floated the idea in 2009, but the proposal didn't go anywhere then because "there were still ongoing discussions and hopes" about working out a deal with Norfolk Southern for the Beltline, Ahrendsen said.

Work on East End Connector due to start this year

The Herald-Sun By Ray Gronberg Mar. 23, 2014 @ 05:43 PM

DURHAM —N.C. Department of Transportation engineers are on track to launch construction of the long-discussed East End Connector late this year, a bit behind their initial schedule.

The department had intended select contractors for the project next month, but has delayed those decisions until September. The delay buys time for it to complete arrangements for relocating utilities in the path of the new highway, said Wally Bowman, chief engineer of DOT's Division 5.
Bowman said he feels "pretty good" about the chances of the project moving ahead on the new schedule, which would allow contractors to start work on site in November.
He added that the schedule also means there's no chance of the project getting caught up in the new "prioritization" process Gov. Pat McCrory and the N.C. General Assembly have set up for deciding the funding of major transportation process.
The change exempts from further funding review any project DOT takes bids on before July 1, 2015, he said.
"That's the good news for us," Bowman said. "This project is funded."
The East End Connector will provide a direct link between the Durham Freeway and U.S. 70 for motorists traveling to and from northern Durham. Such trips now have to occur on congested surface streets like Alston Avenue.
DOT already owned a good bit of land on the prospective route of the connector and in recent months has been buying more.
The utility arrangements involve moving power lines, water and sewer pipes and other services out of the path of the 2.2-mile freeway.
That job involves the city.
City Council members are poised to approve an agreement that would provide $1.3 million for DOT and its contractors to move pipes and build sidewalks in adjoining neighborhoods.
The city has to pay for the relocation of any of its pipes that are actually in DOT-controlled right of way. The state covers the bill for relocations forced by the project of services that aren't in the right of way, Bowman said.
Durham and other cities have the option of doing relocation work themselves, but they typically opt to have DOT's contractors do it, compensating the agency for the cost of the effort.
Bowman said the timing and phasing of the construction will be up to the contractor. He expects the road's builders will opt to start by putting up the bridges the new road will need, as that work can continue even in the winter.
Weather can delay roadwork if it's "too cold to pave," Bowman said. But "you can pour concrete, as long as you use insulating jackets, all winter long in this part of the state."

Report: Traffic, poor infrastructure cost Triangle drivers $1,000 per year

WRAL.com By Bruce Mildwurf Posted March 25, 2014 @ 7:13 p.m.

Raleigh, N.C. — Triangle drivers pay an extra $1,000 a year each because of poor roads and bridges and traffic congestion, according to a report released Tuesday.

TRIP, a Washington, D.C.-based national transportation organization, and the North Carolina Chamber Foundation say higher vehicle operating costs, traffic crashes and congestion-related delays cost drivers statewide $6.5 billion each year.

The report found that 11 percent of North Carolina's major roads and highways are in poor condition and that 30 percent of bridges statewide show significant deterioration or don't meet current design standards. Also, the state's urban roads are becoming increasingly congested, with drivers wasting significant amounts of time and fuel.

"The next step is to have an open, candid discussion about establishing a sustainable, predictable funding source to make sure we meet our infrastructure needs," said Gary Salamido, vice president of government affairs for the N.C. Chamber.

The traditional funding source for the country's roads and bridges is the gas tax, but the federal tax hasn't increased in more than 20 years, and North Carolina lawmakers have capped the state gas tax at various times.

"At the federal level, we need to be spending about 50 percent more than what we're currently spending," said Will Wilkins, executive director of TRIP.

Additionally, the amount of revenue generated by the gas tax has been on a downward trend for years because of increased vehicle fuel efficiency and the growing number of electric and hybrid vehicles.

North Carolina's growing population will only add to the strain on the state's highway infrastructure, the report's authors said, so new revenue sources are needed.

Area drivers said they don't like the idea of raising the gas tax to generate more money for roads.

"Put a little bit more money in my pocket would be a little better," Derek Burdge said.

"It's high enough as it is, but I think it would help benefit the roads because there's a lot of damaged roads here in Raleigh," Lawrence Ashley said.

Salamido said pushing for a tax increase is a tough sell in an election year, but he and others said North Carolina's economic future depends on maintaining roads and bridges and limiting traffic congestion.

"The time to put policy ahead of politics is now," Salamido said.

"When it comes to transportation, there's an issue called lead time, and so, if you wait until the growth overwhelms you, it's too late," said Joe Milazzo, executive director of the Regional Transportation Alliance, a business group in the Triangle.

The report's authors say the Triangle can learn from Atlanta and northern Virginia in trying to plan to avoid massive traffic congestion.

North Carolina Department of Transportation Chief Deputy Secretary said the report confirms what agency officials have known for some time, adding that he is pleased public attention is being focused on the infrastructure issue.

"We are dealing with an infrastructure system that requires constant maintenance," Tennyson said. "Across the nation and in our state, we see declining transportation revenue projections. At the same time, we are focused on leveraging infrastructure to strengthen the economy and create jobs."

MORE ON THIS (SEE THE REPORT):

http://www.tripnet.org/docs/NC_Transportation_by_the_Numbers_TRIP_Report_March_2014.pdf

Tennyson: Rankings to highlight road-funding dilemma

The Herald-Sun By Ray Gronberg March.26, 2014 @ 08:20 PM

A new system for ranking transportation projects likely will force a “readjusting [of] our expectations” about how many of them North Carolina can realistically afford, a former Durham mayor says.

“The scale of what we’re talking about here is going to become apparent as we go through [this] process,” state Department of Transportation Chief Deputy Secretary Nick Tennyson told participants in a Wednesday conference organized by the N.C. Chamber.

Tennyson – Durham’s mayor from 1997 to 2001 – was referring to the new ranking system established by the funding-reform bill that state legislators and Gov. Pat McCrory enacted last year.

DOT is now sizing up about 1,300 transportation projects that already were on the books, plus another 500 or so that communities from around the state sent in for evaluation.

The review should boost some projects that languished under the state’s previous funding system, Tennyson said.

But it also will illustrate the likely funding shortfall, an issue hardly unique to North Carolina, he said.

“I am absolutely certain there is not sufficient will in America to transfer enough money from the private sector to the public sector to get these things done,” Tennyson said. “Reduced to that level, it gets awfully unpopular.”

Wednesday’s event also featured McCrory and Tennyson’s immediate boss, state Transportation Secretary Tony Tata.

Tata said DOT is almost ready to release a “snapshot” of its first-take, in-house evaluation of the projects that already had been on its books, not accounting yet for the input that also will go into the final rankings from local government and the agency’s division engineers.

Work on refining the rankings will continue through the summer on into the fall, he said.

McCrory, meanwhile, indicated he wants the rankings in hand before state leaders begin talking about how to pay for transportation projects going forward.

Tata, Tennyson and other officials present made it clear the current system, heavily reliant on gasoline taxes and federal subsidies, is creaky.

Gas-tax revenues are likely to erode as cars and trucks become more fuel efficient. And the federal government’s short- and long-term political and budget troubles are serious enough that officials think the state will have to cut back on its use of them.

The immediate worry is that an impasse over a rewrite of federal transportation legislation could produce a cut-off of subsidies later this year, McCrory and the DOT officials said.

They urged the assembled business leaders to help lobby members of the state’s Congressional delegation.

“The business community has got to step up and get Congress un-paralyzed up there,” McCrory said. “This is an October deadline coming very quickly, and it could cost us $1 billion here in North Carolina.”

But the long-term funding issue was clearly on the minds of N.C. Chamber leaders, as they’d invited former Virginia Secretary of Transportation Secretary Sean Connaughton to brief them on how that state had dealt with it.

Virginia officials are but a year removed from passing a top-to-bottom revamp of its funding system for transportation projects.

Among other things, they replaced the state’s retail tax on fuel with a lower wholesale tax, and bolstered transportation funding with increases in sales taxes statewide with additional surcharges in the Norfolk area and northern Virginia.

The move was highly controversial, drawing opposition from Tea Party activists even though the state’s Republican then-governor, Bob McDonnell, supported it.

Connaughton said the Virginia administration prepared the political ground by first looking for in-house efficiencies and showing openness to other fundraising ideas. But when those proved insufficient, it launched a full-court press for the tax changes.

Its polling suggested the idea had public support, Virginians seeing retail-level gas taxes as more regressive than sales taxes, he said.

Among residents, the attitude seemed to be that while "'I have to drive to work, I have to take my kids to school, I have to use my vehicle,'" sales taxes target discretionary expenses, Connaughton said, adding that Virginia doesn't tax food purchases.

Federal transportation dollars could dry up this summer, NC Gov. Pat McCrory says

The News and Observer By Bruce Siceloff March 26, 2014

DURHAM — North Carolina transportation improvement projects will stall if Congress fails to avert the expected bankruptcy this summer for the national Highway Trust Fund, Gov. Pat McCrory told state business leaders Wednesday.

"The business community has got to step up and get Congress unparalyzed up there," McCrory said at a daylong conference on transportation and the state economy. "This is coming very quickly, and it could cost us a billion dollars here in North Carolina."

Conference speakers warned that both the state and federal governments are failing to keep up with the rising cost of transportation needs.

A 2012 transportation spending authorization law called MAP-21 is set to expire at the end of September, and the federal government is expected to run out of transportation funds before then. Federal money accounts for about 28 percent of state transportation spending in North Carolina.

"We're going to have to stop writing checks in July or August this year if the federal government does not reauthorize the transportation law," said state Transportation Secretary Tony Tata. He shared the stage with McCrory at the conference sponsored by the N.C. Chamber, a statewide business lobby group.

Measure must be 'sustainable'

In past years, Congress set long-term priorities with legislation that governed transportation spending for five years at a time, enabling the states to plan their own spending several years into the future. Federal transportation funds are dwindling because of flat collections from a fuel tax rate unchanged since 1993. Congress has not signaled interest in increasing the gas tax or finding new transportation revenue sources.

Nick Tennyson, Tata's chief deputy secretary, worried that Congress might agree on just a stopgap measure to continue transportation funding for another six months.

"When we get a new act, we need to know that it is both going to be sustainable and will increase funding," Tennyson told the group. "We're going to need the Congress to hear from more than just DOTs and road-builders. They need to hear from people who use highways and all the other modes of transportation."

The N.C. Chamber and 30 other state chambers of commerce signed a letter dated Tuesday asking House and Senate leaders to authorize transportation spending for five more years, in new legislation that would protect the solvency of the federal Highway Trust Fund and give states flexibility in how they make transportation improvements.

New funding source needed

The state DOT relies on combined state and federal gas taxes for 70 percent of its transportation money. Just as the gas tax has grown weaker as automobile fuel efficiency grows stronger, the state's second-biggest transportation source – the highway use tax on car sales – also is being undermined by a changing economy.

Highway use tax collections plunged by one-third during the 2009 recession, but they have recovered partially as car sales increase again. Now, though, North Carolinians are buying cars that are less expensive and more fuel-efficient, and they wait longer than before – 11 years on average – to replace them with new cars.

McCrory and Tata said North Carolina will have to find new ways to pay for its transportation needs, but they weren't ready to suggest new taxes or other revenue sources. First, they plan to offer new projections on how much money the state will need for long-term transportation improvements, as part of a 25-year plan to be released by DOT later this year.

That cost figure is expected to be billions of dollars more than the state now can hope to collect from current state and federal revenue streams.

"We're going to need to make that investment beyond what we currently do, and that is very clear," Tata said. "We've got some issues that are going to require some money to get through."

Pressed by one audience member to reveal his thinking on new transportation taxes, McCrory demurred.

"We're not going to leak anything to you at this point in time," he said.

Chapel Hill Transit considers charging passengers fares

The Daily Tar Heel By Zoe Schaver | Published March 26, 2014

Chapel Hill's bus system is unlike almost any other in the United States, but it's not immune to financial problems that plague transit systems everywhere.

Two qualities set Chapel Hill Transit apart: the service operates without charging fares to passengers, and it's a three-way financial and planning partnership among Chapel Hill, Carrboro and UNC .

After federal and state budget changes over the past few years, Chapel Hill Transit might reconsider charging fares for the first time since 2002 . Alternatively, UNC's financial contribution to Chapel Hill Transit could increase — meaning an increase in student fees.

Chapel Hill Transit has never set aside a capital budget, which would provide money for new buses, park-and-ride buildings and bus shelters, said Assistant Transit Director Brian Litchfield .

Litchfield said that's because up until a few years ago, Chapel Hill Transit could fund capital projects with federal earmarks and grants that could be negotiated through Congress, but those are no longer available as a result of changes in policy and the recent economic recession.

"There have been a number of changes both at the federal and state level that have made it more challenging for transit systems throughout the country to fund projects," he said.

The Chapel Hill public transit committee recently hired a financial consulting firm to develop a new budget plan for the next decade. Discussions about the plan will include potential sources of funding as well as long-term improvements of Chapel Hill Transit.

Possible impacts of charging fares might be slower buses and a less efficient system overall, said Daniel Rodriguez , a professor in UNC's Department of City and Regional Planning.

"Every passenger getting on and paying for the bus — that would take three to five seconds more per passenger," he said.

School of Dentistry student Elise Rich said she only rides the bus when the weather is bad.

"Right now I would never ride if there were a fare, because I live in biking and walking distance," she said.

Litchfield said all three partners are committed to keeping Chapel Hill Transit fare-free. He said before the switch to fare-free in 2002, fares accounted for only about 10 percent of the budget, which might not be worth losing the perks of the fare-free system.

"There's an overall benefit to the community — it doesn't matter how much money you make or have in your pocket, you have access to transportation in Chapel Hill and Carrboro," he said.

Whether the money comes from new fares or taxes, the department will have to find new funding sources next year.

Prior to Chapel Hill Transit's inception in 1974 , UNC operated its own small shuttle service.

"Duke runs its own transit system, but that ridership that they have is not benefiting the Durham transit system as they're reporting their federal and state statistics to get money," he said.

Since UNC contributes so many riders to Chapel Hill Transit, the system can apply for more state and federal funding. In return, Chapel Hill Transit caters its services to students, though UNC must shoulder some of those costs.

"The routes that exist that would not exist if not for the University — the U, RU, NU, for example — the University pays 100 percent of that cost," Litchfield said.

As for other routes that still benefit UNC students but extend into town, the three partners pay into Chapel Hill Transit based on their populations. Litchfield said UNC pays between 30 and 40 percent of the system's local revenue.

Thirty-five percent of the money UNC pays to Chapel Hill Transit comes from the student transit fee, said Randy Young, spokesman for the Department of Public Safety.

The transit fee for the 2013–2014 academic year amounted to $145.74 per student, Young said in an email. Chapel Hill Transit received $110.35, and the remainder went to P2P, Safe Ride and other services.

"If you think about it, $150 provides you with unlimited access to transit service year-round," Litchfield said. "That's a fantastic deal."

Before the fare-free system, Young said students paid $250 per year for transit alone.

He said UNC will consider changes to the fee if Chapel Hill Transit makes significant changes to its budget. DPS has requested several transit fee hikes in the past few years, but they have been met with resistance from students.

In the short term, Litchfield said his main priority is to gauge what improvements residents would like to see.

"We see a need for additional Saturday service, for weekend and evening service, and a need for more peak hour bus service," he said.

Litchfield said riders have reported crowded buses on the RU and A routes in the morning and early evening.

“There’s also a big interest in improving our bus stops — we’ve got shelters without lights, with broken benches,” he said.

Chapel Hill resident Lashon da Hurt works Monday through Friday in Chapel Hill and uses the buses to get to her job. She said Chapel Hill Transit is very convenient — except on the weekends.

“With fares, they would have to make it run all the time — all the buses, not just certain buses,” she said. “They only accommodate to the students. This is a town. Everybody has to be everywhere, everybody doesn’t have a car.”

Triangle counties among fastest-growing in NC, census data show

The News and Observer By Richard Stradling and David Raynor March 27, 2014

RALEIGH — The Triangle, Charlotte, Asheville and counties along the coast and near Fort Bragg continue to lead the state in population growth, while many rural counties are still losing population, according to the latest estimates from the U.S. Census Bureau.

Wake, Durham and Harnett counties were among eight counties in the state that grew by more than 2 percent in the year ending last July, the Census Bureau said Thursday. The fastest-growing county was Brunswick on the southeastern coast, which grew by 2.8 percent.

By contrast, 43 counties lost population during that year, led by Northampton and Gates, which each shrunk by more than 2 percent, according to census estimates. Population in an additional seven counties remained virtually unchanged.

The latest estimates reflect a pattern of population change since the 2010 census. Of the state’s 100 counties, 49 have lost population since then, in contrast to the previous decade when the number of residents declined in only seven counties.

The Raleigh-Cary metropolitan area – composed of Wake, Johnston and Franklin counties – was the 11th fastest-growing in the nation since the 2010 census, according to the Census Bureau. An estimated 1,214,516 people lived in the three-county area last July 1, up nearly 7 percent since 2010.

The Durham-Chapel Hill metro area grew about 5.2 percent during that time, to an estimated 534,578, making it the 31st fastest-growing metro area in the nation.

Altogether, 1.75 million people now live in the combined Raleigh-Durham metro area. In December, the Census Bureau estimated that North Carolina had 9,848,060 residents last July and was on a pace to pass Michigan this year to become the country’s ninth-largest state.

Mecklenburg was the state’s most populous county, with 990,977 residents (Wake was second, with 974,289), while Tyrrell County had the fewest residents, 4,109.

The Dunn micropolitan area, which consists wholly of Harnett County, added more residents than any other micro area in the nation, growing by 2,855 people in the year ending last July. The only other two micro areas gaining at least 2,500 people over the period were Williston and Minot, in the oil fields of North Dakota.

Road Worrier: NCDOT asked to consider taxing drivers by the mile

The News & Observer By Bruce Siceloff - staff columnist March 31, 2014 Updated April 2, 2014

RALEIGH - North Carolina leaders are trying earnestly to identify a dependable source of transportation revenue that will keep pace with the needs of a fast-growing state – but at the same time, they're skittish about what they'll find.

A state Board of Transportation committee this week will receive a recommendation that North Carolina test-drive an approach that seems both daunting and inevitable: Start taxing drivers by the mile instead of by the gallon.

The idea of a mileage fee is simple. But the execution is complicated, and the politics are dicey.

At least 10 other states have considered mileage fees. A few hundred Triangle area drivers took part in a national study done by the University of Iowa several years ago, with GPS technology installed in their cars to count the miles as they traveled in each state and each local jurisdiction.

In theory, with such a system in place, one day you might pay X cents a mile to the federal government for the 100 miles you added to the odometer last week – plus state taxes at different rates for the 80-mile share that took place in North Carolina and the 20 miles in Virginia. Meanwhile, Raleigh might claim a piece of the action, too, because you spent 50 of those miles on city streets.

It could be easy to set these per-mile rates so that the average driver pays about the equivalent of today's per-gallon fuel tax. You could decide how much higher the per-mile charge would be for the heavy trucks that do most of the damage to our highways and bridges.

That sounds fair. And it sounds creepy. If the tax collectors know where we've been driving, who else knows?

"Our participants, even though they saw the mileage charge being a fair and equitable move, they were concerned about privacy and what's going to happen to that data," said Paul Hanley of the University of Iowa Public Policy Center, who directed the Road User Charge Study.

Drive more, pay more

Ever since the state collected its first penny per gallon in 1921, the fuel tax has resembled a user fee: The more you drove, the more you paid. The more gas we burned, the more money we had for road-building and other transportation needs.

But this is changing fast as our cars squeeze more and more miles out of every gallon. And in 2012 with support from automakers, the Obama administration announced aggressive new rules that will push the average fuel-economy standard even higher, to 54.5 miles per gallon in 2025.

This trend is good for plenty of reasons but not for North Carolina's ability to fix bridges and widen freeways. We rely more heavily on the gas tax and less on other sources than most states do.

The state Department of Transportation figures that gas and diesel fuel consumption will decline only a little in coming years – falling from a peak of 5.6 billion gallons in 2007 to 5.1 billion gallons in 2025. But during that same period, the state population is expected to swell from 9 million to 11.1 million people – almost enough to offset the improvement in fuel economy.

As transportation costs rise, DOT expects revenue collections to fall about $1.7 billion short of what we'll need over the next decade.

Varying solutions

Other states are coming up with their own ideas. Virginia has decided to collect a big share of its transportation money from new sales taxes. Pennsylvania's solution will effectively raise the state gas tax by about 27 cents a gallon over the next three years.

North Carolina leaders aren't crazy about increasing a gas tax that already is among the highest in the nation.

"So far as I can see, there's not a lot of political appetite for changing a tax rate that people are reminded, every time they fill up, that they're paying," said Nick Tennyson, DOT's chief deputy secretary.

We've had several studies of this problem over the past decade, when Democrats were in charge and the looming problems were farther in the future. Now the Republicans want their own take on it, and they are expressing a greater sense of urgency.

"We always thought we had a few more years, and now I don't think we feel that way any more," said Cheryl McQueary of Greensboro, a retired U.S. DOT official and private sector executive appointed by Gov. Pat McCrory to the Board of Transportation. "We need to find some alternative revenues, such as tolling – or we need to deal with existing options for revenue, like the gas tax, like vehicle registration fees."

McQueary chairs a board committee charged with finding answers and making recommendations. On Wednesday, her panel will hear "revenue enhancement" proposals from Larry Goode, a former state highway administrator, and Leigh Lane of the N.C. State University Institute for Transportation Research and Education.

Lane and Goode could not be reached for comment, but their ideas are sketched out in a file posted on the DOT website.

The big options

Among the big-dollar options: Add a percentage point to the highway use tax on car sales, which is lower in North Carolina than in neighboring states, to generate another $170 million a year. Halt the transfer of $255 million a year from the Highway Fund to the state's General Fund.

One likely prospect is congestion pricing, already used in several states and planned for an Interstate 77 project in Charlotte. It would employ North Carolina's electronic toll collection technology to set variable rates for travel in special freeway lanes for drivers willing to pay higher tolls when the other lanes are more heavily clogged.

The Lane-Goode report suggests North Carolina could raise $495 million a year from a tax of one-half cent per mile on cars. This is a lot lower than the mileage tax suggested in DOT's 2040 plan, 2 cents a mile.

Whatever the rate, Lane and Goode recommend that DOT launch a pilot program to test a system for collecting mileage fees. They mention a 1-cent fee for trucks, but other studies have suggested higher rates.

Rather than get tangled in Iowa's GPS technology, North Carolina might test the water with something simpler, like an odometer reading every year when we get our cars inspected. That would be easier to administer, but it wouldn't give car owners credit for those miles they drove in Virginia last week. It's not clear what Lane and Goode will suggest.

"Mileage fees are attractive until people start to struggle with exactly how they would want to implement them," Tennyson said. "The issues get down to things like if you want to have the most accurate system, then the vehicle has to report where it's been and at what hours of the day or night, and people don't want to do that."

Americans are known to be concerned about their privacy – even as they give away more and more of their personal information. Auto insurance companies offer discounts to drivers who agree to install technology that records information about how fast they drive and other safety indicators.

McQueary is noncommittal on the idea of a pilot study for some kind of mileage fee in North Carolina. She hasn't heard the recommendation, and her committee has not discussed it. But she mentions a McCrory administration

priority to postpone recommending new transportation taxes until DOT publishes a new 25-year plan later this year, with updated projections of its long-term revenue needs.

“I guess we’re all hoping that there’s going to be a needle we can find in this haystack that’s going to solve this problem,” McQueary said. “So far, nobody has the magic answer. But we’re looking.”

N.C. ETHICS COMMISSION

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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 CONFICTS 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.