

December 17, 2014  
9:00 a.m.

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

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

#### **CONSENT AGENDA**

4. **Approval of November 12, 2014 TC Meeting Minutes**  
**Attachment 4**

A copy of the November 12, 2014 minutes is enclosed as Attachment 4.

**TC Action:** Approve minutes of the November 12, 2014 TC meeting.

#### **ACTION ITEMS**

5. **FY 2012-2018 TIP Amendment #22**  
**Attachment 5**  
**Lindsay Smart, LPA Staff**

TIP amendment #22 is creating a new project, "US 15/501 Fordham Blvd & SR 1742 Ephesus Church Rd Intersection Improvements, project #U-5550." The draft TIP amendment also includes changes to projects M-0479, E-5502, and C-5552 as requested by NCDOT. This TIP amendment is further detailed in attachment 5.

At the October 22, 2014 meeting, the MPO TC reviewed and recommended draft TIP amendment #22 to the MPO Board. On November 12, 2014, the MPO Board released the draft TIP amendment for the 21-day public review and comment period. To date, no public comments have been received.

**TC Recommendation:** Review any public comments received, recommend the MPO Board hold a Public Hearing on TIP Amendment #22, and approve TIP Amendment #22.

6. **Draft FY2015-2016 Unified Planning Work Program (UPWP)**  
**Attachment 6**  
**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). The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Attachment 6 is the draft FY 2015-2016 UPWP. The proposed schedule for UPWP development is as follows: draft FY2015-2016 UPWP will be presented to the MPO Board on January 14, 2015 and released for public comment. The MPO Board will hold a public hearing on the draft plan on February 11, 2015 and approve the final FY2015-2016 UPWP on March 11, 2015.

**TC Action:** Review schedule for development of the FY2015-2016 UPWP. Recommend that the MPO Board release the draft FY 2015-2016 Unified Planning Work Program for public comment.

**7. Draft CTP Deficiency Analysis**

**Attachment (see Deficiency Analysis page on MPO Web site)**

**Andy Henry, LPA Staff**

**Julie Bollinger, NCDOT**

The MTP/CTP subcommittee has been meeting since March 2014 to work on the Comprehensive Transportation Plan (CTP). Given the fairly recent work on the 2040 Metropolitan Transportation Plan (MTP), some of the first development requirements of the CTP such as Goals, Socioeconomic Data (SE Data) and modeling tools had already been completed. The subcommittee and MPO and NCDOT staff have drafted the next step, the Deficiency Analysis, and ask that the MPO Board release it for comment at their January 2015 meeting.

The draft can be found on the Deficiency Analysis page on the MPO Web site:

[http://www.dchcmo.org/index.php?option=com\\_content&task=view&id=114&Itemid=35](http://www.dchcmo.org/index.php?option=com_content&task=view&id=114&Itemid=35).

The public comment period will be open until March 2, 2015. Staff will provide comments and notices to the public through the MPO Web site and electronic mail.

The CTP schedule is on page 1-1 of the Deficiency Analysis report.

**TC Action:** Provide comments and request that the TAC release for public comment.

**8. Congestion Management Process (CMP) – System Status Report 2014**

**Attachment 8**

**Felix Nwoko, LPA Staff**

**KoSok Chae, LPA Staff**

The DCHC MPO is required by federal regulations to develop and implement a Congestion Management Process (CMP) to provide a systematic and continuous way for transportation planning in the DCHCMPO area to identify and manage congestion in a multi-modal manner. This System Status report is developed in accordance with federal regulations and the CMP Procedures and Responsibilities report adopted in June 2011. This report describes congestion, the state of system performance and recommendations and future directions.

**TC Action:** Receive report and recommend that the MPO Board release the CMP System Status report for a 21-day public review and comment period.

**9. Draft FY2015-2025 STIP Supplement (DCHC MPO's TIP)**

**Attachment 9, 9A, 9B, 9C, 9D, 9E, 9F, 9G**

**Lindsay Smart, LPA Staff**

On December 4, 2014, the N.C. Department of Transportation released the draft 10-year State Transportation Improvement Program (STIP), which schedules the projects proposed for full or partial funding across the state in the Final 2016–2025 STIP. The first five years of project programming is called the STIP and the latter five years of project programming is called the developmental program. The STIP is updated every two years.

**TC Action:** Receive draft STIP documents and recommend that a subcommittee convene to review the draft STIP and prepare summary of comments/questions.

**REPORTS FROM STAFF:**

**10. Reports from Staff**

**Attachment 10**

**Felix Nwoko, LPA Staff**

**TC Action:** Receive report from staff

**11. Report from the Chair**

**No attachment**

**Mark Ahrendsen, TCC Chair**

**TC Action:** Receive report from TC Chair

**12. NCDOT Report**

**Attachment 12**

**Joey Hopkins (Battle Whitley), 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**

**TC Action:** Receive report from NCDOT

**INFORMATIONAL ITEMS:**

**13. City Hall Renovations will displace meetings scheduled in the 2<sup>nd</sup> Floor Committee Room. From January 2015 through April 2015, TC meetings will be held in the Durham City Council Chambers.**

**No Attachment**

**14. 2015 MPO Board and Technical Committee Meeting Schedule**

**Attachment [14](#)**

**15. MPO/RPO Important Dates July 1, 2014 – June 30, 2016**

**Attachment [15](#)**

**Adjourn**

**Next Meeting: December 17, 2014**

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

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**TECHNICAL COMMITTEE**

**MEETING MINUTES**

**November 19, 2014**

The Technical Committee met on November 19, 2014 at 9:06 a.m. in the City Council

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

- |                              |                                   |
|------------------------------|-----------------------------------|
| **Mark Ahrendsen             | City of Durham (TC Chair)         |
| **Tom Altieri                | Orange County                     |
| **Kelly Becker               | NCDOT                             |
| **Ellen Beckmann             | City of Durham                    |
| Julie Bollinger              | NCDOT – TPB                       |
| ** David Bonk                | Town of Chapel Hill (TC CO-Chair) |
| Geoff Green                  | Triangle Transit Authority        |
| **Ed Lewis                   | NCDOT – Division 7                |
| **Bret Martin                | Orange County                     |
| **Tina Moon                  | Town of Carrboro                  |
| **Kumar Neppalli             | Town of Chapel Hill               |
| **Liz Rooks                  | RTP                               |
| **Battle Whitley (Alternate) | NCDOT-Division 5                  |
| Felix Nwoko                  | DCHC MPO                          |
| Andy Henry                   | DCHC MPO                          |
| Dale McKeel                  | DCHC MPO                          |
| Brian Rhodes                 | DCHC MPO                          |
| Meg Scully                   | DCHC MPO                          |
| Lindsay Smart                | DCHC MPO                          |
| Kosok Chae                   | DCHC MPO                          |

- \*\*Voting Member
  - ^Temporary or Non-Voting Member
- Quorum Count: 11 of 22 Voting Members

Mark Ahrendsen, TC Chair, called the meeting to order at 9:06 a.m. The Alternate Voting

Members were identified and are indicated above.

**PRELIMINARIES:**

**Adjustments to the Agenda**

Mark Ahrendsen stated that he saw a couple of handouts at people’s places. Mark

Ahrendsen stated that we would review those items once we got to them.

38 **Public Comments**

39 There were no comments from the public.

40 **CONSENT AGENDA:**

41 **Approval of October 22, 2014 TC Meeting Minutes (Attachment 4)**

42 Mark Ahrendsen asked for a motion to approve the October 22, 2014 TC minutes. A motion  
 43 was made by Liz Rooks and seconded by Tom Altieri. The motion carried unanimously.

44 **ACTION ITEMS:**

45 **FY 2015 United Planning Work Program (UPWP) – Amendment #1 (Attachment 5, 5A)**

46  
 47 Meg Scully provided two attachments relating to the first amendment for the UPWP FY15.  
 48 There are several change requests from several sub-recipients to reallocate funds to reflect their  
 49 level of service needed. The action today is to recommend approval to the MPO Board for the  
 50 resolution and accompanying tables. Mark Ahrendsen asked for a motion to approve the  
 51 recommendation of the table. There was a motion made by Liz Rooks and seconded by Bret Martin.  
 52 The motion carried unanimously. Meg Scully stated that the next amendment deadline is February  
 53 11, 2015 to the MPO staff. This is also the last amendment for STPDA. Meg Scully stated that she  
 54 would be sending out a reminder.

55 **Presentation on MPO Human Services Transportation Grants (No attachment)**

56 Meg Scully gave an overview of the Human Services Transportation Program Grants. The first  
 57 active grant dates back to 2008. Human Service is any service provided to the community primarily to  
 58 special populations. The duties of DCHC MPO are to develop the Coordinated Human Service Plan.  
 59 The DCHC MPO is also responsible to serve as the designated recipient for several grants, as well as  
 60 providing grant administration and technical support. Primarily there are three grants in which the  
 61 DCHC MPO is responsible. The first being the Job Access Reverse Commute Program. This program

62 aims to break down barriers for work-related transportation purpose. This program focuses on low  
63 income populations, those traveling from the urban area to outside to the suburban or even rural  
64 areas. MAP 21 realigned JARC with the 5307 and 5311 program. The New Freedom Program, also  
65 called 5317, is meant to provide mobility services for persons with disabilities beyond those that are  
66 required by the American Disabilities Act of 1990. The idea is that persons with disabilities have  
67 better access to the community and can participate fully with what the community has to offer. With  
68 MAP21, the MPO became a Designated Recipient for the 5310 program. The 5310 program focuses  
69 on persons with disabilities and persons over age 65, providing them with transportation options for  
70 most purposes so that they may have greater ability to access the community. The overview  
71 provided by Meg Scully shows a list of all the grants that have been programmed by the MPO since  
72 2008. It includes the project name, sub-recipient, total costs including federal and local shares, and  
73 funds that have been expended as of June 30, 2014. Ellen Beckmann asked if there was a three year  
74 spending limit. Meg Scully replied by stating that FTA likes to see good progress on these grants. FTA  
75 states that funds are to be obligated within three years. The expectation is that funding gets moved  
76 along and drawn down quickly. Ellen Beckmann wanted to know to what extent is the funding  
77 considered. Meg Scully stated that the projects will be varied. David Bonk wanted to know that as  
78 the MPO if we have the ability to set as a requirement that projects are piloted. Andy Henry stated  
79 that he remembered that agencies had been asked to give an update on performance data. Meg  
80 Scully stated that performance data is collected from the sub-recipients quarterly. Meg Scully stated  
81 that today's PowerPoint presentation would be shared with the MPO Board.

82 **Triangle Incident Management Program- DCHCMPO next step (Attachment 7)**

83

84 The Technical Committee received a presentation from Battle Whitley, NCDOT Division 5  
85 Operations Engineer, on the Triangle Incident Management Program to learn the initiatives DCHC can  
86 implement to begin improving the effectiveness of Incident Management in the region.

87 **TIP Amendment #23 (Attachment 7A)**

88 Lindsay Smart provided information on two projects that are coming before the TC for review  
89 and recommendation to the MPO Board. The first project is to add a new project to the TIP. This is at  
90 the request of the NCDOT. This is Project #C-5571 this creates funding for a public outreach and  
91 awareness program for the NCRR and NCDOT. The second project, Project# EB-4707A, also called Old  
92 Durham Chapel Hill Road is to construct bike and pedestrian facilities and a roundabout. The project  
93 schedule is being modified for ROW from 2014 to 2015 and the construction schedule is being  
94 updated from 2015 to 2016. Also, in the STIP the funding was shown as "O" which often used for  
95 something other than federal state or local funding, or it's used as a placeholder when there is no  
96 written commitment from the jurisdictions. The change is to amend the funding to update the  
97 funding type from "O" to STP-DA with local funding match. The last update is updating the  
98 construction schedule from 2015 to 2016. Ellen Beckmann asked if this meant that both phases of  
99 the project would be constructed at the same time. Lindsay Smart stated that this is what she had  
100 been told and that a meeting would be scheduled with Mike Kneis to clarify these questions. David  
101 Bonk concurred that a meeting would be necessary to clarify funding costs.

102 Lindsay Smart stated that today's recommendation is that the MPO Board releases this amendment  
103 for review and public comment. Ellen Beckmann stated that she recalls that this project be a  
104 combination of STP-DA and TAP Funds for the Orange County side. A motion was made by David  
105 Bonk to release the proposed TIP Amendment for review and public comment and was seconded by  
106 Ellen Beckmann. The motion carried unanimously.

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**REPORTS FROM STAFF:**

**Reports from Staff (Attachment 8)**

The Reports from Staff are attached for review.

David Bonk asked about the status of the Mobility Report Card and the Congestion

Management Report. Felix Nwoko stated that an email would be coming from Kosok Chae regarding

comments received. Felix Nwoko stated that his staff has been busy working on the Congestion

Management Plan. Felix Nwoko stated that they are awaiting comments from member agencies. Bret

Martin asked about the status of reconvening the Section 5307 subcommittee. Felix Nwoko stated

that they are almost to the point of reconvening and that an email would be coming out regarding

such matter.

**Report from the Chair (No attachment)**

Mark Ahrendsen inquired about the release of the draft FY2016-2022 STIP in December. Felix

Nwoko stated that the draft would be released December 4, 2014.

**NCDOT Report (Attachment 10)**

Ed Lewis, NCDOT Division-7, stated that a public meeting was held earlier in the week in

Hillsborough for their access improvements. Ed Lewis stated that the meeting went pretty well.

There is a document due in February 2015. Lindsay Smart stated that she'd received an email from

Darius Sturdivant, NCDOT Division-8, regarding the comments summary for the US 15-501 Corridor

Study. The MPO had submitted comments and requested a summary back of all comments and

responses. The final report is available. Lindsay Smart stated that she would be forwarding the

comment summary and final report by email. David Bonk inquired about the feasibility study for

Fordham Boulevard and US 15-501 from US 15-501 South to I-40 stands. Andy Henry stated he

thought that more information would be available in February 2015.

**INFORMATIONAL ITEMS:**

132 **SPOT 4.0 Draft Schedule and Projects Subject to P4.0 (Attachment 11, 11A)**

133 **Community Meetings for the Station Area Strategic Infrastructure Study (Attachment 12)**

134 David Bonk administered the end of the meeting. David Bonk mentioned the schedule for  
135 dealing with SPOT 4.0. He also mentioned that some have attended various TTA meetings yesterday  
136 and today. There has been a good turnout thus far. He also noted that community meetings for the  
137 Stationary Strategic Infrastructure Study would be held in Durham.

138 **Adjournment**

139 There being no further business before the Technical Committee, the meeting was adjourned  
140 at 10:36 a.m.



Durham - Chapel Hill - Carrboro  
Metropolitan Planning Organization TC  
December 17, 2014

### **FY 2012-2018 TIP Amendment #22 Summary Sheet**

*For review of public comments received and recommendation to the MPO Board. No public comments were received on the draft TIP amendment.*

- **Town of Chapel Hill (TIP Project # U-5550 Fordham Blvd/Ephesus Church Rd Intersection):** Adding a new project to the 2012-2018 TIP with NHP funds. Project added to schedule in STI Statewide Mobility Funds per prioritization to reflect reimbursement for proposed accelerated delivery by Town of Chapel Hill.
- **Additional information:** This would be an exempt project - 40 CFR 93.127 per the conformity regulations. This project does not require a quantitative CO hot-spot analysis but it does require a qualitative analysis to include Interim Guidance Update on Mobile Source Air Toxics (MSAT) by NCDOT Division 7.
- **NCDOT (STIP Project #: M-0479 Statewide Project Development & Env. Analysis):** Project added the STIP. Information from NCDOT Item N Handout: "NEW STIP project #: M-0479. STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED."
- **NCDOT (STIP Project #: E-5502 Bennett Memorial Road and Bennett Place):** Project schedule updated in the STIP. Information from NCDOT Item N Handout: "DELAY CONSTRUCTION FROM FY 13 TO FY 15. PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH."
- **NCDOT (STIP Project #: C-5552 Various Rail Fourth Daily Frequency Between Raleigh and Charlotte):** Project deleted from the STIP. Information from NCDOT Item N Handout: "DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918."



# TIP AMENDMENT SUMMARY SHEET: Adding/creating a new project

## Project Details

Date:  Jurisdiction/Agency:

Amendment Requested By:  Grantor Grant #

Project Name:  MUNIS Grant #

Project Description/Details:

Project Type: (select all that apply)

<input type="checkbox"/> capital	<input type="checkbox"/> planning	<input checked="" type="checkbox"/> design/PE	<input checked="" type="checkbox"/> right-of-way	<input checked="" type="checkbox"/> construction
<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> sidewalks	<input type="checkbox"/> trails	<input checked="" type="checkbox"/> bike lanes	<input type="checkbox"/> resurfacing
<input type="checkbox"/> signalization	<input checked="" type="checkbox"/> intersection	<input type="checkbox"/> ITS	<input type="checkbox"/> safety	<input type="checkbox"/> new road
<input checked="" type="checkbox"/> turn lanes	<input type="checkbox"/> operating	<input type="checkbox"/> administration	<input type="checkbox"/> other	

## Project Funding Summary Table: please enter the anticipated funding schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2018	ROW / Construction	NHP	1,736,000	434,000		2,170,000
<b>Funding Totals:</b>			<b>1,736,000</b>	<b>434,000</b>		<b>2,170,000</b>

**Total Project Cost**

Please provide additional information or full project description if necessary:

Adding a new project (U-5550) "US 15/501 Fordham Blvd & SR 1742 Ephesus Church Rd Intersection Improvements" to the 2012-2018 TIP with NHP funds. Project added to schedule in STI Statewide Mobility Funds per prioritization to reflect reimbursement for proposed accelerated delivery by Town of Chapel Hill. This funding can be used for construction and ROW costs. PE will be performed and funded by the Town of Chapel Hill in advance of the ROW and construction phases.

Project description: The eastern leg of the intersection (Ephesus Church Road) will be realigned to intersect Fordham Boulevard (US 15-501) at closer to 90 degrees. This realignment enables construction of dual exclusive westbound left turn lanes, thereby eliminating the current inefficient split phased signal operation and allowing eastbound and westbound left turn to occur concurrently. A monolithic concrete island will also be constructed on the eastern leg between eastbound and westbound travel lanes, preventing left turns in close proximity to the intersection. Service Road connections to the western leg of Ephesus Church Road will be either eliminated or restricted to right turns only as a means of reducing friction and increasing intersection efficiency.

The southbound left turn lane on Fordham Boulevard at Ephesus Church Road will be widened to an 11' lane and extended to provide approximately 300 feet of storage with an appropriate taper. Medians within Fordham Boulevard will be modified to better accommodate truck turning movements through the intersection. To realize greater intersection capacity and provide a longer weaving area, northbound Fordham Boulevard will be remarked to provide 2 through lanes for approximately 750 feet north of Ephesus Church Road before tapering to one lane. This is an increase of approximately 300 feet over current conditions. The median cross over between northbound and southbound Fordham Boulevard (approximately 515 feet north of Ephesus Church Road) will be eliminated.

From a pedestrian and bicycle perspective, the project includes sidewalk connections and crosswalks on all four approaches with pedestrian activated heads. Widening on the eastern leg of Ephesus Church Road will accommodate future bike lanes, with bicycle activated loop detectors.

Additional information: This would be an exempt project - 40 CFR 93.127 per the conformity regulations. This project does not require a quantitative CO hot-spot analysis but it does require a qualitative analysis to include Interim Guidance Update on Mobile Source Air Toxics (MSAT) by NCDOT Division

**Smart, Lindsay**

**From:** Lakata, Richard J <rjlakata@ncdot.gov>  
**Sent:** Wednesday, October 15, 2014 2:54 PM  
**To:** Lewis, Ed F; Wasserman, David S  
**Cc:** Patel, Alpesh G; Smart, Lindsay; Bollinger, Julie B; Stanley, Mike  
**Subject:** RE: Proposed STI project U-5550 in Chapel Hill: US-15/501 at SR 1742 (Ephesus Church Rd) - intersection improvements

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Ed,

I've included David Wasserman here in case he needs to clarify/revise my own understanding that the estimate was generated via formula / std. procedure used by the NCDOT Prioritization Office under P3.0, and that it is NOT a 'Verified' cost estimate.

In case you don't have a copy, here's how the costs were listed from a recent Excel file of P3.0 results:

Construction Cost	Right-Of-Way Cost	Utilities Cost	Actual Project Cost	Other Funds	Cost to NCDOT	Amount Programmed (16-25)	Funding Category	R
\$ 563,000	\$ 135,000	\$ -	\$ 698,000		\$ 698,000		STATEWIDE MOBILITY	
\$ 7,875,000	\$ 125,000				\$ 8,000,000	\$ 8,000,000	DIVISION	
\$ 469,406	\$ -		\$ 558,110	\$ 111,622	\$ 446,488	\$ 558,000	DIVISION	
\$ 2,052,000	\$ -	\$ -	\$ 2,052,000		\$ 2,052,000		STATEWIDE MOBILITY	
\$ 1,750,000	\$ 420,000	\$ -	\$ 2,170,000		\$ 2,170,000		STATEWIDE MOBILITY	

--Rick

**From:** Lewis, Ed F  
**Sent:** Wednesday, October 15, 2014 2:33 PM  
**To:** Lakata, Richard J  
**Cc:** Smart, Lindsay; Bollinger, Julie B; Stanley, Mike; Mcintyre, Ray; Patel, Alpesh G; Short, Charles S  
**Subject:** RE: Proposed STI project U-5550 in Chapel Hill: US-15/501 at SR 1742 (Ephesus Church Rd) - intersection improvements

Most likely YES. It's also possible that PE and RW will be entirely Town funded. Nonetheless, although the \$2.17m will initially be shown in the existing ("Current") FY12-18 STIP as all CON \$, the funds can be used for RW as well. At this point, we simply want it on the programming "radar screen", . . . and, with help from Div-7, DCHC, and the Town, we'll work out the Cost/Funding/Phase distribution later.

**Will this get worked out in the municipal agreement with the city?**

YES. The key is: \$2.17m Max. reimb. from NCDOT to the Town; any cost over that is 100% local. The schedule will also be addressed . . . meaning the Town might start the project fairly soon and entirely on their own nickel, but the parties would agree that NCDOT would reimburse up to \$2.17m later in time.

**Will we show the city money in Item N?**

As I understand it, . . . NO, not as we first add it to the STIP. The Town must not assume, however, that there will be no costs to them due to the uncertainty of the present cost estimate.

Hope that helps. Let me know if you'd like me to dig a little deeper with any of the above.

--Rick



**Richard J. Lakata, P.E.**  
Senior Program Development Engineer  
Program Development Branch STIP Unit, Central Region  
NCDOT Mail Service 1534 Raleigh, NC 27699-1534  
[rjlakata@ncdot.gov](mailto:rjlakata@ncdot.gov)  
919.707.4629 direct  
919.733.3585 fax

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**From:** Lewis, Ed F  
**Sent:** Wednesday, October 15, 2014 9:00 AM  
**To:** Lakata, Richard J; Smart, Lindsay; Bollinger, Julie B  
**Cc:** Stanley, Mike; Short, Charles S; Patel, Alpesh G  
**Subject:** RE: match requirement for NHP/NHPP funds  
**Importance:** High

Gentlemen,

So what is the total cost for the project? Is it all federal and state money (80/20)? Is the city kicking in money for PE and RW? Will this get worked out in the municipal agreement with the city. Will we show the city money in Item N?

I have contacted Greg Smith's group regarding Hot Spot analysis.

Our attempt is to work this through the MPO process at the same time as the NCDOT process to be efficient as possible.

Thanks and let us know if we need to provide any information from our end.

Thanks,  
Ed

=====  
*Ed Lewis*  
NCDOT Division 7 Planning Engineer  
Phone – (336) 487-0000  
Fax – (336) 334-3637

Mailing Address: :

## Smart, Lindsay

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**From:** Lewis, Ed F <elewis@ncdot.gov>  
**Sent:** Wednesday, October 22, 2014 8:57 AM  
**To:** Bollinger, Julie B; Smart, Lindsay; David Bonk  
**Subject:** Fwd: U-5550; Ephesus Church/US 15-501  
**Attachments:** image001.png

FYI. Waiting to hear back on qualitative analysis.

Ed Lewis  
Division 7 Planning Engineer  
Sent from my iPhone

Begin forwarded message:

**From:** "Dunn, Bobby" <[bbdunn@ncdot.gov](mailto:bbdunn@ncdot.gov)>  
**Date:** October 21, 2014, 1:06:59 PM EDT  
**To:** "Lewis, Ed F" <[elewis@ncdot.gov](mailto:elewis@ncdot.gov)>  
**Cc:** "Smith, Gregory A" <[gasmith@ncdot.gov](mailto:gasmith@ncdot.gov)>  
**Subject:** RE:U-5550; Ephesus Church/US 15-501

U-5550 is an air quality neutral project, in accordance with 40 CFR 93.126. It is not required to be included in the regional emissions analysis (if applicable) and a project level CO hot-spot analysis is not required.

The project is located in Orange County, which has been determined to comply with the National Ambient Air Quality Standards. The proposed project is located in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable.

Although this project does not require a quantitative CO hot-spot analysis, it does require a qualitative analysis to include Interim Guidance Update on Mobile Source Air Toxics (MSAT). If you have any questions, please contact me at [bbdunn@ncdot.gov](mailto:bbdunn@ncdot.gov) or 919-707-6064.

Thank you  
Bobby Dunn

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**From:** Lewis, Ed F  
**Sent:** Wednesday, October 15, 2014 8:04 AM  
**To:** Smith, Gregory A; Dunn, Bobby  
**Cc:** Bollinger, Julie B  
**Subject:** FW: Ephesus Church/US 15-501  
**Importance:** High

Good morning gentlemen.

See below. What do you all need from me to perform hotspot analysis?

# TIP AMENDMENT SUMMARY SHEET: Adding/creating a new project

## Project Details

Date:  Jurisdiction/Agency:

Amendment Requested By:  Grantor Grant #

Project Name:  MUNIS Grant #

Project Description/Details:

Project Type: (select all that apply)

<input type="checkbox"/> capital	<input type="checkbox"/> planning	<input checked="" type="checkbox"/> design/PE	<input type="checkbox"/> right-of-way	<input type="checkbox"/> construction
<input type="checkbox"/> Transit	<input type="checkbox"/> sidewalks	<input type="checkbox"/> trails	<input type="checkbox"/> bike lanes	<input type="checkbox"/> resurfacing
<input type="checkbox"/> signalization	<input type="checkbox"/> intersection	<input type="checkbox"/> ITS	<input type="checkbox"/> safety	<input type="checkbox"/> new road
<input type="checkbox"/> turn lanes	<input type="checkbox"/> operating	<input type="checkbox"/> administration	<input type="checkbox"/> other	

## Project Funding Summary Table: please enter the anticipated funding schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	design/engineering	T	500,000			500,000
<b>Funding Totals:</b>			<b>500,000</b>			<b>500,000</b>

**Total Project Cost**

Please provide additional information or full project description if necessary:

NEW STIP project #: M-0479. Information from NCDOT Item N Handout: "STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED."

# TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

## Amendment Request Details

Date:  Amendment Requested By:

TIP Amendment (change in funding > \$1million or requires conformity)  TIP Modification (change in funding < \$1 million)

## Existing Project Details

Project Name:

STIP/TIP #  Jurisdiction/Agency:

Grantor Grant #  MUNIS Grant #

There are previous amendments for this project.  There are NO previous amendments for this project.

## Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2013	construction	STPE	73,000	18,000		91,000
Funding Totals:			73,000	18,000		91,000
						<b>Total Project Cost</b>

## Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	construction	STPE	73,000	18,000		91,000
Funding Totals:			73,000	18,000		91,000
						<b>Total Project Cost</b>

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

BENNETT MEMORIAL ROAD, BENNETT PLACE. HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.

Please provide additional details (if applicable):

Information from NCDOT Item N Handout: "DELAY CONSTRUCTION FROM FY 13 TO FY 15. PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH."

Send by Email

**Contact Information:**  
**Lindsay Smart, AICP**  
**City of Durham/DCHC MPO**  
**[lindsay.smart@durhamnc.gov](mailto:lindsay.smart@durhamnc.gov)**

# TIP AMENDMENT PROJECT SUMMARY SHEET: Amending an existing project

## Amendment Request Details

Date:  Amendment Requested By:

TIP Amendment (change in funding > \$1million or requires conformity)  TIP Modification (change in funding < \$1 million)

## Existing Project Details

Project Name:

STIP/TIP #  Jurisdiction/Agency:

Grantor Grant #  MUNIS Grant #

There are previous amendments for this project.  There are NO previous amendments for this project.

## Existing Project Funding Summary Table: please enter the current project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
2015	operations	CMAQ	3,263,000	653,000		3,916,000
Funding Totals:			3,263,000	653,000		3,916,000
						Total Project Cost

## Proposed Funding Summary Table: please enter new/proposed project schedule

FY	Work/Phase	Funding Type	Federal Share	State Share	Local Share	Total
Funding Totals:						
						Total Project Cost

New STIP/TIP # (if applicable):

Project Description/Details/Termini/etc. to be amended (if applicable):

Please provide additional details (if applicable):

Project deleted from STIP. Information from NCDOT Item N Handout: "DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918."

Send by Email

**Contact Information:**  
**Lindsay Smart, AICP**  
**City of Durham/DCHC MPO**  
**[lindsay.smart@durhamnc.gov](mailto:lindsay.smart@durhamnc.gov)**

## REVISIONS TO THE 2012-2020 STIP

## HIGHWAY PROGRAM

## STIP ADDITIONS

## STATEWIDE

M-0479

STATEWIDE

PROJ.CATEGORY

STATEWIDE

STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.

ENGINEERING

FY 2015 - \$500,000 (T)  
\$500,000**ADD PRELIMINARY ENGINEERING IN FY 15 NOT PREVIOUSLY PROGRAMMED.**

## STIP MODIFICATIONS

## DIVISION 5

E-5502

DURHAM

PROJ.CATEGORY

DIVISION

BENNETT MEMORIAL ROAD, BENNETT PLACE HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.

CONSTRUCTION

FY 2015 - \$73,000 (STPE)  
FY 2015 - \$18,000 (L)  
\$91,000**DELAY CONSTRUCTION FROM FY 13 TO FY 15 PENDING DEPARTMENT OF CULTURAL RESOURCES SECURING NON-FEDERAL MATCH.**

## STIP DELETIONS

## STATEWIDE

\* C-5552

STATEWIDE

PROJ.CATEGORY

EXEMPT

VARIOUS, RAIL, FOURTH DAILY FREQUENCY BETWEEN RALEIGH AND CHARLOTTE.

OPERATIONS

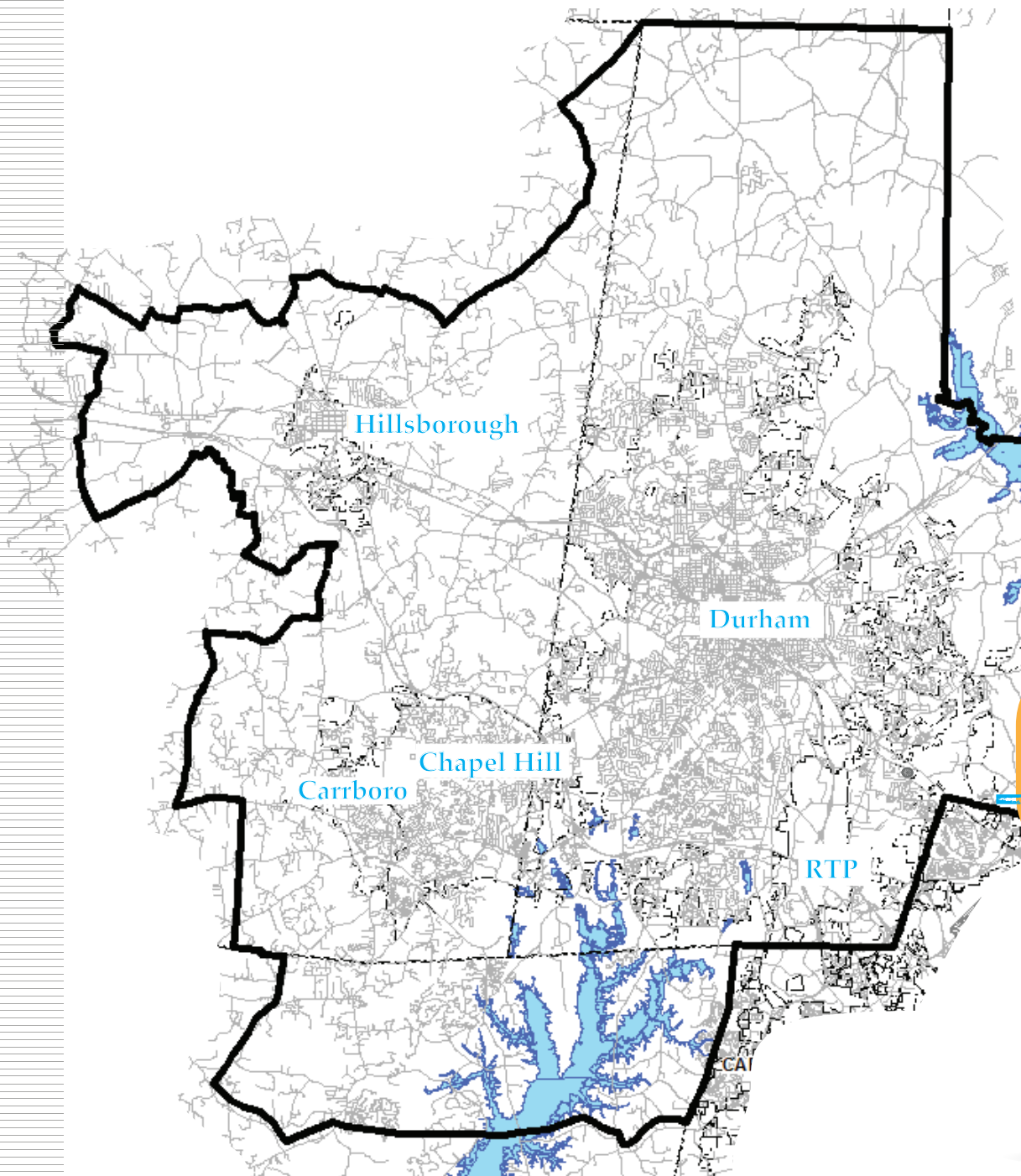
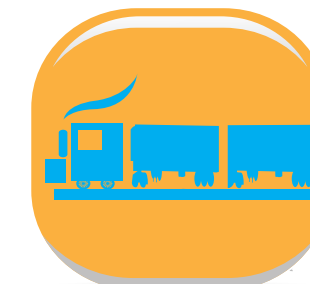
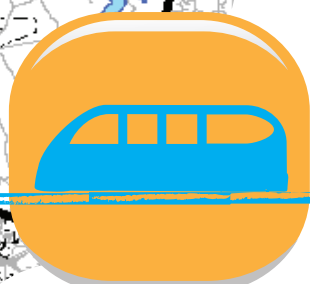
FY 2015 - \$3,263,000 (CMAQ)  
FY 2015 - \$653,000 (L)  
\$3,916,000**DELETE, WORK TO BE ACCOMPLISHED UNDER PROJECT P-2918.**

# DCHC- MPO

Durham-Chapel Hill-Carrboro  
Metropolitan Planning Organization

Unified Planning Work Program

FY 2015-2016 DRAFT





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

**RESOLUTION**

Approving the FY 2015-2016 Unified Planning Work Program

March 11, 2015

A motion was made by MPO Board Member \_\_\_\_\_ and seconded by MPO Board 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 MPO Board agree that the Unified Planning Work Program will effectively advance transportation planning for FY 2015-2016.

**Now, therefore, be it resolved that the MPO Board hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2015-2016 Unified Planning Work Program.***

I, Ellen Reckhow, MPO Board 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 MPO Board, duly held on the \_\_\_ day of \_\_\_\_\_, 2015

\_\_\_\_\_  
Ellen Reckhow, MPO Board  
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: \_\_\_\_\_, 2015

\_\_\_\_\_  
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 2015-2016 Unified Planning Work Program (UPWP) of the  
DCHC Urban Area/Metropolitan Planning Organization

March 11, 2015

A motion was made by MPO Board Member \_\_\_\_\_ and seconded by MPO  
Board 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 MPO Board agree that the Unified Planning Work Program will  
effectively advance transportation planning for FY 2015-2016.

**Now therefore, be it resolved that the MPO Board hereby endorses the *FY 2015-2016 Unified  
Planning Work Program for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.***

I, Ellen Reckhow, Chair of the DCHC MPO Board 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 MPO Board, duly  
held on the \_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
Ellen Reckhow, MPO Board 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: \_\_\_\_\_, 2015

\_\_\_\_\_  
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 2015-2016 (FY 2016)**

**WHEREAS**, the MPO Board 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 MPO Board 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 MPO Board 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 MPO Board 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 MPO Board 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 MPO Board certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the \_\_\_\_ day of \_\_\_\_, 2015**

\_\_\_\_\_  
Ellen Reckhow,  
Board 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.

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 \_\_\_\_\_
9. Does the planning process meet the following requirements:
  - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
  - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

- c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- e. MAP-21 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)

10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- a. Did the public participate in the development of the PIP?
  - b. Was the PIP made available for public review for at least 45-days prior to adoption?
  - c. Is adequate notice provided for public meetings?
  - d. Are meetings held at convenient times and at accessible locations?
  - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
  - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
  - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? MAP-21
- a. How \_\_\_\_\_
  - b. Why not \_\_\_\_\_

## **DCHC MPO Title VI Assurances**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization -DCHCMPO (hereinafter referred to as the “Recipient”) HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the North Carolina Department of Transportation and the US Department of Transportation it will comply with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation. Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, age, national origin or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal-Aid Highway Program:

1. That the Recipient agrees that each “program” and each “facility” as defined in subsections 21.23 (b) and 21.23 (e) of the Regulations, will be (with regard to a “program”) conducted, or will be (with regard to a “facility”) operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal-Aid Highway Program and, in adapted form in all proposals for negotiated agreements:

The DCHC MPO in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Federal-Aid Highway Program; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under the Federal-Aid Highway program.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient under the Federal-Aid Highway Program and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal-Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

\_\_\_\_\_  
Ellen Reckhow, MPO Board Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Felix Nwoko, PhD.  
DCHC MPO Administrator

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

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N. C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and are used by the Lead Planning Agency to support MPO planning functions. Section 133(b)(3)(7) funds are the portion of STP-DA funds flexed to the UPWP for MPO planning. The LPA and MPO jurisdictions use these funds to support the MPO planning functions and regional special projects, such as the Regional Freight Plan, data collection geo-database enterprise update, regional model update and enhancement, travel behavior surveys and onboard transit survey, etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT) and the Durham Area Transit Authority (DATA) 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.

## **Proposed FY 2016 UPWP Activities and Emphasis Areas**

MPO activities and emphasis areas for the FY16 UPWP are summarized as follow:

- Implementation of MAP-21 Metropolitan Planning requirements
- Continuation of routine planning- TIP, UPWP, Data monitoring, GIS, Public Involvement, AQ, etc.
- Continuation of special and mandated projects/programs: Title VI, LEP, EJ, safety/freight, modeling, TRM V6, land-use, Geocoder, integration of Community Viz with UrbanSim, CMP, transit, CTP, Asset Management Plan for all modes (required for all transit agencies), etc.
- 2015 Estimation Year data collection, inventory, analysis and tabulation for the TRM V7 (to be aligned and streamlined with CMP Data collection efforts)
- Preparation and development of 2045 MTP Process

- Preparation of 2015 Base year data collection/inventory and travel survey for the major model update (TRM Version7)
- Major surveys (household, parking, transit onboard, cordon, etc.) for TRM version 7
- Regional transit and implementation of County transit plans
- Congestion Management Process CMP- State of the System Report
- MPO-wide Mobility Report Card
- Regional Freight Plan
- Continuation of Community Viz 2.0 scenario planning
- Update and enhancement of the MPO geo-database enterprise
- Other 3-C planning process activities

### **Metropolitan Planning Factors & Federal Requirements**

Federal transportation regulations require DCHC MPO consider specific planning factors when developing transportation plans and programs in the metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
- Increases the safety and security of the transportation system for motorized and non-motorized users.
- Increases the accessibility and mobility options available to people and for freight.
- Protects and enhances the environment, promotes energy conservation, improves quality of life, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promotes efficient system management and operation.
- Emphasizes the preservation of the existing transportation system.

Each of these factors is addressed through various work program tasks selected for FY 2015-16.

### **Public Involvement and Title VI**

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the Metropolitan Transportation Plan, the short-term Transportation Improvement Program, and the annual Unified Planning Work Program. In addition, MAP-21 places significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

### **Metropolitan Transportation Plan (MTP)**

The DCHC MPO is responsible for developing a Metropolitan Transportation Plan (MTP) for a minimum of 20-year time horizon in cooperation with the State, MPO member agencies and with local transit operators. The MTP is produced through a planning process which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and citizens of the region. Additionally, representatives from the local offices of the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), North Carolina Department of Environment, Natural Resource (NC DENR) and the U.S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process. The Metropolitan Transportation Plan (MTP) must include

the following:

- Vision, Goals, and Objectives;
- Land use impacts;
- Identification and assessment of needs;
- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system;
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities;
- A financial plan that demonstrates how the adopted transportation plan can be implemented;
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs; and
- Proposed transportation and transit enhancement activities.

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

The DCHCMPO is responsible for developing a Transportation Improvement Program (TIP) for a seven-year time horizon in cooperation with the State, MPO member agencies and with local transit operators. The TIP is produced through a planning process which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and citizens of the metropolitan area. The metropolitan Transportation Improvement Program (TIP) must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period;
- Proactive public involvement process;
- A financial plan that demonstrates how the TIP can be implemented; and
- Descriptions of each project in the TIP.

### **Transportation Management Area**

Designated Transportation Management Areas (TMAs), such as the DCHC MPO, based on urbanized area population over 200,000 must also address the following: Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and public transportation operators. A Congestion Management Process (CMP) must be developed and implemented that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy of new and existing transportation facilities, through use of travel demand reduction and operations management strategies.

### **Air Quality Conformity Process**

Currently, the DCHC MPO is designated as a maintenance area for air quality and as such is required to undertake air quality analysis and conformity determination/findings on its MTP and TIP. The NCDOT would assist the MPO in making a conformity determination by performing a systems level conformity analysis on the highway portion of the fiscally constrained Metropolitan Transportation Plan (MTP). The Metropolitan Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

## **FY 2016 Emphasis Areas and Special Projects Descriptions**

Special emphasis projects and new initiatives for the FY15-16 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, and 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 (NCDOT, 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 is NOT included in the proposed FY 2016 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 (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 2016 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 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 2016 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 VI planning, EJ/LEP demographic profiles, TIP, project prioritization, etc. The following data collection and monitoring tasks will be conducted during the FY 2016 UPWP period:

- 48 hour traffic volume –hourly, bi-directional, classified and 85<sup>th</sup> percentile speed;
- Turning Movement Count during AM, Noon and PM peak periods for cars, trucks, bikes and pedestrians;
- Travel time and speed survey; and
- Pedestrian and bicycle 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; design of work flow processes and data access strategies to support routine access to relevant information, continued design and update of a centralized database for information that will be used by transportation and land use models, development of presentation tools for the data (using ArcGIS Online), and adjustment of the travel demand model so that it can use directly such detailed data. Maps of the proposed 2016 data collection locations are illustrated in accompanying appendices.

### **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 freight plan is jointly funded by CAMPO, DCHC MPO and the NCDOT. This partnership recognizes the importance and need for these agencies to jointly address freight issues in the region. The purpose of the plan is threefold:

- To conduct a comprehensive regional study of freight, goods movement, and services mobility needs;
- To develop a framework to proactively address freight and goods movement mobility needs and challenges in our region; and
- To examine all modes of a freight transportation system with emphasis on trucks, rail and air cargo and to develop freight recommendations for the 2045 joint Metropolitan Transportation Plan.

The freight plan will guide freight investments in a manner that supports the region's goals for safety, social equity, economic productivity, sustainability, and livable communities.

### **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 2016 UPWP Funding Sources**

FY 2015-16 UPWP funding levels as well as the descriptions of funding sources is summarized below.

**Planning (PL) Section 104(f)** – These funds are Federal Highway Administration (FHWA) funds for urbanized areas, administered by NCDOT. These funds require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The

proposed Section 104(f) funding level is based on the MAP-21 Section 104(f) allocation. The statewide section 104(f) funds are distributed among the 17 MPOs based on a formula. The DCHC MPO PL fund allocation for FY 2015-16 has not been determined due to non-authorization of federal transportation bill. The PL funds proposed for FY 2016, shown below, is last fiscal year’s allocation plus a portion of unobligated funds.

	<b>MPO Total</b>
Federal PL funds (80%)	\$407,090
Local match (20%)	\$101,773
<b>Total PL Funds</b>	<b>\$508,863</b>

**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 proposed to be flexed in the FY 2015-16 UPWP are shown below:

	<b>MPO Total</b>
Federal STP-DA funds (80%)	\$1,500,081
Local match (20%)	\$375,021
<b>Total STP-DA Funds</b>	<b>\$1,875,102</b>

**FTA Funds** -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 and Section 5307 funds administered through the Federal Transit Administration (FTA) 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 FTA through the NCDOT-PTD to the MPO transit operators (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

	<b>CHT</b>	<b>DATA</b>	<b>MPO Total</b>
Federal (80%)	\$136,088	\$141,656	\$277,744
State (10%)	\$17,011	\$17,706	\$34,717
Local (10%)	\$17,011	\$17,708	\$34,719
<b>Total Sect. 5303</b>	<b>\$170,110</b>	<b>\$177,070</b>	<b>\$347,180</b>

**Section 5307** funds can be used for planning as well as other purposes, and are distributed by 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.

	<b>CHT</b>	<b>DATA</b>	<b>TTA</b>	<b>MPO Total</b>
Federal (80%)	\$ 162,000	\$ 236,000	\$684,000	\$1,082,000
State (10%)	\$ 20,250	\$ 29,500	\$ 85,500	\$135,250
Local (10%)	\$ 20,250	\$29,500	\$ 85,500	\$135,250
<b>Total Sect. 5307</b>	<b>\$202,500</b>	<b>\$ 295,000</b>	<b>\$855,000</b>	<b>\$1,352,500</b>

**Summary of all Funding Sources**

	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
<b>Non-Federal</b>			<b>\$230,000</b>	<b>\$230,000</b>
<b>PL/STP-DA (FHWA)</b>	<b>\$1,907,171</b>		<b>\$476,794</b>	<b>\$2,383,965</b>
<b>FTA 5303</b>	<b>\$277,744</b>	<b>\$ 34,717</b>	<b>\$34,719</b>	<b>\$347,180</b>
<b>FTA 5307</b>	<b>\$1,082,000</b>	<b>\$135,250</b>	<b>\$135,250</b>	<b>\$1,352,500</b>
<b>Total</b>	<b>\$3,266,915</b>	<b>\$169,968</b>	<b>\$876,762</b>	<b>\$4,313,645</b>

**Summary of Federal Funding (80%) by Agency**

<b>Agency</b>	<b>FHWA</b>	<b>FTA Transit Planning</b>		<b>Total</b>
	<b>Planning</b>	<b>5303</b>	<b>5307</b>	
Lead Planning Agency	\$1,349,487			\$1,349,487
Carrboro	\$27,205			\$27,205
Chapel Hill	\$124,024	\$136,088		\$260,112
Chatham County	\$34,994			\$34,994
Durham City	\$170,880			\$170,880
Durham County	\$41,556			\$41,556
Hillsborough	\$80,000			\$80,000
Orange County	\$24,025			\$24,025
TJCOG	\$55,000			\$55,000
Chapel Hill Transit			\$162,000	\$162,000
DATA		\$141,656	\$236,000	\$377,656
TTA			\$684,000	\$684,000
<b>Total</b>	<b>\$1,907,171</b>	<b>\$277,744</b>	<b>\$1,082,000</b>	<b>\$3,266,915</b>

**LPA Local Match Cost Sharing**

To receive the aforementioned federal funds, a local match of twenty percent (20%) of the total project cost must be provided. The MPO member agencies contribute to the Lead Planning Agency 20% local match. Each MPO’s member agencies’ proportionate share of the local match is determined on an annual basis during the development of the UPWP. The following table displays the MPO’s member agencies’ proportionate share of the local match for FY 2016. The local match shares for member jurisdictions referenced below were determined using population and number of data collection locations/segments. TTA is 7.5% of the total MPO match required for local share of federal funds minus ITRE and data collection expenses and is based on average annual percentage of funds received including 5307 and STP-DA.

<b>Agency</b>	<b>Total FY 2016</b>
Durham City	\$178,516
Durham County	\$35,195
Chapel Hill	\$44,158
Carrboro	\$15,650
Hillsborough	\$5,918
Orange County	\$25,746
Chatham County	\$11,360
TTA	\$20,828
<b>Total</b>	<b>\$337,372</b>

**Certification of MPO Transportation Planning Process**

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 (ie. the 3-C planning process). The certification resolution is included as part of this work program.

**Summary of FY 2014 and First Quarter FY 2015 UPWP Accomplishments**

The Main emphases of the FY 2014 and first quarter of FY 2015 Unified Planning Work Program (UPWP) were the development of the Comprehensive Transportation Plan, model enhancement, calibration and validation of the Triangle Regional Model, the update of the MPO GIS enterprise, Congestion Management Process, Mobility Report Card, MPO data collection and analysis, update of the MPO Data Management System, evaluation of performance indicators, update of Community Viz Land-use Scenario Planning, State and Regional Coordination, collaboration on the regional transit activities and Orange and Durham county transit plans initiatives. The MPO continued to fulfill State and federal transportation mandates and requirements, mainly the 3-C transportation process, such as UPWP planning, SPOT3/STI prioritization, Title VI/EJ/LEP, visualization, administration, management and oversight of grants, etc. The MPO made significant progress in these areas. Major milestones and accomplishments are summarized as follows:

The accomplishments for the FY 2014 and first quarter FY 2015 UPWP are summarized as follows:

1. MPO Congestion Management Process (CMP): The MPO completed analyses and mapping associated with the development of the federally required CMP. Tasks accomplished include summarization and analysis of data, measurement of multi-modal transportation system performance, and identification of causes of congestion, evaluation of strategies and preparation of draft report.
2. MPO Mobility Report Card (MRC): Staff continued to measure and monitor multi-modal transportation system performance. Other accomplishments included a draft state-of-the-system report that focuses on measures of system performance for which data collected on annual basis is used to index overall performance of the MPO transportation system from year to year. Data report included arterial LOS, intersection LOS, transit services, bicycle facilities, sidewalks, safety, etc.
3. Safety Analysis and Draft Report: The MPO completed analyses related to bike and pedestrian safety, transit safety and vehicular safety. Other safety related accomplishments include participating on the North Carolina Safety education initiatives and regional bike and pedestrian safety programs.
4. Environmental Justice/LEP. The MPO Lead Planning Agency (LPA) updated the Title VI report as well as LEP plan as required by federal and State regulation. The LPA continued to engage and coordinate with Latino organizations and neighborhood groups.
5. Climate Change Adaption: The MPO continued to participate with federal, State and regional climate change initiatives, including the participation on the Energy Team and providing technical and modeling support for the regional Climate Leadership initiative.
6. Metropolitan Transportation Improvement Program (MTIP): The MPO continued to work on TIP related activities such as prioritization and project ranking for SPOT.
7. Amendments and Administrative Modifications to the MTIP: The MPO processed several amendments and administrative modifications to the 2012-18 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.
8. Revision and enhancement of the MTIP Project Prioritization and Ranking Methodology for the 2016-2022 MTIP: The LPA continued work on the refinements and revision of the STI MTIP project prioritization and point's allocation methodology. Draft methodology was made available to the public and local MPO agencies for review and comments.
9. Development of the SPOT3 and STI: The MPO continued work associated with the update of SPOT3, including working with NCDOT on the development of input data for SPOT3.
10. Triangle Regional Model (TRM) Update and Enhancement: The MPO continued 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 continued to provide .5 FTE to ITRE Model Service Bureau.
11. The MPO continued work on several special and major emphasis projects: MPO Land-use model, MPO Non-Motorized Trip model, AGOL, Employment Analyst, Community VIZ integration, MPO Twitter account, CMAQ applications updates, MPO Collector Street Plan update, etc.
12. 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.

13. Other Project Development Planning and NEPA: the LPA continued to participate in several on-going NCDOT project planning, feasibility studies and NEPA.
14. ITS Strategic Deployment Plan (SDP): Work continued on the implementation of the Triangle Regional ITS SDP. This included linkages of ITP to travel model.
15. Oversight, Monitoring and Administration of Transit Grants: The MPO continued to process invoices for sub-recipients' reimbursements as well continued to administer and monitor transit grants.
16. Service Requests: Staff performed numerous service requests from the public and member agencies.

**Development Schedule**

The proposed development schedule for the FY 2015-2016 UPWP is presented below. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

<b>Dates</b>	<b>DCHC MPO Activity Description</b>
October 2014-December 2014	Development of draft FY2016 UPWP and coordination with the Oversight Committee and local agencies.
November 7, 2014	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
December 17, 2014	TC receives draft FY2016 UPWP and recommends Board release for public comment.
January 14, 2015	MPO Board reviews draft of FY2016 UPWP and releases for public comment.
January 28, 2015	TC receives draft of FY2016 UPWP and recommends Board hold public hearing.
January 30, 2015	Draft FY2016 UPWP submitted to NCDOT/PTD
February 11, 2015	MPO Board receives draft FY2016 UPWP and holds public hearing. Draft UPWP sent to FTA for review and comments.
February 25, 2015	TC recommends MPO Board approve FY2016 UPWP.
March 11, 2015	MPO Board self certifies planning process and approves FY2016 UPWP.
March 27, 2015	Final FY2016 UPWP submitted to NCDOT and FHWA for approval. NCDOT/PTD will submit UPWP to FTA for approval.

**MPO Funding Table - Distribution by Agency**

Receiving Agency	STP-DA		Section 104(f)		Section 5303			Section 5307			Funding Summary			
	Sec. 133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA				
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
LPA	\$235,599	\$942,397	\$101,773	\$407,090	\$0	\$0	\$0	\$0	\$0	\$0	\$337,372	\$0	\$1,349,487	\$1,686,859
Carrboro	\$6,802	\$27,205	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,802	\$0	\$27,205	\$34,007
Chapel Hill/CHT	\$31,006	\$124,024	\$0	\$0	\$17,011	\$17,011	\$136,088	\$20,250	\$20,250	\$162,000	\$68,267	\$37,261	\$422,112	\$527,640
Chatham County	\$8,749	\$34,994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,749	\$0	\$34,994	\$43,743
Durham/DATA	\$42,720	\$170,880	\$0	\$0	\$17,708	\$17,706	\$141,656	\$29,500	\$29,500	\$236,000	\$89,928	\$47,206	\$548,536	\$685,670
Durham County	\$10,389	\$41,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,389	\$0	\$41,556	\$51,945
Hillsborough	\$20,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000
Orange County	\$6,006	\$24,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,006	\$0	\$24,025	\$30,031
TJCOG	\$13,750	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,750	\$0	\$55,000	\$68,750
TTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,500	\$85,500	\$684,000	\$315,500	\$85,500	\$684,000	\$1,085,000
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>	<b>\$375,021</b>	<b>\$1,500,081</b>	<b>\$101,773</b>	<b>\$407,090</b>	<b>\$34,719</b>	<b>\$34,717</b>	<b>\$277,744</b>	<b>\$135,250</b>	<b>\$135,250</b>	<b>\$1,082,000</b>	<b>\$876,763</b>	<b>\$169,967</b>	<b>\$3,266,915</b>	<b>\$4,313,645</b>

MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
<b>II A</b>	<b>Surveillance of Change</b>														
	1 Traffic Volume Counts	16,097	64,386	240	960	0	0	0	0	0	0	16,337	-	65,346	81,683
	2 Vehicle Miles of Travel	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
	3 Street System Changes	1,000	4,000	1,120	4,480	0	0	0	0	0	0	2,120	-	8,480	10,600
	4 Traffic Accidents	200	800	1,080	4,320	0	0	0	0	0	0	1,280	-	5,120	6,400
	5 Transit System Data	1,913	7,654	1,200	4,800	7,934	7,933	63,468	8,778	8,778	70,224	159,825	16,711	146,146	322,682
	6 Dwelling Unit, Pop. & Emp. Change	7,909	31,636	5,710	22,840	0	0	0	0	0	0	13,619	-	54,476	68,095
	7 Air Travel	400	1,600	100	400	0	0	0	0	0	0	500	-	2,000	2,500
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9 Travel Time Studies	3,660	14,640	1,800	7,200	0	0	0	0	0	0	5,460	-	21,840	27,300
	10 Mapping	10,351	41,402	5,694	22,776	4,119	4,119	32,952	0	0	0	20,164	4,119	97,130	121,413
	11 Central Area Parking Inventory	2,000	7,999	400	1,600	0	0	0	0	0	0	2,400	-	9,599	11,999
	12 Bike & Ped. Facilities Inventory	588	2,354	400	1,600	0	0	0	0	0	0	988	-	3,954	4,942
	13 Bike & Ped. Counts	7,236	28,946	1,280	5,120	0	0	0	0	0	0	8,516	-	34,066	42,582
<b>II-B</b>	<b>Long Range Transp. Plan</b>														
	1 Collection of Base Year Data	2,771	11,082	1,400	5,600	0	0	0	0	0	0	4,171	-	16,682	20,853
	2 Collection of Network Data	3,020	12,080	800	3,200	0	0	0	0	0	0	3,820	-	15,280	19,100
	3 Travel Model Updates	59,260	237,040	1,932	7,728	0	0	0	0	0	0	151,192	-	244,768	395,960
	4 Travel Surveys	7,600	30,400	0	0	0	0	0	0	0	0	7,600	-	30,400	38,000
	5 Forecast of Data to Horizon year	18,591	74,368	3,564	14,256	3,756	3,756	30,048	0	0	0	25,911	3,756	118,672	148,339
	6 Community Goals & Objectives	2,189	8,756	2,530	10,120	0	0	0	0	0	0	4,719	-	18,876	23,595
	7 Forecast of Future Travel Patterns	0	0	2,400	9,600	0	0	0	0	0	0	2,400	-	9,600	12,000
	8 Capacity Deficiency Analysis	7,211	28,846	2,400	9,600	0	0	0	0	0	0	9,611	-	38,446	48,057
	9 Highway Element of th L RTP	6,780	27,119	3,800	15,200	365	365	2,920	0	0	0	10,945	365	45,239	56,549
	10 Transit Element of the L RTP	9,433	37,730	3,800	15,200	1,218	1,218	9,744	483	483	3,864	14,934	1,701	66,538	83,173
	11 Bicycle & Ped. Element of the L RTP	54,483	217,929	3,200	12,800	1,053	1,053	8,424	0	0	0	58,736	1,053	239,153	298,942
	12 Airport/Air Travel Element of L RTP	1,120	4,480	200	800	0	0	0	0	0	0	1,320	-	5,280	6,600
	13 Collector Street Element of L RTP	1,794	7,176	600	2,400	0	0	0	0	0	0	2,394	-	9,576	11,970
	14 Rail, Water or other mode of L RTP	1,400	5,600	0	0	0	0	0	0	0	0	1,400	-	5,600	7,000
	15 Freight Movement/Mobility Planning	12,200	48,800	400	1,600	0	0	0	0	0	0	12,600	-	50,400	63,000
	16 Financial Planning	1,000	4,000	480	1,920	874	874	6,992	13,364	13,364	106,912	15,718	14,238	119,824	149,780
	17 Congestion Management Strategies	5,712	22,848	2,252	9,008	152	152	1,216	0	0	0	8,116	152	33,072	41,340
	18 Air Qual. Planning/Conformity Anal.	1,360	5,440	2,460	9,840	0	0	0	0	0	0	3,820	-	15,280	19,100
<b>II-C</b>	<b>Short Range Transit Planning</b>														
	Short Range Transit Planning	1,660	6,640	0	0	3,130	3,130	25,040	10,058	10,058	80,464	14,848	13,188	112,144	140,180
<b>III-A</b>	<b>Planning Work Program</b>														
	Planning Work Program	5,036	20,146	4,546	18,184	0	0	0	1,000	1,000	8,000	10,582	1,000	46,330	57,912
<b>III-B</b>	<b>Transp. Improvement Plan</b>														
	TIP	9,529	38,117	7,488	29,952	653	652	5,220	2,469	2,469	19,752	20,139	3,121	93,041	116,301
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														
	1 Title VI	1,444	5,776	1,800	7,200	326	326	2,608	350	350	2,800	3,920	676	18,384	22,980
	2 Environmental Justice	800	3,200	2,000	8,000	0	0	0	0	0	0	2,800	-	11,200	14,000
	3 Minority Business Enterprise	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
	4 Planning for the Elderly & Disabled	671	2,682	400	1,600	0	0	0	4,000	4,000	32,000	5,071	4,000	36,282	45,353
	5 Safety/Drug Control Planning	800	3,200	3,000	12,000	0	0	0	0	0	0	3,800	-	15,200	19,000
	6 Public Involvement	3,510	14,039	5,600	22,400	326	326	2,608	1,937	1,937	15,496	11,373	2,263	54,543	68,179
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		0	0	0	0	0	0	0	0	0	0				
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>														
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Enviro. Analysis & Pre-TIP Plng.	5,230	20,920	4,000	16,000	0	0	0	0	0	0	9,230	-	36,920	46,150
	3 Special Studies	35,414	141,652	3,600	14,400	1,552	1,552	12,416	85,500	85,500	684,000	126,066	87,052	852,468	1,065,586
	4 Regional or Statewide Planning	19,367	77,468	4,596	18,384	1,549	1,549	12,392	4,000	4,000	32,000	29,512	5,549	140,244	175,305
<b>III-E</b>	<b>Management &amp; Operations</b>														
	1 Management & Operations	44,282	177,130	12,701	50,802	7,712	7,712	61,696	3,311	3,311	26,488	68,006	11,023	316,116	395,145
	<b>Totals</b>	<b>\$375,021</b>	<b>\$1,500,081</b>	<b>\$101,773</b>	<b>\$407,090</b>	<b>\$34,719</b>	<b>\$34,717</b>	<b>\$277,744</b>	<b>\$135,250</b>	<b>\$135,250</b>	<b>\$1,082,000</b>	<b>\$876,763</b>	<b>\$169,967</b>	<b>\$3,266,915</b>	<b>\$4,313,645</b>

**LPA Task Funding Table**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II A</b>	<b>Surveillance of Change</b>															
	1 Traffic Volume Counts	\$16,024	\$64,096	\$240	\$960	\$0	\$0	\$0	\$0	\$0	\$0	\$16,264	\$0	\$65,056	\$81,320	
	2 Vehicle Miles of Travel	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	3 Street System Changes	\$1,000	\$4,000	\$1,120	\$4,480	\$0	\$0	\$0	\$0	\$0	\$0	\$2,120	\$0	\$8,480	\$10,600	
	4 Traffic Accidents	\$200	\$800	\$1,080	\$4,320	\$0	\$0	\$0	\$0	\$0	\$0	\$1,280	\$0	\$5,120	\$6,400	
	5 Transit System Data	\$1,600	\$6,400	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$11,200	\$14,000	
	6 Dwelling Unit, Pop. & Emp. Change	\$7,668	\$30,672	\$5,710	\$22,840	\$0	\$0	\$0	\$0	\$0	\$0	\$13,378	\$0	\$53,512	\$66,890	
	7 Air Travel	\$400	\$1,600	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500	
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	9 Travel Time Studies	\$3,660	\$14,640	\$1,800	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$5,460	\$0	\$21,840	\$27,300	
	10 Mapping	\$7,888	\$31,552	\$5,694	\$22,776	\$0	\$0	\$0	\$0	\$0	\$0	\$13,582	\$0	\$54,328	\$67,910	
	11 Central Area Parking Inventory	\$1,800	\$7,200	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200	\$0	\$8,800	\$11,000	
	12 Bike & Ped. Facilities Inventory	\$552	\$2,208	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$952	\$0	\$3,808	\$4,760	
	13 Bike & Ped. Counts	\$7,200	\$28,800	\$1,280	\$5,120	\$0	\$0	\$0	\$0	\$0	\$0	\$8,480	\$0	\$33,920	\$42,400	
<b>II B</b>	<b>Long Range Transp. Plan</b>															
	1 Collection of Base Year Data	\$1,844	\$7,376	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$3,244	\$0	\$12,976	\$16,220	
	2 Collection of Network Data	\$3,020	\$12,080	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,820	\$0	\$15,280	\$19,100	
	3 Travel Model Updates	\$59,260	\$237,040	\$1,932	\$7,728	\$0	\$0	\$0	\$0	\$0	\$0	\$61,192	\$0	\$244,768	\$305,960	
	4 Travel Surveys	\$7,600	\$30,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,600	\$0	\$30,400	\$38,000	
	5 Forecast of Data to Horizon year	\$11,000	\$44,000	\$3,564	\$14,256	\$0	\$0	\$0	\$0	\$0	\$0	\$14,564	\$0	\$58,256	\$72,820	
	6 Community Goals & Objectives	\$2,000	\$8,000	\$2,530	\$10,120	\$0	\$0	\$0	\$0	\$0	\$0	\$4,530	\$0	\$18,120	\$22,650	
	7 Forecast of Future Travel Patterns	\$0	\$0	\$2,400	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400	\$0	\$9,600	\$12,000	
	8 Capacity Deficiency Analysis	\$5,360	\$21,440	\$2,400	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$7,760	\$0	\$31,040	\$38,800	
	9 Highway Element of th LRTP	\$4,000	\$16,000	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$7,800	\$0	\$31,200	\$39,000	
	10 Transit Element of the LRTP	\$2,000	\$8,000	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$5,800	\$0	\$23,200	\$29,000	
	11 Bicycle & Ped. Element of the LRTP	\$11,200	\$44,800	\$3,200	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$0	\$57,600	\$72,000	
	12 Airport/Air Travel Element of LRTP	\$1,120	\$4,480	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320	\$0	\$5,280	\$6,600	
	13 Collector Street Element of LRTP	\$1,794	\$7,176	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,394	\$0	\$9,576	\$11,970	
	14 Rail, Water or other mode of LRTP	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000	
	15 Freight Movement/Mobility Planning	\$12,200	\$48,800	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$12,600	\$0	\$50,400	\$63,000	
	16 Financial Planning	\$1,000	\$4,000	\$480	\$1,920	\$0	\$0	\$0	\$0	\$0	\$0	\$1,480	\$0	\$5,920	\$7,400	
	17 Congestion Management Strategies	\$5,200	\$20,800	\$2,252	\$9,008	\$0	\$0	\$0	\$0	\$0	\$0	\$7,452	\$0	\$29,808	\$37,260	
	18 Air Qual. Planning/Conformity Anal.	\$1,360	\$5,440	\$2,460	\$9,840	\$0	\$0	\$0	\$0	\$0	\$0	\$3,820	\$0	\$15,280	\$19,100	
<b>II C</b>	<b>Short Range Transit Planning</b>															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>III-A</b>	<b>Planning Work Program</b>															
	Planning Work Program	\$2,400	\$9,600	\$4,546	\$18,184	\$0	\$0	\$0	\$0	\$0	\$0	\$6,946	\$0	\$27,784	\$34,730	
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	TIP	\$3,600	\$14,400	\$7,488	\$29,952	\$0	\$0	\$0	\$0	\$0	\$0	\$11,088	\$0	\$44,352	\$55,440	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>															
	1 Title VI	\$400	\$1,600	\$1,800	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200	\$0	\$8,800	\$11,000	
	2 Environmental Justice	\$800	\$3,200	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$11,200	\$14,000	
	3 Minority Business Enterprise	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	4 Planning for the Elderly & Disabled	\$400	\$1,600	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
	5 Safety/Drug Control Planning	\$800	\$3,200	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$15,200	\$19,000	
	6 Public Involvement	\$1,400	\$5,600	\$5,600	\$22,400	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>															
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Enviro. Analysis & Pre-TIP Png.	\$800	\$3,200	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,800	\$0	\$19,200	\$24,000	
	3 Special Studies	\$5,200	\$20,800	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$44,000	
	4 Regional or Statewide Planning	\$1,800	\$7,200	\$4,596	\$18,384	\$0	\$0	\$0	\$0	\$0	\$0	\$6,396	\$0	\$25,584	\$31,980	
<b>III-E</b>	<b>Management &amp; Operations</b>															
	1 Management & Operations	\$38,649	\$154,597	\$12,701	\$50,802	\$0	\$0	\$0	\$0	\$0	\$0	\$51,350	\$0	\$205,399	\$256,749	
	<b>Totals</b>	\$235,599	\$942,397	\$101,773	\$407,090	\$0	\$0	\$0	\$0	\$0	\$0	\$337,372	\$0	\$1,349,487	\$1,686,859	

**DCHC MPO General Task Description and Summary Narrative**

**II-A: Surveillance of Change**

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to feed into various MPO technical analyses such as modeling, Metropolitan Transportation Plan update, Congestion Management Process, Mobility Report Card 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 2016 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 2016 count locations:

<b>Traffic Counts: Number of Data Collection Locations by Jurisdiction -FY 2016</b>								
Data Type	Durham	Durham County	Chapel Hill	Carrboro	Hillsborough	Orange	Chatham	Total
Traffic Volume: hourly, bi-direction, classification, speed	65	24	9	6	5	4	3	116
TMC peak periods (cars, trucks, bike & pedestrian)	40	20	7	6	2	1	3	79

**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 continue to refine the 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), CMP and the Mobility Report Card. The LPA will continue to generate VMT metric from the TRM.

**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 TRM. The MPO will monitor

changes in street mileage systems from previous years and summarize inventory by functional classification. The MPO will continue to update NAVTEQ street file and attribute data. The MPO municipalities (Town of Chapel Hill, the Town of Carrboro, and the City of Durham) will continue to gather 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 year period within the MPO Metropolitan Planning Boundary. This task will align, build from, 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 update the MPO multi-modal MPO Safety Report and safety component of the Mobility Report Card.

**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 Automatic Passenger Count (APC) data to evaluate transit service performance, route productivity, and to 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 2015 and spring 2016) 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:

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

Temporal resolution: Average weekday, Saturday, Sunday, and peak periods.  
 Time Period. Time Period 1 is 3 am – 5:59 am; Time Period 2 is 6 am – 8:59 am; Time Period 3 is 9 am – 2:59 pm; Time Period 4 is 3 pm – 5:59 pm and Time Period 5 is 6 pm – 2:59 am.

Spatial resolution will include leg, TAZ, census block and census tracts.

**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 collection of highway/auto travel time and speed along 56 facilities and transit travel time/speed, as part of the APC data mentioned above, on approximately 85 routes (including TTA routes) within the DCHC MPO planning area.

Traffic Counts: Number of Data Collection Locations by Jurisdiction - FY 2016								
Data Type	Durham	Durham County	Chapel Hill	Carrboro	Hillsborough	Orange	Chatham	Total
Travel Time	25	15	4	2	4	3	3	56

**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 enhancement of 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 as well as Parking Area Study Analysis (PASA)

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

<b>Bike/Pedestrian Counts: Number of Data Collection Locations by Jurisdiction FY 2016</b>								
Data Type	Durham	Durham County	Chapel Hill	Carrboro	Hillsborough	Orange	Chatham	Total
Bike & Pedestrian Count (mid-block, int, 12-hour)	35	16	17	5	5	4	3	85

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

Federal Law (as updated by MAP-21) and USDOT’s Metropolitan Planning Regulations require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, 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 MPO Board. 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 data. 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 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, STIP/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.
- 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, enhancement, calibration and validation for the model to support the development of the TRM versions 6 and 7, and 2045 MTP model applications. 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

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

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

The MPO will continue with the evaluation of Airport/air travel element of the MTP, 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**

MPO will commence work on the development and update of the MPO Collector Street and Connectivity Plan. Work tasks will involve the identification of future collector street connectivity needs, provisions for local street connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement.

**Task II-B-14: Rail, Water, or Other Mode of LRTP**

The MPO will continue to work with NCDOT Rail Division, Triangle Transit and CAMPO regarding rail transportation in the Triangle. Work proposed includes, but is not limited to, survey of rail plans, relationship to the MPO MTP and CTP, 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 MPO will continue to examine financial options for the funding of proposed transportation projects and programs, including review of the financial planning assumptions/ projections in the 2040 MTP and update of the Orange and Durham County financial plans based on the collection of the half-

cent sales tax. The MPO will also continue to re-evaluate the assumptions included in the MTP financial plan.

#### **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 Board is responsible for making a determination as to whether or not transportation plans, programs, and LRTP and TIP projects conform to air quality standards and the intent of the State Implementation Plan (SIP). The LPA will continue to provide technical support to the MPO Board and TC regarding air quality planning. In addition the LPA will continue participation in the development and application of SIPs for air quality, participation in the statewide interagency consultation, and providing assistance to NCDENR in the development and maintenance of mobile source emission inventories.

#### **Task II-C: Short Range Transit Planning**

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

#### **Task III-A: Planning Work Program**

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 2015-2016 UPWP and prepare and process amendments as needed, evaluate transportation planning work needs and emphasis areas and prepare the FY 2016-2017 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 2016. 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 LPA of the DCHC MPO, the City of Durham Transportation Department – Planning Division is responsible for annually developing, amending, adjusting and maintaining the 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 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**

In accordance with Federal Action (Executive Order 12898), the MPO will develop an Environmental Justice (EJ) 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 as well as update the multi modal safety plan.

#### **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 a 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 CTP.

### **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 the transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other federal funds. In addition, this work includes consultation with other agencies involved with 3C planning activities; liaison activities between the MPO and NCDOT and ongoing coordination with CAMPO; and communication with other regional groups. Other activities include the day-to-day oversight of, and reporting on, the progress of projects listed in the UPWP, and the establishment of work priorities in light of MPO needs. Proposed tasks include but are not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, NCDEHNR, 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 MPO Board and other member jurisdictions policy bodies.
8. Participate in Joint CAMPO/DCHC TC and Board meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the triangle region.
9. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2015 to June 30, 2020**

	1	2	3	4	5
FY	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Period	2015-16	2016-17	2017-18	2018-19	2019-20
	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019	July 1, 2019-June 30, 2020
<b>1</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>	<b>Surveillance of Change/ Data monitoring</b>
1.1	ADT count and TMC annual and seasonal, including update of count databasr system	ADT count and TMC annual and seasonal, including update of count databasr system	ADT count and TMC annual and seasonal, including update of count databasr system	ADT count and TMC annual and seasonal, including update of count databasr system	ADT count and TMC annual and seasonal, including update of count databasr system
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. Update of NAVTEQ Street layer	Street System Changes update. Update of NAVTEQ Street layer	Street System Changes update. Update of NAVTEQ Street layer	Street System Changes update. Update of NAVTEQ Street layer	Street System Changes update. Update of NAVTEQ Street layer
1.4	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses	Traffic accidents data/ multi-modal safety data update and analyses
1.5	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data	Transit system data/Continual update of APC data
1.6	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA, etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA, etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA, etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA, etc	Housing, POP, Emp. Data,including development review/permits, CO, Census, INFOUSA, etc
1.7	Air travel. Continual monitoring of RDU passemger activities and ground transportation	Air travel. Continual monitoring of RDU passemger activities and ground transportation	Air travel. Continual monitoring of RDU passemger activities and ground transportation	Air travel. Continual monitoring of RDU passemger activities and ground transportation	Air travel. Continual monitoring of RDU passemger activities and ground transportation
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.	Travel Time, including continual gathering and update of INRIX, HERE and Travel Time database monitoring system.
1.10	Mapping and update/enhancement and maintenance of the MPO Geo-spatial databse and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial databse and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial databse and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial databse and GIS enterprise	Mapping and update/enhancement and maintenance of the MPO Geo-spatial databse and GIS enterprise
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
<b>2</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>	<b>Unified Planning Work Program (UPWP)</b>
2.1	Process UPWP amendments as necessary	Process UPWP amendments 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 and administration	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration	UPWP financial management and administration
	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight and audit	Grant monitoring, oversight 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
2.7	Oversight of the LPA Local match Cost Sharing, including preparation of annual report.	Oversight of the LPA Local match Cost Sharing, including preparation of annual report.	Oversight of the LPA Local match Cost Sharing, including preparation of annual report.	Oversight of the LPA Local match Cost Sharing, including preparation of annual report.	Oversight of the LPA Local match Cost Sharing, including preparation of annual report.
2.8	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.	Management and Operations of the 3-C Process.
<b>3</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning</b>	<b>Metropolitan Transportation Plan (MTP)/Long-Range Transportation Planning</b>

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2015 to June 30, 2020**

	1	2	3	4	5
FY	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Period	2015-16	2016-17	2017-18	2018-19	2019-20
	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019	July 1, 2019-June 30, 2020
3.1	Amendment of the 2040 L RTP for AQ analysis and conformity as necessary	Adoption of the CTP	Amendment of the 2040 L RTP for AQ analysis and conformity as necessary	Work commences on MPO wide Community visioning. Product to lead into Goals and Objectives development	2050 MTP environmental analysis and consideration
3.2	Refinement of SE forecast to Horizon and intermediate years.	MTP Financial analysis and preparation of Financial Plan.	Initiate work on Community Viz 3.0 and scenario planning set up and preparation	Work associated with Goals, Objectives and targets for 2050 MTP commences.	Model and technical analyses for the 2050 MTP
3.3	Model Update and application for 2045 MTP analysis	2045 MTP environmental analysis and consideration	Initiate work associated with the socio-economic and demographic data collection and tabulation for 2050 MTP	Deficiency analysis and needs assessment	Selection of Preferred MTP Option.
3.4	Inter-Agency Consultation process	Model and technical analyses for the 2045 MTP	Update of base year networks and their attributes	initiate work associated with SE data collection and Forecasts for 2050 MTP	Adoption of the 2050 MTP for Air Quality conformity analysis
3.5	CTP update-Completion of Alternative Analysis and Selection of Preferred CTP Option.	Selection of Preferred MTP Option.	Update of modeling and technical tools for 2050 MTP analyses.	Deficiency analysis and need assessment for the 2050 MTP	AQ analysis and conformity determination process
3.6	Land-use Scenario analysis	Adoption of the 2045 MTP for Air Quality conformity analysis	Continue work on GIS and mapping for MTP base maps	Generation of alternatives and evaluation of alternatives for the 2050 MTP.	Inter-Agency Consultation process
3.7	2045 MTP Visioning process	AQ analysis and conformity determination process		Community Viz work commences.	
	Deficiency analysis and need assessment for the 2045 MTP	Inter-Agency Consultation process			
	Development of the Regional Freight Plan	Preparation of 2045 MTP and air quality conformity report			
	Preparation of CTP report	Adoption of 2045 MTP and air quality conformity report			
<b>4</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>	<b>Travel Demand Model Development and Update</b>
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
4.2	Collection of household and transit on board survey fall 2015. Coordination of estimation year data collection	Support MPO 2045 MTP and air quality conformity model applications	Develop TRMv7: continue estimating models for tour mode choice	Develop TRMv7: incorporate existing model components for commercial vehicles & external models	Develop TRMv7: complete model calibration and validation
4.3	Survey tabulation and analyses winter/spring 2016. Analysis and tabulation of estimation year data (traffic counts, SE data, PASA parking)	Collection of network data and development of networks	Develop TRMv7: model applications completed	Develop TRMv7: initial model calibration and validation begins	Develop TRMv7: develop application tools for plan evaluation & air quality analysis
4.4	Support MPO 2045 MTP model application	Maintain/enhance TRMv6: develop additional tools for application			2020 census TAZ delineation
4.5	Maintain/enhance TRMv6: develop improved parking model	Develop TRMv7: begin developing/adapting application programs for population synthesizer/tour-activity scheduler/router			
4.6	Develop TRMv7: investigate/specify tour/activity scheduler/router	Develop TRMv7: begin model estimation and calibration for usual work and school location, activity scheduler, and router			
	Develop TRMv7: begin preparing data for estimation				
	Develop TRMv7: available data will be entered in selected data structure				
4.7					

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2015 to June 30, 2020**

	1	2	3	4	5
FY	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Period	2015-16	2016-17	2017-18	2018-19	2019-20
	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019	July 1, 2019-June 30, 2020
<b>5</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>	<b>Bicycle &amp; Pedestrian Planning</b>
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	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 pedestrian plans	on-going implementation of the bike and pedestrian plans
5.3		On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness
<b>6</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>	<b>Short-Range Transit Plan</b>
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA	Transit survey	Transit survey
<b>7</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>	<b>Congestion Management Process (CMS/CMP)</b>
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3		Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion	
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
<b>8</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>	<b>TIP</b>
	BOT Approves 2016-2022 STIP	Finalize SPOT 4 Point Assignment	BOT Approves 2018-2024 STIP	Develop final draft 2018-2024 MTIP. TIP conformity determination	Develop final draft 2020-2026 MTIP. TIP conformity determination
	Update TIP ranking & project prioritization methodology as necessary	One-on-one discussion between the MPO and NCDOT	Update TIP ranking & project prioritization methodology as necessary	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2020-2026 STIP
	Develop & submit TIP Project Priority List for 2018-2024 TIP	Development 2018-2024 MTIP . Public input and comment process.	Develop & submit TIP Project Priority List for 2020-2026 TIP	Develop & submit TIP Project Priority List for 2020-2026 TIP	Develop & submit TIP Project Priority List for 2022-2028 TIP
	Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP	STIP AirQuality Conformity Analysis	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	Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP
	SPOT4 Prioritization	Develop final draft 2018-2024 MTIP. TIP conformity determination	SPOT5 Prioritization	One-on-one discussion between the MPO and NCDOT	SPOT-6 Prioritization
	MPO SPOT 4 points assignment		MPO SPOT 5 points assignment	Development 2020-2026 MTIP . Public input and comment process.	MPO SPOT-6 points assignment
	Develop final draft 2016-2022 MTIP. TIP conformity determination				
			MPO Board Approves 2018-2024 MTIP		MPO Board Approves 2020-2026 MTIP

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2015 to June 30, 2020**

	1	2	3	4	5
FY	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Period	2015-16	2016-17	2017-18	2018-19	2019-20
	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019	July 1, 2019-June 30, 2020
			BOT Approves 2018-2024 STIP		BOT Approves 2020-2026 STIP
	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing
<b>9</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>	<b>Title VI/Civil Rights/EJ</b>
		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
<b>10</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>	<b>Public Involvement/Participation Plan (PIP/PPP)</b>
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
<b>11</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>	<b>Project Development &amp; Incidental Planning</b>
	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies	Participation in project development, environmental analysis, NEPA process and studies
	Northern Durham Parkway/US 70 NEPA study, I-40 feasibility study, US 15501 feasibility study	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
<b>12</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>	<b>Land-use &amp; Transportation integration</b>
	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts
<b>13</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>	<b>Intelligent Transportation System Planning</b>
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
<b>14</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>	<b>Safety Planning</b>
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
<b>15</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>	<b>Freight Planning</b>

**DCHC MPO 5-Year Unified Planning Work Program  
July 1, 2015 to June 30, 2020**

	1	2	3	4	5
FY	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
Period	2015-16	2016-17	2017-18	2018-19	2019-20
	July 1, 2015-June 30, 2016	July 1, 2016-June 30, 2017	July 1, 2017-June 30, 2018	July 1, 2018-June 30, 2019	July 1, 2019-June 30, 2020
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
<b>16</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>	<b>Transportation System Preservation</b>
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation
<b>17</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>	<b>GIS Development</b>
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Maintain Databases	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
	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>
	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications
<b>18</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>	<b>Management and Operations</b>
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
<b>19</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>	<b>Special Studies/State &amp; Regional Planning</b>
	Parking survey/Study	As Needed	As Needed	As needed	As needed

**Appendix A**  
**FHWA/FTA Agency Funding Source Tables**

**Town of Carrboro**  
**Task Funding Table and Supporting Documents**

Town of Carrboro

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary					
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total		
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA						
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%						
<b>II-A</b>	<b>Surveillance of Change</b>																
	1 Traffic Volume Counts	\$73	\$290	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$73	\$0	\$290	\$0	\$363
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$109	\$436	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$109	\$0	\$436	\$0	\$545
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$581	\$2,324	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$581	\$0	\$2,324	\$0	\$2,905
	11 Central Area Parking Inventory	\$200	\$799	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$0	\$799	\$0	\$999
	12 Bike & Ped. Facilities Inventory	\$36	\$146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36	\$0	\$146	\$0	\$182
	13 Bike & Ped. Counts	\$36	\$146	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36	\$0	\$146	\$0	\$182
<b>II-B</b>	<b>Long Range Transp. Plan</b>																
	1 Collection of Base Year Data	\$429	\$1,714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$429	\$0	\$1,714	\$0	\$2,143
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$410	\$1,642	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$410	\$0	\$1,642	\$0	\$2,052
	6 Community Goals & Objectives	\$189	\$756	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$189	\$0	\$756	\$0	\$945
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$121	\$482	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121	\$0	\$482	\$0	\$603
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$121	\$482	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$121	\$0	\$482	\$0	\$603
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$189	\$756	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$189	\$0	\$756	\$0	\$945
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>																
	1 Short Range Transit Planning	\$450	\$1,802	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450	\$0	\$1,802	\$0	\$2,252
													\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>																
	Planning Work Program	\$490	\$1,962	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$490	\$0	\$1,962	\$0	\$2,452
													\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>																
	TIP	\$443	\$1,773	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443	\$0	\$1,773	\$0	\$2,216
													\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr. Reg. Reqs.</b>																
	1 Title VI	\$158	\$632	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$158	\$0	\$632	\$0	\$790
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$271	\$1,082	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$271	\$0	\$1,082	\$0	\$1,353
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$338	\$1,351	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$338	\$0	\$1,351	\$0	\$1,689
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>																
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$469	\$1,874	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469	\$0	\$1,874	\$0	\$2,343
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E</b>	<b>Management &amp; Operations</b>																
	1 Management & Operations	\$1,689	\$6,756	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,689	\$0	\$6,756	\$0	\$8,445
<b>Totals</b>		<b>\$6,802</b>	<b>\$27,205</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,802</b>	<b>\$0</b>	<b>\$27,205</b>	<b>\$0</b>	<b>\$34,007</b>

**TOWN OF CARRBORO  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**II-A-1. Traffic Volume Counts**

The Town will provide local traffic count data, collected for various local planning purposes, as needed for the Congestion Management Process or other MPO activities. The Town will also conduct additional traffic counts, as needed, for other plans or studies that relate to traffic congestion or safety.

**Objectives**

To collect local traffic count data relevant to the CMP, TRM model analysis, and-or local traffic studies.

**Previous work**

In FY 2012, the Town submitted traffic count data for the CMP. The Town has collected traffic data for traffic calming studies and assessing the impact from diverted traffic due to a construction-related street closure. Three Mobility Report Cards (2003, 2005 and the DCHC-MPO in 2014) report vehicular traffic and congestion, as well as pedestrian and bicycle traffic.

**Proposed activities**

1. Collect traffic data using Town counters.
2. Provide traffic data and reports as needed for the previously mentioned MPO activities.
3. Continue to explore with LPA staff the potential borrowing of turning movement counters to collect data relevant to the CMP or other traffic analyses.
4. Continue to collect traffic data relating to a study of downtown Carrboro congestion.

**Products**

1. Traffic volume data from as recent a year as possible.

**Relationship to other plans and MPO activities**

Data will be used for the CMP. Counts may be helpful in determining focus areas for TDM strategies and the Triangle Regional Model (TRM).

**Proposed budget and level of effort**

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-A-1 - Traffic counts	<b>\$73</b>	<b>\$290</b>	<b>\$363</b>

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

The Town will review population and employment change data estimated by the Community Viz 2.0 process and-or dwelling unit, population, and employment data relevant to the next LRTP and the Triangle Regional Model (TRM).

**Objectives**

To review dwelling unit, population, and employment data as part of the next LRTP and 2045 MTP, and the Travel Behavior Survey (TBS) of the Triangle Regional Model (TRM) processes and provide additional data if needed.

**TOWN OF CARRBORO  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**Previous work**

In FY 2012, the Town submitted place type and development status information for the Imagine 2040 process and reviewed population and employment control totals to be utilized by the 2040 LRTP.

**Proposed activities**

1. Review data generated by the TBS household survey.
2. Use CommunityViz 2.0 to further analyze future development scenarios in the Imagine 2040 subregion that includes Carrboro.

**Products**

1. Household and employment data generated by Imagine 2040.
2. Household and employment data generated by subregional iterations of CommunityViz 2.0

**Relationship to other plans and MPO activities**

Relates to MPO-wide next LRTP and 2045 MTP and TRM processes.

**Proposed budget and level of effort**

All work to be completed by Transportation Planner.

Local staff hours: 15 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-A-6 - Dwelling Unit, Pop. & Emp. Change	\$109	\$436	\$545

**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. Review maps for the 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)

**TOWN OF CARRBORO  
TASK DESCRIPTIONS & NARRATIVES  
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**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, and the 2009 Comprehensive Bicycle Transportation Plan

**Proposed budget and level of effort**

50 percent of work to be completed by GIS Analyst  
 50 percent of work to be completed by Transportation Planner  
 Local staff hours: 70 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-A-10 - Mapping	\$478	\$1,910	\$2,905

**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.
- O4 – Develop a further understanding of how parking policies affect downtown traffic.

**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. A UNC Capstone study of downtown parking was conducted in 2014 to update the early work. Chapel Hill Transit maintains an inventory of park-and-ride spaces.

**Proposed Activities**

1. Continue efforts to 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)

**TOWN OF CARRBORO  
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**Relationship to other plans and MPO activities**

Carrboro Parking Plan, 2045 MTP

**Proposed budget and level of effort**

60 percent of work to be completed by Transportation Planner

40 percent of work to be completed by the GIS Analysis

Local staff hours: 25 hours.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-A-11 - Central Area Parking Invento	\$200	\$799	\$999

**II-A-12. Bicycle and Pedestrian Facilities Inventory**

The Town will review bicycle and pedestrian facility data to ensure it is up-to-date for the 2045 LRTP and update its GIS shapefiles to reflect new bicycle and pedestrian facilities installed since 2009.

**Objectives**

To make current the Town’s GIS data on bicycle and pedestrian facilities.

To provide up-to-date bicycle and pedestrian facilities information to LPA staff.

**Previous work**

The Town has collected bicycle and pedestrian facility data for a number of planning processes, including previous LRTPs and the 2009 Carrboro Bicycle Transportation Plan.

**Proposed activities**

1. Add features to GIS shapefiles of bicycle facilities and sidewalks.
2. Send data as needed to LPA staff in the development of the LRTP or other MPO planning processes.
3. Review data collected by ITRE/MPO as part of pilot bike/ped counter project.

**Products**

1. Up-to-date shapefiles and databases
2. Qualitative information on bicycle and pedestrian facilities as needed

**Relationship to other plans and MPO activities**

Bicycle and pedestrian facility data is an important part of the Bicycle and Pedestrian chapter of the LRTP. There may be a need to provide data for the CMS as well.

**Proposed budget and level of effort**

All work to be completed by Transportation Planner.

Local staff hours: 5 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-A-12 - Bike & Ped. Facilities Inventory	\$36	\$146	\$182

**TOWN OF CARRBORO  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**II-A-13. Bicycle and Pedestrian Counts**

The Town will contribute existing bicycle and pedestrian traffic information for the next LRTP and other planning processes as needed. Where more recent data would be helpful, the Town will arrange to conduct additional bicycle and pedestrian counts.

**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

**Objectives**

To supply bicycle and pedestrian travel data for regional planning processes, such as the next LRTP and/or Congestion Management Process.

To inform local planning efforts with up-to-date bike-ped data, such as implementation of the 2009 Comprehensive Bicycle Transportation Plan.

**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 Mobility Report Cards. Recent traffic impact analyses, the CMP, and in-house Town counts at the Greensboro St.-Main St. intersection have yielded additional data to study a specific program or intersection. The Town participated in a pilot program with the MPO/ITRE to install pedestrian and bicycle counters along the Libba Cotton Bikeway and along Old NC 86, just north of the intersection with Old Fayetteville Road.

**Proposed activities**

1. Continue to conduct bicycle and pedestrian counts.
2. Observe download procedure and maintenance requirements from ITRE/MPO staff; use counts for Town analysis as well as MPO data collection.
3. Work with LPA staff to coordinate data collection efforts.

**Products**

1. Spreadsheets or tally sheets with bicycle and pedestrian counts

**Relationship to other plans and MPO activities**

The Town is conducting an analysis of downtown traffic and has collected bike-ped counts for it. A neighborhood traffic study coordinated by the MPO has also involved bike-ped data collection. CMP, MTP Bicycle and Pedestrian chapter, NCDOT / ITRE bike-ped count study (non-MPO)

**Proposed budget and level of effort**

All work to be completed by Transportation Planner.

Local staff hours: 5 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-A-13 - Bike & Ped. Counts	\$36	\$146	\$182

**II-B-1. Collection of Base Year Data**

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

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**Objectives**

O1 – Ensure accurate base year residential and employment data

**Previous Work**

The MPO developed control totals for the 2045 MTP. CommunityViz was used to assign existing place types and development statuses.

**Proposed Activities**

1. Review control totals, residential and employment data, and CommunityViz 2.0 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, TRM and TBS household survey.

**Proposed budget and level of effort**

55 percent of work to be completed by Transportation Planner

25 percent of work to be completed by Planning Administrator

20 Percent of work to be completed by the GIS Analyst

Local staff hours: 55 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-1 - Collection of Base Year Data	\$429	\$1,714	\$2,143

**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 2.0 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 2.0 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 build-out 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)

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2. Edited and quality-checked CommunityViz layers (A2)

**Relationship to other plans and MPO activities**

2045 MTP

**Proposed budget and level of effort**

70 percent of work to be completed by Transportation Planner

30 percent of work to be completed by Planning Administrator

Local staff hours: 50 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-5 - Forecast of Data to Horizon Year	\$410	\$1,642	\$2,052

**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**

60 percent of work to be completed by the Transportation Planner

40 percent of work to be completed by the Planning Administrator

Local staff hours: 25 hours

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<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-6 - Community Goals & Objectives	\$189	\$756	\$945

**II-B-9. Highway Element of the Long Range Transportation Plan**

The Town will assist and support the MPO’s efforts to evaluate the highway elements of the Comprehensive Transportation Plan (CTP) and the 2045 MTP. The Town will assist in the establishment of performance measures for evaluating highway alternatives and will identify and evaluate highway facilities to be included as part of the MPO for the highway component of the CTP. The Town of Carrboro’s section of the highway element will be development in parallel with the MPO’s effort.

**Objectives**

To provide adequate highway information as needed for the development of the 2040 LRTP and CTP.

**Previous work**

The Town coordinated with MPO partners in the development of the 2035 LRTP Highway Element.

**Proposed activities**

1. Provide information as needed on potential highway projects’ extent, length, present and future lanes, funded completion year, and other information.

**Products**

1. Highway sections, appendices, and maps for the next LRTP and CTP.

**Relationship to other plans and MPO activities**

The LRTP will provide the foundation for future TIPs.

**Proposed budget and level of effort**

63 percent of the work to be completed by Transportation Planner.  
38 percent of the work to be completed by the Planning Administrator  
Local staff hours: 16 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-9 - Highway Element of LRTP	\$121	\$482	\$603

**II-B-11. Bicycle and Pedestrian Element of the Long Range Transportation Plan**

The Town will contribute to the development of major bicycle and pedestrian system recommendations in the 2040 LRTP and CTP.

**Objectives**

To provide adequate bicycle and pedestrian information as needed for the development of the 2040 LRTP and CTP.

**TOWN OF CARRBORO  
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**Previous work**

The Town coordinated with MPO partners in the development of the 2035 LRTP Bicycle and Pedestrian Element.

**Proposed activities**

1. Provide information as needed on potential bicycle or pedestrian projects' location, type, length, and cost.

**Products**

1. Bicycle and pedestrian sections, appendices, and maps for the 2040 LRTP and CTP.

**Relationship to other plans and MPO activities**

The LRTP will provide the foundation for future TIPs.

**Proposed budget and level of effort**

63 percent of the work to be completed by Transportation Planner.  
38 percent of the work to be completed by the Planning Administrator  
Local staff hours: 16 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-11 - Bicycle & Ped. Element of LR	\$121	\$482	\$603

**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)

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**Relationship to other plans and MPO activities**

As noted above, the CMP informs the MTP and TIP processes; Parking Plan; and the TBS of the TRM.

**Proposed budget and level of effort**

60 percent of the work to be completed by Transportation Planner  
 40 percent of the work to be completed by the Planning Administrator  
 Local staff hours: 25 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-17 - Congestion Management Stra	\$189	\$756	\$945

**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)

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6. Review on-board transit survey information as it pertains to Carrboro and Carrboro ridership as part of the short range and long range planning efforts (O2, O3, O4)

**Products**

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

**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. Support of the MPO’s on-board transit survey.

**Proposed budget and level of effort**

66 percent of the work to be completed by Transportation Planner.  
33 percent of the work to be completed by the Planning Administrator.  
Local staff hours: 60 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-C-1 - Short Range Transit Planning	\$450	\$1,802	\$2,252

**III-A-1. Planning Work Program**

The Town will administer the FY 2015-2016 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 2016-2017 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 2015-2016 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 2015-2016 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)

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**Products**

1. Quarterly progress reports and invoices to the MPO on UPWP activities (A1)
2. Amendment spreadsheets as needed (A2)
3. Carrboro’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 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**

62 percent of the work to be completed by Transportation Planner  
 38 percent of the work to be completed by the Planning Administrator  
 Local staff hours: 65 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-A-1 - Planning Work Program	\$490	\$1,962	\$2,452

**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 it when the 201-16 fiscal year begins on July 1.

**Proposed Activities**

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 2015-16 fiscal year begins on July 1.

**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

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**Proposed budget and level of effort**

80 percent of the work to be completed by the Transportation Planner  
 20 percent of the work to be completed by the Planning Administrator  
 Local staff hours: 60 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-B-1 - Transportation Improvement	\$443	\$1,773	\$2,216

**III-C-1. Title VI**

MPO staff have identified a Title VI plan as a FY 2013 focus area. The Town will contribute as needed to the development of this plan and discuss as needed Title VI issues.

**Objectives**

To assist the MPO as needed in developing a Title VI plan that ensures no MPO activities result in discrimination on the basis of race, color, and national origin.

**Previous work**

No previous MPO-related work by the Town on Title VI can be identified at this time.

**Proposed activities**

1. Coordinate with the MPO as needed to formulate a Title VI plan.

**Products**

1. Title VI plan.

**Relationship to other plans and MPO activities**

The goals of this plan may relate to the Environmental Justice and Limited English Proficiency plans

**Proposed budget and level of effort**

50 percent of the work to be completed by Transportation Planner  
 25 percent of the work to be completed by the Planning Administrator and  
 25 percent of the work to be completed by the GIS Analyst  
 Local staff hours: 20 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-C-1 - Title VI	\$158	\$632	\$790

**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.

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**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)
2. Continue a special study undertaken by a subcommittee of the Transportation Advisory Board to evaluate pedestrian safety in the downtown area, and to identify any additional measures needed to ensure pedestrian safety on public sidewalks during construction.

**Products**

Report to the Board of Aldermen any recommendations relating to the subcommittee’s findings and potentially text amendments to the Land Use Ordinance.

**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**

57 percent of work to be completed by Transportation Planner  
 29 percent of work to be completed by Planning Administrator  
 15 percent of work to be completed by the GIS Analyst  
 Local staff hours: 35 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-C-4 - Planning for the Elderly and D	\$271	\$1,082	\$1,353

**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**

Public involvement activities as needed (O1, O2)

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**Products**

1. Summaries from public input workshops

**Relationship to other plans and MPO activities**

Public Involvement Policy, MTP

**Proposed budget and level of effort**

67 percent of work to be completed by Transportation Planner

33 percent of work to be completed by Planning Administrator

Local staff hours: 45 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-6 - Public Involvement	\$338	\$1,351	\$1,689

**III-D-3. Special Studies**

Town staff will continue to conduct special studies related to local transportation issues, with a particular focus toward developing a Parking Plan. The Parking Plan 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**

O2 – Complete a comprehensive Parking Plan

O1 -- Review the 2009 Comprehensive Bicycle Transportation Plan to determine if an update is needed, and other special studies

**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 2014, 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

**TOWN OF CARRBORO  
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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

50 percent of work to be completed by Transportation Planner

33 percent of work to be completed by Planning Administrator

17 percent of work to be completed by the GIS Analyst

Local staff hours: 60 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-D- 3 - Special Studies	\$469	\$1,874	\$2,343

**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 MPO Board and TC 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.

**TOWN OF CARRBORO  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**Proposed budget and level of effort**

77 percent of work to be completed by Transportation Planner  
 22 percent of work to be completed by Planning Administrator  
 1 percent of work to be completed by GIS Analyst  
 Local staff hours: 227 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-E-1 - Management and Operations	\$1,689	\$6,756	\$8,445

**Town of Chapel Hill**  
**Task Funding Table and Supporting Documents**

# Town of Chapel Hill

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
<b>II-A Surveillance of Change</b>															
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500	\$3,500	\$28,000	\$3,500	\$3,500	\$28,000
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$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
10	Mapping	\$1,516	\$6,064	\$0	\$0	\$4,119	\$4,119	\$32,952	\$0	\$0	\$0	\$0	\$5,635	\$4,119	\$39,016
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B Long Range Transp. Plan</b>															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$3,005	\$12,020	\$0	\$0	\$3,756	\$3,756	\$30,048	\$0	\$0	\$0	\$0	\$6,761	\$3,756	\$42,068
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$1,538	\$6,152	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,538	\$0	\$6,152
9	Highway Element of th LRTP	\$710	\$2,840	\$0	\$0	\$365	\$365	\$2,920	\$0	\$0	\$0	\$0	\$1,075	\$365	\$5,760
10	Transit Element of the LRTP	\$1,420	\$5,680	\$0	\$0	\$892	\$892	\$7,136	\$0	\$0	\$0	\$0	\$2,312	\$892	\$12,816
11	Bicycle & Ped. Element of the LRTP	\$17,453	\$69,812	\$0	\$0	\$1,053	\$1,053	\$8,424	\$0	\$0	\$0	\$0	\$18,506	\$1,053	\$78,236
12	Airport/Air Travel Element of LRTP	\$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
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$548	\$548	\$4,384	\$4,000	\$4,000	\$32,000	\$4,548	\$4,548	\$36,384	\$45,480
17	Congestion Management Strategies	\$323	\$1,292	\$0	\$0	\$152	\$152	\$1,216	\$0	\$0	\$0	\$0	\$475	\$152	\$2,508
18	Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C Short Range Transit Planning</b>															
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$520	\$520	\$4,160	\$0	\$0	\$0	\$520	\$520	\$4,160	\$5,200
<b>III-A Planning Work Program</b>															
1	Planning Work Program	\$610	\$2,440	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,610	\$1,000	\$10,440	\$13,050
<b>III-B Transp. Improvement Plan</b>															
1	TIP	\$610	\$2,440	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500	\$12,000	\$2,110	\$1,500	\$14,440	\$18,050
<b>III-C Cvl Rgts. Cmp/Otr .Reg. Req.</b>															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000	\$32,000	\$4,000	\$4,000	\$32,000	\$40,000
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D Incidental Plng./Project Dev.</b>															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$610	\$2,440	\$0	\$0	\$1,552	\$1,552	\$12,416	\$0	\$0	\$0	\$2,162	\$1,552	\$14,856	\$18,570
4	Regional or Statewide Planning	\$915	\$3,660	\$0	\$0	\$1,549	\$1,549	\$12,392	\$4,000	\$4,000	\$32,000	\$6,464	\$5,549	\$48,052	\$60,065
<b>III-E Management &amp; Operations</b>															
1	Management & Operations	\$2,296	\$9,184	\$0	\$0	\$2,505	\$2,505	\$20,040	\$1,250	\$1,250	\$10,000	\$6,051	\$3,755	\$39,224	\$49,030
<b>Totals</b>		<b>\$31,006</b>	<b>\$124,024</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,011</b>	<b>\$17,011</b>	<b>\$136,088</b>	<b>\$20,250</b>	<b>\$20,250</b>	<b>\$162,000</b>	<b>\$68,267</b>	<b>\$37,261</b>	<b>\$422,112</b>	<b>\$527,640</b>

## **Task Descriptions and Summary Narratives for FY 2015-16 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 Town has prepared mapping for various MPO activities such as the 2040 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	\$6,064	\$32,952			\$39,016
Local	\$1,516	\$4,119			\$5,635
State	\$0	\$4,119			\$4,119
<b>Total</b>	<b>\$7,580</b>	<b>\$41,190</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,770</b>

**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. In 2012 Town staff, the LPA staff members, DCHC MPO member agencies, and regional partners developed 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 2045 MTP and for all land use and transportation modeling activities.

**Completion Date:**

1. Forecasts for use in developing the 2045 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	\$12,020	\$30,048			\$42,068
Local	\$3,005	\$3,756			\$6,761
State	\$0	\$3,756			\$3,756
Total	\$15,025	\$37,560	\$0	\$0	\$52,585

**Task II-B-8: Capacity Deficiency Analysis LRTP and CTP**

The Town of Chapel Hill will assist and support the MPO in the evaluation of results from the Triangle Regional Model (TRM) assessing the adequacy of the 2045 transportation network to accommodate future transportation needs. Town staff will review the future transportation results from the TRM to determine the adequacy of the transportation network, including roadways, public transit, bicycle and pedestrian facilities.

**Objectives:**

1. To identify elements of the transportation network exceeding their anticipated capacity in 2045;

**Previous Work:**

1. 2035 and 2040 LRTP/MTP capacity deficiency analysis.

**Proposed Activities:**

1. Establish capacity criteria;
2. Review impacts of 2045 base year and alternatives on future travel;

**Products/Deliverables:**

1. Assessment of 2045 base year and alternatives capacity deficiency;

**Relationship to Other Plans and MPO Activities:**

Before the capacity deficiency analysis can be completed, several other tasks must be successfully completed including: TRM update and surveys; socio economic projections; travel demand forecasts.

**Completion Date:**

Analysis and studies associated with the deficiency analysis of MTP will begin in the spring of 2015 and likely will be completed in fall 2015.

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

Local government staff will complete the deficiency analysis element of the MTP and CTP.

Task II-B:8 Capacity Deficiency Analysis

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$6,152				\$6,152
Local	\$1,538				\$1,538
State	\$0				\$0
Total	\$7,690	\$0	\$0	\$0	\$7,690

**Funding Commitments from Other Entities:**

None.

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

The Town of Chapel Hill will assist and support the MPO on the evaluation of highway elements of the 2045 MTP. Highway analysis will involve the use of results of the Triangle Regional Model (TRM) to assess future travel behavior and identify unmet needs. Performance measures will be established for evaluating anticipated level of congestion. Different combinations of these roadway widening and construction of new facilities will be analyzed to find the alternative that best meets the MTP’s 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 highway element of MTP will utilize analysis from the 2040 Comprehensive Transportation Plan (CTP) which will likely have a different set of constraints (e.g., no fiscal constraint).

**Objectives:**

1. To identify areas of highway deficiency based on projected roadway volumes and level of service;

2. Evaluate alternative strategies to address projected congestion;
3. To develop a series of highway alternatives, including capacity expansion and new construction.

**Previous Work:**

1. 2035 and 2040 LRTP/MTP;
2. Travel demand forecast; and,
3. Capacity deficiency analysis.

**Proposed Activities:**

3. Establish evaluation criteria;
4. Develop key data for roadway performance;
5. Generate roadway projects and alternatives;
6. Evaluate roadway projects and alternatives; and,
7. TAC and public comments on alternatives and draft MTP.

**Products/Deliverables:**

4. Preferred highway element option;
5. Highway MTP map and,
6. 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 and surveys; travel demand forecasts; capacity deficiency analysis. In addition, transit plans and feasibility studies, the Congestion Management Process and 2040 CTP will be important input to this task.

**Completion Date:**

Analysis and studies associated with the highway elements of the MTP will commence in fall of 2015 and likely will be completed in early 2016.

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

Local government staff will manage and implement the highway element of the MTP.

	Highway Element of the LRTP				
	FHWA	FTA Planning Funds			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$2,840	\$2,920			\$5,760
Local	\$710	\$365			\$1,085
State	\$0	\$365			\$355
<b>Total</b>	<b>\$3,550</b>	<b>\$3,650</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,200</b>

**Funding Commitments from Other Entities:**

None.

**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 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.

**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:**

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

**Proposed Activities:**

8. Establish evaluation criteria;
9. Develop key data for transit services;
10. Generate transit projects and alternatives;
11. Evaluate transit projects and alternatives; and,
12. TAC and public comments on alternatives and draft MTP.

**Products/Deliverables:**

7. Preferred transit element option;
8. Transit MTP map and,
9. 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 highway elements of the MTP will commence in fall of 2015 and likely will be completed in early 2016.

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

Local government staff will manage and implement the transit element of the MTP.

Task II-B:10 Transit Element of the LRTP

	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$5,680	\$7,136			\$12,816
Local	\$1,420	\$892			\$2,312
State	\$0	\$892			\$892
Total	\$7,100	\$8,920	\$0	\$0	\$16,020

**Funding Commitments from Other Entities:**

None.

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

The Town of Chapel Hill will participate and assist the MPO in evaluating the bicycle and pedestrian elements of the 2045 MTP. The Town will continue to work on implementation of the 2014 Bicycle Plan and will prepare a 2015 Pedestrian Plan.

**Objectives:**

1. Update the MTP 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 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.
6. Prepare a Chapel Hill Pedestrian Plan.

**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;
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.
5. Prepare scope for Pedestrian Plan, prepare RFQ and select consultant.
6. Manage development of the Pedestrian Plan.

**Products/Deliverables:**

Chapel Hill Pedestrian Plan. 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:**

Analysis and studies associated with the bicycle and pedestrian elements of the MTP will begin commence in summer of 2015 and likely will be completed in early 2016. The Chapel Hill Pedestrian Plan is anticipated to be completed by June, 2016.

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

Tasks will require hiring of consultant to prepare Pedestrian Plan. Town staff will manage the overall development of the Pedestrian Plan and provide assistance in development of the MTP.

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

	FHWA	FTA Planning Funds			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$69,812	\$8,424			\$78,795
Local	\$17,453	\$1,053			\$18,506
State	\$0	\$1,053			\$1,053
<b>Total</b>	<b>\$87,265</b>	<b>\$10,530</b>	<b>\$0</b>	<b>\$0</b>	<b>\$97,795</b>

**Funding Commitments from Other Entities:**

None

**Task II-B-16: Financial Planning**

The Town of Chapel Hill will participate and assist the MPO in developing analysis of revenues and expenditures related to the development of the 2045 MTP. The Town will also monitor and evaluate the financial element of the Orange County Transit Plan.

**Objectives:**

1. Update the estimates of revenue for all transportation funding sources for use in the 2045 MTP.
2. Update estimates of project cost for use in the development of the 2045 MTP.
3. Monitor implementation of the Orange County Transit Plan.

**Previous Work:**

1. Financial element of the 2040 MTP.
2. Development of initial Orange County Transit Plan financial element.

**Proposed Activities:**

1. Coordinate with MPO staff on anticipated regional revenues through 2045.

2. Prepare estimates of projects costs for 2045 alternatives.
3. Monitor financial reporting from Triangle Transit for Orange County Transit Plan.
4. Attend quarterly Triangle Transit Orange County Transit Plan implementation meetings.

**Products/Deliverables:**

2045 Financial Plan and updated Orange County Transit Plan financial element.

**Relationship to Other Plans and MPO Activities:**

Financial planning activities support the development of the annual PWP, the MPO TIP and the development of the 2045 MTP.

**Completion Date:**

The 2045 Financial Plan will be developed and adjusted throughout the preparation of the 2045 MTP. Updates to the Orange County Transit Plan are anticipated to be completed by June, 2016.

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

Town staff will participate in the development of the 2045 MTP Financial Plan and monitoring and updating of the financial element of the Orange County Transit Plan.

Task II-B:16	Financial Planning				
	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal		\$4,384			\$4,384
Local		\$548			\$548
State		\$548			\$548
Total		\$5,480	\$0	\$0	\$5,480

**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 2013 based data,
2. Review of draft 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 2045 MTP will be important input to this task.

**Completion Date:**

Preparation of updated MPO CMS and Chapel Hill Mobility Report Card by June 30, 2016.

**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			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$1,292	\$1,216			\$2,508
Local	\$323	\$152			\$475
State	\$0	\$152			\$152
<b>Total</b>	<b>\$1,615</b>	<b>\$1,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,135</b>

**Funding Commitments from Other Entities:**

None.

**Task II-C-1: Short Range Transit Plan**

The Town of Chapel Hill will update information used in the Chapel Hill Transit service and financial plans.

**Objectives:**

1. To collect information on transit system service levels, maintain information on transit routes, projects and services based on completed transit studies, travel demand and deficiencies;
2. To develop a refinements to the existing transit system to address increased demand. 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. Updates to the existing transit system service plans.
2. Travel demand forecast; and,
3. Capacity deficiency analysis.

**Proposed Activities:**

1. Collect and analyze ridership data;
2. Develop key data for transit services;
3. Generate transit system improvements;
4. Evaluate transit projects and alternatives; and,

**Products/Deliverables:**

1. Revised FY2015-16 Service Plan;
2. Key data for transit projects.

**Relationship to Other Plans and MPO Activities:**

Short Range Transit Planning supports the ongoing development of the Metropolitan Transportation Plan and other regional initiatives such as the implementation of the light rail and bus rapid transit systems. It also supports ongoing transportation demand management efforts.

**Completion Date:**

May, 2016.

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

Local government staff will manage and implement short range transit planning.

Task II-C-1	Short Range Transit Plan				
	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$0	\$4,160			\$4,160
Local	\$0	\$520			\$520
State	\$0	\$520			\$520
Total	\$0	\$5,200	\$0	\$0	\$5,200

**Funding Commitments from Other Entities:**

None.

**Task III-A: Planning Work Program**

Administer the Chapel Hill element of the FY 2015-2016 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2017 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 2015-2016. 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 2014-15 Unified Planning Work Programs.
2. Amendment to the FY 2015 UPWP.

**Proposed Activities:**

1. Review and amend relevant portions of the DCHC’s UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives.
2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development process and public involvement endorsed by the TAC. meeting.

**Expected Work Products:**

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2016-17 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
<b>Total</b>	<b>\$3,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,050</b>

**Task III-B: Transportation Improvement Program (TIP)**

Amend TIP/ MTIP as needed. Continue to develop the 2016-2022 NCDOT TIP and related 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 program information for consideration by the Town Council.
2. Monitor implementation of the 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 next generation of SPOT.
2. Assist and provide support to the LPA regarding STI/SPOT
3. Develop and refine procedures necessary for TIP preparation and amendments as necessary.
4. TIP amendments and adjustments as necessary.

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

	FHWA	FTA Planning Funds			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$2,440				\$2,440
Local	\$610				\$610
State	\$0				\$0
<b>Total</b>	<b>\$3,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3.050</b>

**Task III-D-3 Special Studies**

Participate in ongoing special studies.

**Objectives:**

To provide staff support to special studies that impact the DCHC MPO. .

**Previous Work:**

1. Staff assistance to US 15-501/Fordham Feasibility Study
2. I-40 Managed Lane Feasibility Study

**Proposed activities:**

1. Attend coordination meeting
2. Prepare data on request
3. Provide updates to elected officials

**Expected Work Products:**

1. Completed special studies.

	Task III-D-3: Special Studies				
	FHWA	FTA Planning Funds			
	PL/STP-DA	5303	5307	5309	Total
Federal	\$2,440	12,416			\$14,856
Local	\$610	1,552			\$2,162
State	\$0	1,552			\$1,552
<b>Total</b>	<b>\$3,050</b>	<b>\$15,520</b>	<b>\$0</b>	<b>\$0</b>	<b>\$18,570</b>

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

**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. Participate in Durham-Chapel Hill Light Rail Station Area Planning Grant
4. 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			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$3,660	\$12,392			\$16,052
Local	\$915	\$ 1,549			\$2,464
State	\$0	\$1,549			\$1,549
<b>Total</b>	<b>\$4,575</b>	<b>\$15,490</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,065</b>

**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			Total
	PL/STP-DA	5303	5307	5309	
Federal	\$9,184	20,040			\$29,224
Local	\$2,296	2,505			\$4,801
State	\$0	2,505			\$2,505
<b>Total</b>	<b>\$11,480</b>	<b>\$25,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$36,530</b>

**Chatham County**  
**Task Funding Table and Supporting Documents**

Chatham County

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary					
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total		
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA						
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%						
<b>II-A</b>	<b>Surveillance of Change</b>																
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B</b>	<b>Long Range Transp. Plan</b>																
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>																
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>																
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>																
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr .Reg. Req.</b>																
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>																
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$8,749	\$34,994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,749	\$0	\$34,994	\$43,743		
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E</b>	<b>Management &amp; Operations</b>																
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		\$8,749	\$34,994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,749	\$0	\$34,994	\$43,743		

**CHATHAM COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**III-D-3. Special Studies.**

Planning studies such as the development of a Comprehensive Plan for the County that will include areas of focus such as transportation. Studies may also include a plan for bicycle signage along roadways within the MPO boundary of Chatham County.

**Objectives**

The objectives of developing a Comprehensive Plan are to align the community’s vision of future development, transportation, natural resources protection, among others, into one policy document intended to serve as a blue print for future growth. The objectives of developing a plan for bicycle signage along roadways within the MPO boundary are to implement the recommendations of the bicycle plan concerning much needed signage to alert roadway users of bicycle traffic, thus increasing awareness and safety in the community.

**Previous Work**

Chatham County has an adopted bicycle plan, completed in 2011, which provides recommendations for short term and long term bicycle projects within the county. Chatham County also has an adopted Land Conservation and Development Plan that currently serves as the land use plan for the county.

**Proposed Activities**

Chatham County intends to use the funds available toward the development of a comprehensive plan, with an area of focus on transportation. The development of a comprehensive plan includes extensive community engagement and input, analysis of existing conditions and identification of areas needing improvement. The work on a comprehensive plan would include professional planning consultants as well as Chatham County planning staff.

Should Chatham County use the funds towards a bicycle signage project, county planning staff would convene a working group with staff members of NCDOT Bicycle and Pedestrian Division, DCHC-MPO, TARPO and other stakeholders to identify the most appropriate implementation strategy for adding bicycle signage along roadways within the MPO boundary of Chatham County.

**Products**

If the county chose to move forward with the development of a comprehensive plan, a completed comprehensive plan would be the final product. If the county moves forward with a bicycle signage plan, the result would be the inclusion of several “share the road” bicycle signs along the roadways within the MPO boundary of the County.

**Relationship to other plans and MPO activities**

The development of a comprehensive plan would provide for better predictability in terms of land use along major corridors. Additionally, a comprehensive plan would produce much needed population projections Chatham’s rapidly developing community. Finally, selection of transportation improvement projects for the MPO would be better assisted with a well-developed comprehensive plan.

If bicycle signage is produced, the county would be implementing many of the MPO’s multimodal initiatives and increasing bicycle awareness and safety along roadways.

**Proposed budget and level of effort**

The County proposes to use the maximum allotment of discretionary funds for either project. County staff would actively engage in the development of either project.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-D-3 - Special Studies	\$8,748	\$34,995	\$43,743

**City of Durham**  
**Task Funding Table and Supporting Documents**

City of Durham & DATA

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary					
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total		
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA						
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%						
<b>II-A</b>	<b>Surveillance of Change</b>																
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$7,934	\$7,933	\$63,468	\$5,278	\$5,278	\$42,224	\$13,212	\$13,211	\$105,692	\$132,115		
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B</b>	<b>Long Range Transp. Plan</b>																
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$354	\$1,418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$354	\$0	\$1,418	\$1,772		
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Highway Element of th LRTP	\$1,949	\$7,797	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,949	\$0	\$7,797	\$9,746		
10	Transit Element of the LRTP	\$1,418	\$5,670	\$0	\$0	\$326	\$326	\$2,608	\$483	\$483	\$3,864	\$2,227	\$809	\$12,142	\$15,178		
11	Bicycle & Ped. Element of the LRTP	\$25,709	\$102,835	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,709	\$0	\$102,835	\$128,544		
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$9,364	\$9,364	\$74,912	\$9,690	\$9,690	\$77,520	\$96,900		
17	Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>																
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$2,610	\$2,610	\$20,880	\$10,058	\$10,058	\$80,464	\$12,668	\$12,668	\$101,344	\$126,680		
<b>III-A</b>	<b>Planning Work Program</b>																
	Planning Work Program	\$886	\$3,544	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$886	\$0	\$3,544	\$4,430		
<b>III-B</b>	<b>Transp. Improvement Plan</b>																
	TIP	\$2,658	\$10,632	\$0	\$0	\$653	\$652	\$5,220	\$969	\$969	\$7,752	\$4,280	\$1,621	\$23,604	\$29,505		
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>																
1	Title VI	\$886	\$3,544	\$0	\$0	\$326	\$326	\$2,608	\$350	\$350	\$2,800	\$1,562	\$676	\$8,952	\$11,190		
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$1,772	\$7,088	\$0	\$0	\$326	\$326	\$2,608	\$937	\$937	\$7,496	\$3,035	\$1,263	\$17,192	\$21,490		
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>																
1	Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Png.	\$4,430	\$17,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,430	\$0	\$17,720	\$22,150		
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$1,772	\$7,088	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772	\$0	\$7,088	\$8,860		
<b>III-E</b>	<b>Management &amp; Operations</b>																
1	Management & Operations	\$886	\$3,544	\$0	\$0	\$5,207	\$5,207	\$41,656	\$2,061	\$2,061	\$16,488	\$8,154	\$7,268	\$61,688	\$77,110		
<b>Totals</b>		\$42,720	\$170,880	\$0	\$0	\$17,708	\$17,706	\$141,656	\$29,500	\$29,500	\$236,000	\$89,928	\$47,206	\$548,536	\$685,670		

**City of Durham**  
**TASK DESCRIPTIONS & NARRATIVES**  
**FY 2015-2016 UPWP**

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

The City of Durham will assist and support the 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-present 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 Board.

**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 2045 MTP and for all land use and transportation modeling activities.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-5: Forecast of Data to Horizon Year	\$354	\$1,418	\$1,772

**City of Durham**  
**TASK DESCRIPTIONS & NARRATIVES**  
**FY 2015-2016 UPWP**

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

The MPO will begin evaluation of highway elements of the Comprehensive Transportation Plan and Metropolitan 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 highway component of the CTP and MTP.

**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. 2040 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 2040 highway element
4. Generate highway projects and alternatives;
5. Evaluate highway projects and alternatives; and,
6. City Council and MPO Board 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.

**Proposed budget and level of effort**

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.

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<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-9 Highway Element of the LRTP	\$1,949	\$7,797	\$9,746

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

The City of Durham will assist and support the MPO on the evaluation of transit elements of the Comprehensive Transportation Plan and the 2045 MTP. 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. 2040 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 MPO Board comments on alternatives and draft CTP.

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**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 CTP will be important input to this task.

**Proposed budget and level of effort**

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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-10 Transit Element of the LRTP	\$1,418	\$5,670	\$7,088

**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 implementation of the Durham Comprehensive Pedestrian Plan and Bicycle Plan. The City of Durham will commence work on a Complete Streets Implementation 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 MTP 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;

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2. Create and update bicycle and pedestrian facility maps;
3. Create and update bicycle and pedestrian demand analysis;
4. Create Complete Streets Implementation Plan;
5. 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. Complete Streets Implementation Plan.

**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.

**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. The Complete Streets Implementation Plan would involve procurement of a consultant.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-11 Bicycle and Pedestrian Element of the LRTP	\$25,709	\$102,835	\$128,544

**Task III-A: Planning Work Program**

Administer the FY 2015-2016 Unified Planning Work Program (UPWP) and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2017 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 2015-2016 UPWP. 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 2014-15 Unified Planning Work Program
2. Amendments to the FY 2015 UPWP

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FY 2015-2016 UPWP**

**Proposed Activities:**

1. Review and amend relevant portions of the DCHC’s UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives.
2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development process and public involvement endorsed by the MPO Board.

**Expected Work Products:**

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2016-17 UPWP.

**Relationship to Other Plans and MPO Activities:**

The Planning Work Program documents the work conducted for other plans and MPO activities and enables reimbursement for work performed.

**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.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-A Planning Work Program	\$886	\$3,544	\$4,430

**III-B-1: Transportation Improvement Plan**

Amend TIP/ STIP as needed. Continue to develop FY 2018-2027 TIP. 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 STPDA, CMAQ, TAP, and other federal/state 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 TIP for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects that is consistent with the 2040 Metropolitan 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 Transportation Improvement Programs.

**Proposed Activities:**

1. Develop transportation improvement projects for consideration by the City Council.
2. Develop 2018-2027 TIP.

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FY 2015-2016 UPWP**

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 STI.
2. Assist and provide support to the LPA regarding STI
3. 2018-2027 Transportation Improvement Program
4. Develop and refine procedures necessary for TIP preparation and amendments as necessary.
5. TIP Amendments and Adjustments as necessary.

**Proposed budget and level of effort**

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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-B-1 Transportation Improvement Plan	\$2,658	\$10,632	\$13,290

**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.

**Objectives**

To ensure that the MPO’s planning activities are in compliance with Title VI.

**Previous Work**

1. Environmental justice analyses for project development and plan development.
2. Development of MPO Title VI work program and activities.

**Proposed Activities**

1. Environmental Justice analyses as needed.
2. Review of MPO Title VI plan.

**Products**

1. MPO Title VI work program
2. Environmental justice analyses.

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**Relationship to other plans and MPO activities**

Compliance with Title VI is a requirement for all MPO activities.

**Proposed budget and level of effort**

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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-C-1 Title VI	\$886	\$3,544	\$4,430

**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. Newsletters
3. Newspaper 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

**Relationship to other plans and MPO activities**

Public involvement is used throughout the MPO planning process in support of all activities.

**City of Durham  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**Proposed budget and level of effort**

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

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-C-6 Public Involvement	\$1,772	\$7,088	\$8,860

**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 TIP 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/public meetings, especially those conducted by 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 TIP projects.

**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.

**Proposed budget and level of effort**

Tasks will be undertaken by LPA and municipal staff.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-D-2 Environmental Analysis and Pre TIP Planning	\$4,430	\$17,720	\$22,150

**City of Durham**  
**TASK DESCRIPTIONS & NARRATIVES**  
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**III-D-4. Regional or Statewide Planning.**

The City 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 Board 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 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.

**Objectives**

1. Coordinate with Triangle Transit on environmental study.
2. Coordinate with other local jurisdictions on common transportation needs.
3. Provide input to statewide policy issues such as legislative initiatives, NCDOT Strategic Transportation Corridors, STI, etc.

**Previous Work**

Coordination with Triangle Transit, other local jurisdictions, and NCDOT on project, plans, and legislation.

**Proposed Activities**

1. Participation on Triangle Transit committees
2. Participation on Durham-Chapel Hill-Orange Work Group
3. Preparation of memos, letters, etc. on legislative issues.

**Products**

1. Comments on project scoping, environmental studies, activities, and documents.
2. Memos, letters, etc. on legislative issues.

**Relationship to other plans and MPO activities**

Regional and statewide planning activities affect the ability of the MPO to accomplish regional transportation goals, implement major transportation projects, and receive funding for projects.

**Proposed budget and level of effort**

Tasks will be undertaken by LPA and municipal staff.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-D-4 Regional or Statewide Planning	\$1,772	\$7,088	\$8,860

**III-E-1: 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

**City of Durham  
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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 Committee (TC) and the MPO Board meeting agendas, providing technical assistance to the MPO Board, development of the TIP, 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.

**Relationship to other plans and MPO activities**

Participation in MPO meetings is necessary for the function of the MPO and all plans and activities.

**Proposed budget and level of effort**

Tasks will be undertaken by LPA and municipal staff.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-E-1 Management and Operations	\$886	\$3,544	\$4,430

**Durham County**  
**Task Funding Table and Supporting Documents**

**Durham County**

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
<b>II-A</b>	<b>Surveillance of Change</b>															
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$132	\$528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$132	\$0	\$528	\$660	\$660
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B</b>	<b>Long Range Transp. Plan</b>															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$3,324	\$13,296	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,324	\$0	\$13,296	\$16,620	\$16,620
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$4,595	\$18,380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,595	\$0	\$18,380	\$22,975	\$22,975
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>															
	Planning Work Program	\$360	\$1,440	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$360	\$0	\$1,440	\$1,800	\$1,800
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp/Otr. Reg. Req.</b>															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$386	\$1,544	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$386	\$0	\$1,544	\$1,930	\$1,930
	4 Regional or Statewide Planning	\$1,130	\$4,520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,130	\$0	\$4,520	\$5,650	\$5,650
<b>III-E</b>	<b>Management &amp; Operations</b>															
	1 Management & Operations	\$462	\$1,848	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462	\$0	\$1,848	\$2,310	\$2,310
<b>Totals</b>		\$10,389	\$41,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,389	\$0	\$41,556	\$51,945	\$51,945

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

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

**Previous Work**

In previous years, County staff has provided projected growth figures for unincorporated parts of Durham County to MPO staff. County staff will continue to provide this service for the 2045 MTP.

**Proposed Activities**

A1 - Submit data relating to dwelling unit and employment change to MPO staff (O1).

**Products**

Dwelling unit/employment-related data as needed (A1).

**Relationship to other plans and MPO activities**

2045 MTP

**Proposed budget and level of effort**

Senior Planner: 15 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-A-6 - Dwelling Unit, Pop. & Emp. Cha	\$132	\$528	\$660

**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 an existing conditions study, an assessment of infrastructure needs for the “urban” rail stations sites, a proposed set of infrastructure improvements to increase accessibility to future rail transit stations, a prioritization framework for approximately half of the station areas, and conducted a

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series of public outreach meetings to gather input on the proposed improvements. In addition, County staff has been providing input and data for many years on the proposed light rail system.

**Proposed Activities**

A1 - 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)

A2 - Provide data and input on the proposed light rail system (O2).

**Products**

Development of the Station Area Strategic Infrastructure study (A1)

Demographic and land use data for station areas along the proposed light rail system; as well as input on station and track design (A2)

**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: 50 hours

Senior Planner: 100 hours

Planner: 500 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-10. Transit Element of the LRTP.	\$4,595	\$18,380	\$22,975

**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 prepare land use models and plans that integrate future rail transit and land use development.

**Objectives**

O1 – Improve the process for forecasting socioeconomic data to the MTP horizon year.

O2 – 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, and has completed field work and has begun analysis for the remaining light rail station areas within Durham’s jurisdiction.

**Proposed Activities**

A1 - Communicate with MPO staff and TCC representatives regarding potential improvements to the growth modeling methodology (O1)

A2 - 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)

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**Products**

Feedback on the growth modeling methodology (A1)  
New land use plans and 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: 50 hours  
Senior Planner: 150 hours  
Planner: 270 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-5 Forecast of Data to Horizon Year	<b>\$3,324</b>	<b>\$13,296</b>	<b>\$16,620</b>

**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**

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

**Products**

Amendment spreadsheets as needed (A1)  
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**

Planning Supervisor: 40 hours

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<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-A-1. Planning Work Program	\$360	\$1,440	\$1,800

**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**

- A1 - Work with MPO staffers to build the CommunityViz 2.0 model (O1)
- A2 - 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: 10 hours  
Senior Planner: 20 hours  
Planner: 20 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-D-3. Special Studies	\$386	\$1,544	\$1,930

**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

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TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**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**

- A1 - Work with regional planners on transportation planning that crosses jurisdictional borders (O1)
- A2 - Provide input and data to the regional transit agency as requested (O2)

**Products**

Provide staff to regional committees (A1)  
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, Durham Comprehensive Plan

**Proposed budget and level of effort**

Planning Supervisor: 60 hours  
Senior Planner: 30 hours  
Planner: 50 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-D-4. Regional or Statewide Planning	<b>\$1,130</b>	<b>\$4,520</b>	<b>\$5,650</b>

**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**

- A1 - Attend and participate in TAC and TCC meetings
- A2 - Staff development through professional training courses, seminars, and conferences

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A3 - Prepare materials and present to the local elected officials related to local and regional transportation planning topics

A4 - Attend and participate in MPO subcommittee meetings

**Products**

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: 35 hours

Senior Planner: 10 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-E-1. Management and Operations	\$462	\$1,848	\$2,310

**Town of Hillsborough**  
**Task Funding Table and Supporting Documents**

Town of Hillsborough

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
<b>II-A</b>	<b>Surveillance of Change</b>															
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B</b>	<b>Long Range Transp. Plan</b>															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>															
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$20,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E</b>	<b>Management &amp; Operations</b>															
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		\$20,000	\$80,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$0	\$80,000	\$100,000	\$0

**Hillsborough  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**III-D-3. Special Studies**

Engineering feasibility study for high priority sidewalk retrofit projects along state roads in Hillsborough city limits consistent with locally adopted plans.

**Objectives**

- O1 Collect sufficient field data (survey of right of way and topography) to determine whether sidewalk amenities are feasible
- O2 Identify constraints or alternatives
- O3 Prioritization of projects based on feasibility
- O4 Ballpark construction cost estimates

**Previous Work**

The Hillsborough Connectivity Plan, Cornelius Street Plan, and downtown access improvement study all identify high priority sidewalk retrofit projects along state roads in Hillsborough.

**Proposed Activities**

Develop RFP to detail the exact project limits for the corridors of study.  
Identify a scope of work that provides a reasonable project.  
Complete the work consistent with the objectives listed above.

**Products**

Survey maps and written documents addressing the project objectives.

**Relationship to other plans and MPO activities**

This project will work toward implementation of the three named plans and inform the town’s capital budgeting process as well as future STP-DA funding requests.

**Proposed budget and level of effort**

This work will be predominately completed by a consultant following an RFP selection process with oversight by staff.

Local staff time will not exceed 40 hours with 75% of the hours by the Planner and 25% by the Planning Director.

The town reserves the right to allocate additional local funds to this task if it is necessary to produce a reasonable or desirable project.

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-D-3 - Special Studies	\$20,000	\$80,000	\$100,000

**Orange County**  
**Task Funding Table and Supporting Documents**

Orange County

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary							
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total				
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA								
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%								
<b>II-A</b>	<b>Surveillance of Change</b>																		
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$313	\$1,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313	\$0	\$1,254	\$0	\$1,567	
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$366	\$1,462	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$366	\$0	\$1,462	\$0	\$1,828	
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B</b>	<b>Long Range Transp. Plan</b>																		
	1 Collection of Base Year Data	\$498	\$1,992	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$498	\$0	\$1,992	\$0	\$2,490	
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$498	\$1,992	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$498	\$0	\$1,992	\$0	\$2,490	
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$313	\$1,254	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$313	\$0	\$1,254	\$0	\$1,567	
	9 Highway Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>																		
	1 Short Range Transit Planning	\$1,210	\$4,838	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,210	\$0	\$4,838	\$0	\$6,048	
<b>III-A</b>	<b>Planning Work Program</b>																		
	Planning Work Program	\$290	\$1,160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$290	\$0	\$1,160	\$0	\$1,450	
<b>III-B</b>	<b>Transp. Improvement Plan</b>																		
	TIP	\$2,218	\$8,872	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,218	\$0	\$8,872	\$0	\$11,090	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>																		
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>																		
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-E</b>	<b>Management &amp; Operations</b>																		
	1 Management & Operations	\$300	\$1,201	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,201	\$0	\$1,501	
<b>Totals</b>		<b>\$6,006</b>	<b>\$24,025</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,006</b>	<b>\$0</b>	<b>\$24,025</b>	<b>\$0</b>	<b>\$30,031</b>	

**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP-STP-DA**

**II-A-5. Transit System Data**

Anticipating the compilation of an MPO database of transit routes and stops, as well as transit service data through the use of APCs, this task addresses efforts to coordinate this information and use of MPO resources between MPO and Orange County staff. As needed and requested, County staff will collect and contribute transit data related to its transit system within the MPO planning area to be used in MPO planning documents and products, as Orange Public Transportation’s inclusion in those products has not existed in previous iterations. The data will also be used to monitor service performance and to provide inputs to the FTA’s National Transit Database for the system.

**Objectives**

- O1 – Collect transit route and stop information for existing transit services
- O2 – Collect and provide to MPO transit service metrics (passenger miles, passengers per hours, etc.)
- O3 – Provide transit system data to MPO for compilation of geodatabase for planning purposes
- O4 – Incorporate Orange Public Transportation data into MPO documents/products as they are produced
- O5 – Report transit service performance metrics to the National Transit Database

**Previous work**

County staff has provided transit system data to MPO staff as needed for use in various products and documents such as the CTP, CMP status report, Mobility Report Card, etc. The County has not yet collected and reported some transit service data, such as passenger miles, to the NTD because of technical constraints; however, the County began reporting basic service data to the NTD for FY 2013. The County has also built its own internal geodatabase of transit routes and stops and continues to develop that information.

**Proposed activities**

- 1. Digitize transit route and stop information and provide files to MPO (O1 and O3)
- 2. Install technology to collect transit performance metrics on Orange Public Transportation’s fleet or develop manual methodology for collecting the data (O2)
- 3. Summarize and review transit performance data collected (O2 and O4)
- 4. Review MPO planning documents and products and incorporate County transit data where necessary (O4)
- 5. Tabulate data collected for incorporation into NTD report for Orange Public Transportation for FY 2016 (O5)

**Products**

- 1. Orange Public Transportation geodatabase/shapefiles of transit routes and stops
- 2. Spreadsheets and graphics of data collected
- 3. Orange Public Transportation transit data in MPO products and planning documents
- 4. National Transit Database report for Orange Public Transportation

**Relationship to other plans and MPO activities**

2045 MTP, CMP, Mobility Report Card, CTP, National Transit Database report

**Proposed budget and level of effort**

Transportation Planner: 30 hours

GIS Project Coordinator: 10 hours

II-A-5 - Transit System Data	\$313	\$1,254	\$1,567
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**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 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 and spatial data files, including boundary, spatial/network data, with new data
- O2 – Provide support for continued MPO GIS data development
- O3 – Ensure high-quality mapping/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. Provided mapping of OPT bus service expansion program transit routes and concepts.

**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, CTP, CMP Status Report, Mobility Report Card, 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, CTP, CMP, and Mobility Report Card development

**Relationship to other plans and MPO activities**

2045 MTP, CMP, CTP, Mobility Report Card, Land-use scenarios planning

**Proposed budget and level of effort**

GIS Project Coordinator: 32 hours

Transportation Planner: 8 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-A-10 - Mapping	\$366	\$1,462	\$1,828

**II-B-1. Collection of Base Year Data**

Anticipating much of the development of the 2045 MTP to occur during FY 2016, 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), CMP, and Mobility Report Card.

**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP-STP-DA**

**Objectives**

- O1 – Update base travel, land use, building permit/certificate of occupancy, 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 and other planning documents and products

**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 and other planning documents and products. 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 planning products and documents (O1, O3)
- 2. Continue to review MPO’s data entry inputs of employment information and travel, socioeconomic and development data (O2)
- 3. Continue to review and update priorities for travel data collection and other base year data (O3)
- 4. Review and refine format and incorporation of travel, development, employment and socioeconomic data produced by data collection activities as proposed for use in the 2045 MTP and other MPO planning documents and products (O3)

**Products**

- 1. Up-to-date base year land use, socioeconomic, development 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), CTP, CMP, Mobility Report Card

**Proposed budget and level of effort**

Transportation Planner: 40 hours  
Comprehensive Planning Supervisor: 15 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-1 - Collection of Base Year Data	\$498	\$1,992	\$2,490

**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/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

**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP-STP-DA**

**Previous work**

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 TC 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: 40 hours

Comprehensive Planning Supervisor: 15 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-5 - Forecast of Data to Horizon Year	\$498	\$1,992	\$2,490

**II-B-8. Capacity Deficiency Analysis**

In anticipation of the MPO’s capacity deficiency analyses activities for the CMP, CTP, Mobility Report Card and the 2045 MTP, Orange County staff anticipates a coordination and review function. In development of these products, Orange County staff will review deficiency analysis inputs and outputs and consistency with other data sources used in other plans. Orange County will also participate in the development of what constitutes observed deficiencies for each mode for each planning document.

**Objectives**

O1 – Incorporate local technical commentary and quality checks on transportation deficiency inputs and outputs

O2 – Incorporate Orange County’s interests into determinations of transportation deficiencies

**Previous work**

County staff has contributed methodological ideas and data related to transportation facility capacity and traffic volume. Orange County staff has also reviewed various MPO outputs related to transportation deficiencies and has contributed data to help determine those deficiencies.

**Proposed activities**

1. Review MPO deficiency outputs in various planning documents and provide comments when necessary (O1)
2. Provide input into determinations of what constitutes transportation deficiencies (O2)

**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP-STP-DA**

**Products**

1. Feedback on MPO deficiency outputs in various planning documents
2. Feedback and input regarding transportation deficiency determinations

**Relationship to other plans and MPO activities**

2045 MTP, CMP, Triangle Regional Model (TRM), CTP, Mobility Report Card, Land-Use scenarios planning

**Proposed budget and level of effort**

Transportation Planner: 30 hours

GIS Project Coordinator: 10 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-B-8 - Capacity Deficiency Analysis	<b>\$313</b>	<b>\$1,254</b>	<b>\$1,567</b>

**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. The County will also continue to refine transit services it has initiated as part of the Orange County Bus and Rail Investment Plan based on a data-driven approach.

**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.

**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP-STP-DA**

**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 and local Orange Public Transportation 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)

**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: 100 hours  
Comprehensive Planning Supervisor: 40 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
II-C-1 - Short Range Transit Planning	\$1,210	\$4,838	\$6,048

**III-A-1. Planning Work Program**

The County will administer the FY 2015-2016 UPWP and prepare and process amendments as needed. It will evaluate transportation planning work and emphasis areas needed and prepare the FY 2016-2017 UPWP.

**Objectives**

- O1 – Track and report on Orange County’s 2015-2016 UPWP activities
- O2 – Process amendments to the UPWP if necessary
- O3 – Submit the 2016-2017 UPWP to the MPO

**Previous work**

County staff prepared a UPWP for FYs 2013-2014 and 2014-2015 and tracked the completion of UPWP tasks with quarterly progress reports. County staff also processed amendments to those UPWPs. Progress reports have made clear how much funding remains for tasks in the fiscal year guiding the necessity for amendments.

**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP-STP-DA**

**Proposed activities**

1. Complete quarterly reports for the 2015-2016 UPWP (O1)
2. Complete amendment spreadsheets as needed (O2)
3. Prepare Orange County’s 2016-2017 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 2016-2017 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: 30 hours

Comprehensive Planning Supervisor: 4 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-A-1 - Planning Work Program	\$290	\$1,160	\$1,450

**III-B-1. Transportation Improvement Program**

In anticipation of 2018-2024 STIP and DCHC MPO TIP adoption, County planning staff will work with its transportation advisory board and Board of County Commissioners to develop transportation project priorities for submission for consideration in the MPO’s TIP. County staff will communicate and strategize for the programming of transportation project priorities countywide. 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 in conjunction with the State’s prioritization processes.

**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.

**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP-STP-DA**

**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 2018-2024 TIP (O1 and O2)
2. Facilitate feedback from the public, Transportation Advisory Board, and Board of County Commissioners for 2018-2024 TIP projects (O2)
3. Facilitate consideration of inclusion of Orange County projects in the 2018-2024 TIP to communicate to the MPO (O3)

**Products**

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

**Relationship to other plans and MPO activities**

2018-2024 TIP, 2040 and 2045 MTP, STP-DA distribution policies

**Proposed budget and level of effort**

Transportation Planner: 200 hours

Comprehensive Planning Supervisor: 50 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-B-1 - Transportation Improvement Progr	\$2,218	\$8,872	\$11,090

**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

**ORANGE COUNTY  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP-STP-DA**

- 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, 2018-2024 TIP, MPO TAC and TCC agendas and decisions

**Proposed budget and level of effort**

Transportation Planner: 25 hours

Comprehensive Planning Supervisor: 20 hours

<b>Task Code-Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
III-E-1 - Management and Operations	<b>\$300</b>	<b>\$1,201</b>	<b>\$1,501</b>

**Triangle J Council of Government**  
**Task Funding Table and Supporting Documents**

**Triangle J COG**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II A</b>	<b>Surveillance of Change</b>															
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II B</b>	<b>Long Range Transp. Plan</b>															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II C</b>	<b>Short Range Transit Planning</b>															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>															
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>															
	1 TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$13,750	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,750	\$0	\$55,000	\$68,750	\$68,750
<b>III-E</b>	<b>Management &amp; Operations</b>															
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		\$13,750	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,750	\$0	\$55,000	\$68,750	\$68,750

**TRIANGLE J COUNCIL OF GOVERNMENTS  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 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 and Version 2 development, 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 spreadsheets, TTA and county transit plan participation.

**Proposed activities**

Major activities include TRM executive committee support, CommunityVIZ 2.0 development and implementation, land use-transit investment integration, transportation-air quality integration, Triangle Main Line Forum activities, SPOT 4.0 and NCDOT Statewide Plan activities, 2045 MTP development tasks.

**Products**

- Triangle Regional Model Executive Committee documentation
- CommunityVIZ-related products, focusing on version 2.0 improvements
- LUCID and Triangle Main Line Forum meetings and reports
- 2040 MTP air quality conformity amendments, as needed, and AQ technical support

**Relationship to other plans and MPO activities**

This work is most closely tied to the DCHC 2045 MTP implementation process and implementing CommunityViz 2.0, and version 6 of the Triangle Regional Model. 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.

<b>Task Code - Title</b>	<b>Local 20%</b>	<b>FHWA 80%</b>	<b>Total</b>
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.

**Appendix B**  
**FTA Transit Agency Project Narratives Funding Tables and**  
**DBE Forms**

**Chapel Hill Transit**  
**FTA Funding Table and Supporting Documents**

Town of Chapel Hill

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
<b>II-A Surveillance of Change</b>															
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500	\$3,500	\$28,000	\$3,500	\$3,500	\$28,000
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$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
10	Mapping	\$1,516	\$6,064	\$0	\$0	\$4,119	\$4,119	\$32,952	\$0	\$0	\$0	\$5,635	\$4,119	\$39,016	\$48,770
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B Long Range Transp. Plan</b>															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$3,005	\$12,020	\$0	\$0	\$3,756	\$3,756	\$30,048	\$0	\$0	\$0	\$6,761	\$3,756	\$42,068	\$52,585
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$1,538	\$6,152	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,538	\$0	\$6,152	\$7,690
9	Highway Element of th LRTP	\$710	\$2,840	\$0	\$0	\$365	\$365	\$2,920	\$0	\$0	\$0	\$1,075	\$365	\$5,760	\$7,200
10	Transit Element of the LRTP	\$1,420	\$5,680	\$0	\$0	\$892	\$892	\$7,136	\$0	\$0	\$0	\$2,312	\$892	\$12,816	\$16,020
11	Bicycle & Ped. Element of the LRTP	\$17,453	\$69,812	\$0	\$0	\$1,053	\$1,053	\$8,424	\$0	\$0	\$0	\$18,506	\$1,053	\$78,236	\$97,795
12	Airport/Air Travel Element of LRTP	\$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
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$548	\$548	\$4,384	\$4,000	\$4,000	\$32,000	\$4,548	\$4,548	\$36,384	\$45,480
17	Congestion Management Strategies	\$323	\$1,292	\$0	\$0	\$152	\$152	\$1,216	\$0	\$0	\$0	\$475	\$152	\$2,508	\$3,135
18	Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C Short Range Transit Planning</b>															
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$520	\$520	\$4,160	\$0	\$0	\$0	\$520	\$520	\$4,160	\$5,200
<b>III-A Planning Work Program</b>															
1	Planning Work Program	\$610	\$2,440	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,610	\$1,000	\$10,440	\$13,050
<b>III-B Transp. Improvement Plan</b>															
1	TIP	\$610	\$2,440	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500	\$12,000	\$2,110	\$1,500	\$14,440	\$18,050
<b>III-C Cvl Rgts. Cmp/Otr .Reg. Req.</b>															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000	\$32,000	\$4,000	\$4,000	\$32,000	\$40,000
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D Incidental Plng./Project Dev.</b>															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$610	\$2,440	\$0	\$0	\$1,552	\$1,552	\$12,416	\$0	\$0	\$0	\$2,162	\$1,552	\$14,856	\$18,570
4	Regional or Statewide Planning	\$915	\$3,660	\$0	\$0	\$1,549	\$1,549	\$12,392	\$4,000	\$4,000	\$32,000	\$6,464	\$5,549	\$48,052	\$60,065
<b>III-E Management &amp; Operations</b>															
1	Management & Operations	\$2,296	\$9,184	\$0	\$0	\$2,505	\$2,505	\$20,040	\$1,250	\$1,250	\$10,000	\$6,051	\$3,755	\$39,224	\$49,030
<b>Totals</b>		<b>\$31,006</b>	<b>\$124,024</b>	<b>\$0</b>	<b>\$0</b>	<b>\$17,011</b>	<b>\$17,011</b>	<b>\$136,088</b>	<b>\$20,250</b>	<b>\$20,250</b>	<b>\$162,000</b>	<b>\$68,267</b>	<b>\$37,261</b>	<b>\$422,112</b>	<b>\$527,640</b>

### CHAPEL HILL TRANSIT FTA TASK NARRATIVE TABLE FY2015-2016 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	442300	442302	442400	442100
3-	Task Code	II-A-5	II-A-10	II-B-5	II-B-9	II-B-10	II-B-11	II-B-16	II-B-17	II-C-1	III-A-1
4-	Title of Planning Task	Transit System Data	Mapping	Forecast of Data to Horizon Year	Highway Element of the L RTP	Transit Element of the L RTP	Bicycle and Pedestrian Element of L RTP	Financial Planning	Congestion Management Strategies	Short Range Transit Planning	Planning Work 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 activities	To prepare projections for 2045 housing, population and employment.	To review and update highway network included in 2045 MTP update	To review and update transit network included in 2045 MTP update	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 with Triangle Regional TDM program to implement regionwide TDM program.	Develop elements of Chapel Hill Transit Short Range Transit Plan.	To prepare the Chapel Hill element of the FY2015 UPWP
6-	Tangible Product Expected	Chapel Hill Data Book Update	MPO Regional GIS database and CMS database.	Projections of socio economic data for use in the development of the 2045 MTP.	2045 MTP highway network	2045 MTP transit network	2045 MTP bicycle network	Refinement of the Orange County Transit Plan and development of the 2045 MTP Financial Plan element.	Preparation of DCHC MPO CMS and Development of TDM program for incorporation into 2045 L RTP	Refinements to the previously completed comprehensive route analysis and incorporation of recommendations of Strategic Financial Study.	FY2015 PWP
7-	Expected Completion Date of Product(s)	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016
8-	Previous Work	2012 Data Book Update	Provided support for development of geo spatial database architecture	Preparation of 2040 socio economic projections.	Development of 2040 MTP highway network	Development of 2040 MTP transit network	Development of 2040 MTP bicycle network	2040 Financial Plan and CHT's Financial Sustainability Plan	TDM element of 2040 L RTP.	Development of comprehensive route analysis.	Development and management of FY15 & FY16 UPWP
9-	Prior FTA Funds										
10-	Relationship To Other Activities	Supports implementation of L RTP	Supports development of L RTP and related MPO activities	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports development of the 2045 L RTP	Supports implementation of the MPO L RTP	Supports implementation of annual work program
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	Town of Chapel Hill
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%		\$4,119	\$3,756	\$365	\$892	\$1,053	\$548	\$152	\$520	
17-	Section 5303 NCDOT 10%		\$4,119	\$3,756	\$365	\$892	\$1,053	\$548	\$152	\$520	
18-	Section 5303 FTA 80%		\$32,952	\$30,048	\$2,920	\$7,136	\$8,424	\$4,384	\$1,216	\$4,160	
19-	Section 5307 Transit - Local 10%		\$3,500					\$4,000			\$1,000
20-	Section 5307 Transit - NCDOT 10%		\$3,500					\$4,000			\$1,000
21-	Section 5307 Transit - FTA 80%		\$28,000					\$32,000			\$8,000
22-	Section 5309 Transit - Local 10%										
23-	Section 5309 Transit - NCDOT 10%										
24-	Section 5309 Transit - FTA 80%										
		\$35,000	\$41,190	\$37,560	\$3,650	\$8,920	\$10,530	\$40,000	\$0	\$5,200	\$10,000

### CHAPEL HILL TRANSIT FTA TASK NARRATIVE TABLE FY2015-2016 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	442500	442700	442400	442400	442400	442700	442200	442100	
3-	Task Code	III-B-1	III-C-3	III-C-4	III-C-5	III-C-6	III-D-3	III-D-4	III-E	
4-	Title of Planning Task	Transportation Improvement Program	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 monitor the adopted TIP and prepare information for amendments to TIP.	To assess compliance with minority business enterprise regulations	To assess impact of transit service on elderly and handicapped populations	To implement and monitor federal safety and drug control planning	To establish public outreach efforts to engage public involvement.	To prepare special studies to support ongoing transit operations. To prepare an Alternatives Analysis for CHT.	To support regional and statewide planning projects	To support various transit planning activities	
6-	Tangible Product Expected	Updated TIP	Annual assessment	Annual assessment	Annual Assessments	Annual transit forums	Preparation of Chapel Hill Pedestrian Plan and participation in NCDOT US 15-501/Fordham Blvd. Feasibility Study and I-40 Managed Lanes Feasibility Study.	Coordination with Triangle Transit on implementation of Durham to Chapel Hill LRT.	Ongoing transit activities and reporting requirements.	
7-	Expected Completion Date of Product(s)	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	
8-	Previous Work	Adjustments to existing TIP; Development of new TIP	Annual assessment	Ongoing monitoring	Ongoing monitoring	Annual transit forums	US 15-501 South Corridor Study		Management of transit planning activities	
9-	Prior FTA Funds									
10-	Relationship To Other Activities	Supports implementation of adopted LRTP	State/Federal MBE requirements	This project supports the development of the 2045 Regional Plan		This project supports the development of the 2045 Regional plan	This project supports the development of the 2045 Regional plan	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	Town of Chapel Hill	
12-	HPR - Highway - NCDOT 20%									
13-	HPR - Highway - FHWA 80%									
14-	Section 104 (f) PL Local 20%									\$0
15-	Section 104 (f) PL FHWA 80%									\$0
16-	Section 5303 Local 10%						\$1,552	\$1,549	\$2,505	\$17,011
17-	Section 5303 NCDOT 10%						\$1,552	\$1,549	\$2,505	\$17,011
18-	Section 5303 FTA 80%						\$12,416	\$12,392	\$20,040	\$136,088
19-	Section 5307 Transit - Local 10%	\$1,500		\$4,000		\$1,000		\$4,000	\$1,250	\$20,250
20-	Section 5307 Transit - NCDOT 10%	\$1,500		\$4,000		\$1,000		\$4,000	\$1,250	\$20,250
21-	Section 5307 Transit - FTA 80%	\$12,000		\$32,000		\$8,000		\$32,000	\$10,000	\$162,000
22-	Section 5309 Transit - Local 10%									\$0
23-	Section 5309 Transit - NCDOT 10%									\$0
24-	Section 5309 Transit - FTA 80%									\$0
		\$15,000	\$0	\$40,000	\$0	\$10,000	\$15,520	\$15,490	\$25,050	\$202,500

## ATTACHMENT #7

### Anticipated DBE Contracting Opportunities for 2015-2016

Name of MPO: Durham-Chapel Hill-Carrboro  Check here if no anticipated DBE opportunities

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

**Sample Entry:**

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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**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.**

**Durham Area Transit Authority**  
**FTA Funding Table and Supporting Documents**

City of Durham & DATA

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary					
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total		
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA						
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%						
<b>II-A</b>	<b>Surveillance of Change</b>																
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$7,934	\$7,933	\$63,468	\$5,278	\$5,278	\$42,224	\$13,212	\$13,211	\$105,692	\$132,115		
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-B</b>	<b>Long Range Transp. Plan</b>																
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$354	\$1,418	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$354	\$0	\$1,418	\$1,772		
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Highway Element of th LRTP	\$1,949	\$7,797	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,949	\$0	\$7,797	\$9,746		
10	Transit Element of the LRTP	\$1,418	\$5,670	\$0	\$0	\$326	\$326	\$2,608	\$483	\$483	\$3,864	\$2,227	\$809	\$12,142	\$15,178		
11	Bicycle & Ped. Element of the LRTP	\$25,709	\$102,835	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,709	\$0	\$102,835	\$128,544		
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$326	\$326	\$2,608	\$9,364	\$9,364	\$74,912	\$9,690	\$9,690	\$77,520	\$96,900		
17	Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II-C</b>	<b>Short Range Transit Planning</b>																
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$2,610	\$2,610	\$20,880	\$10,058	\$10,058	\$80,464	\$12,668	\$12,668	\$101,344	\$126,680		
<b>III-A</b>	<b>Planning Work Program</b>																
	Planning Work Program	\$886	\$3,544	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$886	\$0	\$3,544	\$4,430		
<b>III-B</b>	<b>Transp. Improvement Plan</b>																
	TIP	\$2,658	\$10,632	\$0	\$0	\$653	\$652	\$5,220	\$969	\$969	\$7,752	\$4,280	\$1,621	\$23,604	\$29,505		
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>																
1	Title VI	\$886	\$3,544	\$0	\$0	\$326	\$326	\$2,608	\$350	\$350	\$2,800	\$1,562	\$676	\$8,952	\$11,190		
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$1,772	\$7,088	\$0	\$0	\$326	\$326	\$2,608	\$937	\$937	\$7,496	\$3,035	\$1,263	\$17,192	\$21,490		
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>																
1	Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Png.	\$4,430	\$17,720	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,430	\$0	\$17,720	\$22,150		
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$1,772	\$7,088	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,772	\$0	\$7,088	\$8,860		
<b>III-E</b>	<b>Management &amp; Operations</b>																
1	Management & Operations	\$886	\$3,544	\$0	\$0	\$5,207	\$5,207	\$41,656	\$2,061	\$2,061	\$16,488	\$8,154	\$7,268	\$61,688	\$77,110		
<b>Totals</b>		\$42,720	\$170,880	\$0	\$0	\$17,708	\$17,706	\$141,656	\$29,500	\$29,500	\$236,000	\$89,928	\$47,206	\$548,536	\$685,670		

**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)	DCHC-MPO (DATA)	DCHC-MPO (DATA)	DCHC-MPO (DATA)
2-	FTA Code	442400	442301	442300	442400	442500	442100	442700	442100
3-	Task Code	III-A-5	III-B-10	III-B-16	III-C-1	III-B-1	III-C-1	III-C-6	III-E
4-	Title of Planning Task	<b>Transit System Data</b>	<b>Transit Element of the L RTP</b>	<b>Financial Planning</b>	<b>Short Range Transit Planning</b>	<b>Transportation Improvement Program (TIP)</b>	<b>Title VI</b>	<b>Public Involvement</b>	<b>Management and Operations</b>
5-	Task Objective	This element is essentially about transit performance measures that are obtained through the compilation and analysis of FTA and NCDOT required service data obtained from the fixed route and paratransit systems. Conduct system-wide surveys while, providing on-going monitoring of the systems. These performance measures are compared with historical values to gauge the overall service delivery and consumption strength. Provide oversight of passenger amenities including AVL 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 system through routes and stops analysis that are segmented at TAZ levels, improving the geodatabase of transit routes and stops and updating the inventory of all such transit amenities.	To provide on-going support to the MPO's effort toward annual updates of the DCHC -MPO's Long Range Transportation Plan including work on the transit transit of the CTP and Transit elements of the 2045 MTP. The support would be in the form of transit data compilation, including service area maps, schedules and patron information as a component of the socio economic data needed for the regular update of the L RTP. A key objective is updating the transit element of the Coordinated Transportation Plan, CTP and MTP.	To prepare and Monitor the City's Fiscal programs including FTA and NCDOT grants. Apply for and administer grants in TEAM and also in City's Munis system. Monitor and ensure complete compliance with all financial procedures. Track all contracts with third party providers ensuring prompt payment and compliance of all purchases with state, federal and local laws.	To provide system-wide planning oversight of both the fixed route and paratransit services (including the monitoring of AVL project, Zonar (pre-trip inspection device) Automatic Passenger counters (APC) On-board camera and video systems and GFI farebox input and output. Also, this task would include the conduct of FTA mandated NTD survey for fixed route system. Key objectives include: integrating APC data in to the transit GIS, summarizing and tabulating gathered AVL data, and updating the inventory of transit stops shelters and related amenities and also the development of geo-spatial mapping. Also, this task would prepare and monitor the City's Fiscal programs including FTA and NCDOT grants. Apply for and administer grants in TEAM and also in City's Munis system. Monitor and ensure complete compliance with all financial procedures. Track all contracts with third party providers ensuring prompt payment and compliance of all purchases with state, federal and local laws	To continue the program of developing transit plans for improving transit services as well as local area transportation as a whole. This would be achieved by identifying area of the City needing transit service and also improving upon the current level of service provided through on-going surveys. Additional tasks would include updating the transit element of the Coordinated Transportation Plan. Key objectives include: integrating APC data in to the transit GIS, summarizing and tabulating gathered AVL data, and updating the inventory of transit stops shelters and related amenities and also the development of geo-spatial mapping.	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. This task will also include a checklist of certified ADA clientel, ADA service quality provided, ADA certification reviews, ADA service efficiency and effectiveness.	To seek out untapped patrons of the transit service through the use of aggressive public involvement and sustained marketing of the system. Also to engage the Public in all matters related to proposed service changes, to respond to the concerns of the public and to seek their input as it relates to all Title VI matters.	To provide overall transit system management and operations oversight of the fixed route and paratransit services, including service delivery, budgeting, service monitoring and reporting, personnel, short and long range system planning and system development as well as capital improvements. A key objective is developing our asset management system, performance measures and targets. Further, to work with City Transportation and Finance staff to develop federally mandated Asset Management including associated performance measures and targets.
6-	Tangible Product Expected from the Transit system will include but not limited to the following:	Monthly and annual statistical data compiled as part of the ongoing service data collection. They include such reports as monthly ridership, monthly safety data, monthly service supplied information, AVL and APC data. This information is aggregated into OPSTATS report for the state, Monthly and annual NTD reports for the FTA, and monthly Workplan data for City Management staff as well as the MPO staff for use in the L RTP efforts.	Transit Maps, GIS Overlays, Socioeconomic data compilation associated with the transit operations such as OPSTATS report, NTD Monthly and Annual reports, Transit Budget summaries, Passenger amenities use and inventory report, vehicle use and operation, short, and long term plans and all others specific reports and analysis that the MPO desires as part of this overall on-going transportation planning program	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, Grants, budget documents, Purchase orders, Bid documents Ledgers, fund balances and maintenance of asset and related inventory including geospatial maps and overlays.	Maps of service changes, Public input process and outcomes, Public hearings, City Council reports, service implementation plans and related processes.	Title VI document related to all service changes that require that we provide such analysis for review and approval by the FTA. Mailing list of all ADA clients for the purpose of reviews, approved and denied trips, wait time list, No Show list, No Show handling, suspensions and wait-time compilation catalogue.	Public meeting agenda, outcome and reports, Public hearing notices and summary reports, meeting attendance and related Council reports	Budget outlay, monthly and annual operational and ridership reports, service planning information, safety and training reports, service marketing and outreach programs personnel matters Asset Management and inventory reports.
7-	Expected Completion Date of Product(s)	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016	6/30/2016
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.	Same as above	On-going	Same as above
9-	Prior FTA Funds	\$105,689	\$6,474	\$94,778	\$101,340	\$12,970	\$5,413	\$10,104	\$71,870
10-	Relationship To Other Activities	Related to task III-E	This program is intended to support various MPO planning efforts related on the L RTP updates	Related to task III-E	Data retrieved would be used to disseminate service delivery and patronage information to transit management, City Council, FTA, NCDOT	These activities outlined also the MPO's overall FY15 Unified Work Program.	Related to task III-E	This effort relates to and supports the MPO's overall FY15 unified Work Program of enhancing transportation	Related to task III-E
11-	Agency Responsible for Task	Durham Area Transit		Durham Area Transit	Durham Area Transit and Triangle Transit	Durham Area Transit and Triangle Transit	Durham Area Transit and Triangle Transit		Durham Area Transit
12-	HPR - Highway - NCDOT 20%								
13-	HPR - Highway - FHWA 80%								
14-	Section 104 (f) PL Local 20%								
15-	Section 104 (f) PL FHWA 80%								
16-	Section 5303 Local 10%	\$7,834	\$326	\$326	\$2,610	\$653	\$326	\$326	\$5,207
17-	Section 5303 NCDOT 10%	\$7,834	\$326	\$326	\$2,610	\$653	\$326	\$326	\$5,207
18-	Section 5303 FTA 80%	\$63,468	\$7,608	\$7,608	\$20,880	\$5,230	\$7,608	\$7,608	\$41,656
19-	Section 5307 Transit - Local 10%	\$5,278	\$483	\$9,364	\$10,058	\$969	\$350	\$937	\$2,061
20-	Section 5307 Transit - NCDOT 10%	\$5,278	\$483	\$9,364	\$10,058	\$969	\$350	\$937	\$2,061
21-	Section 5307 Transit - FTA 80%	\$47,221	\$3,864	\$74,912	\$80,461	\$7,752	\$7,800	\$7,496	\$16,488

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

1-	MPO	
2-	FTA Code	
3-	Task Code	
4-	Title of Planning Task	<i>TOTALS</i>
5-	Task Objective	
6-	Tangible Product Expected from the Transit system will include but not limited to the following:	
7-	Expected Completion Date of Product(s)	
8-	Previous Work	
9-	Prior FTA Funds	\$398,636
10-	Relationship To Other Activities	
11-	Agency Responsible for Task Completion	
12-	HPR - Highway - NCDOT 20%	
13-	HPR - Highway - FHWA 80%	
14-	Section 104 (f) PL Local 20%	
15-	Section 104 (f) PL FHWA 80%	
16-	Section 5303 Local 10%	\$17,208
17-	Section 5303 NCDOT 10%	\$17,208
18-	Section 5303 FTA 80%	\$141,656
19-	Section 5307 Transit - Local 10%	\$29,500
20-	Section 5307 Transit - NCDOT 10%	\$29,500
21-	Section 5307 Transit - FTA 80%	\$236,000



**Triangle Transit**  
**FTA Funding Table and Supporting Documents**

**Triangle Transit (TTA)**

	Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II A</b>	<b>Surveillance of Change</b>											
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$140,000	\$0	\$0	\$140,000	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>II B</b>	<b>Long Range Transp. Plan</b>											
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$90,000	\$0
	4 Travel Surveys	\$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
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$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
<b>III C</b>	<b>Short Range Transit Planning</b>											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-A</b>	<b>Planning Work Program</b>											
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-B</b>	<b>Transp. Improvement Plan</b>											
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>											
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>											
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$85,500	\$85,500	\$684,000	\$85,500	\$85,500	\$684,000	\$855,000	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>III E</b>	<b>Management &amp; Operations</b>											
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Totals</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$85,500</b>	<b>\$85,500</b>	<b>\$684,000</b>	<b>\$315,500</b>	<b>\$85,500</b>	<b>\$684,000</b>	<b>\$1,085,000</b>	

**TRIANGLE TRANSIT (TTA)  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**III-D-3, Special Studies.**

More detailed studies may include evaluations of alternative modes or alignments for cost, feasibility, environmental impact, and design. In a similar manner, special problems may arise in relation to major land use changes when large-scale traffic generators (hospitals, regional malls, etc.) will either be developed or closed. These land use changes could significantly affect the regional distribution and/or amount of traffic generated, which could require changes to the MTP to accommodate the newly forecasted growth. The extent, responsibility, and cost for a corridor or sub-area study, which should be conducted within the work plan of the TCC, would be determined prior to its initiation.

**Objectives**

Support corridor planning functions including alternatives analysis activities, capital cost estimation, financial planning, operating cost estimations, transit expert studies, and bus and rail service plans.

**Previous Work**

URS reports, model runs from MAB, financial analysis, Value capture report from Greenleaf

**Proposed Activities**

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.

**Products**

Technical reports on specific topics regarding corridors, routes, stations, stops, and policies.

**Relationship to other plans and MPO activities**

Advances planning for bus and rail services in major existing and emerging corridors.

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3	\$171,000	\$684,000	\$855,000

**Proposed budget and level of effort**

Staff will work with contracted consultants in creating the DEIS and other documents related to ongoing long range planning activities.

**II-A-5, Transit System Data.**

A summary and analysis of transit ridership revenue and expense data by route will be prepared by the Transit Agencies. Agencies will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information is used to monitor service and meet FTA reporting requirements.

**Objectives**

Collect data via Internet survey on parking-constrained destinations in the region to support development of Triangle Regional Model's parking sub-components.

**TRIANGLE TRANSIT (TTA)  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**Previous Work**

None; new model component.

**Proposed Activities**

Parking data collection, data analysis and integration into the Triangle Regional Model.

**Products**

Data on incomes, parking costs, employer subsidies, travel patterns, and other data- of those using paid parking in employment centers.

**Relationship to other plans and MPO activities**

Parking components of TRM will help assess transit projects for FTA New Starts program.

**Proposed budget and level of effort**

Creation and solicitation of an RFP for a consultant to conduct the survey; working with selected contractor for the duration of the study. Support of the Triangle Regional Model Bureau to integrate findings into the Model.

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-5	\$140,000	\$0	\$140,000

**II-B-3, Travel Model Updates.**

A “Modeling Agreement” has been signed between the MPO, Triangle Transit Authority (TTA), Capital Area MPO (CAMPO), and SWP. The agreement details accepted standards and practices, used in the specific travel model, to calibrate and substantiate acceptable tolerances. A technical summary report of the travel modeling process and results will be provided by the modeling custodian as named in the modeling agreement.

**Objectives**

Support for Triangle Regional Model (TRM) Service Bureau.

**Previous Work**

Ongoing support of TRM service bureau.

**Proposed Activities**

Ongoing support of TRM service bureau.

**Products**

Updated Triangle Regional Model.

**Relationship to other plans and MPO activities**

Supports the regional travel model utilized for the MTP and other transit and highway planning purposes.

**Proposed budget and level of effort**

Attendance at all TRM Model team meetings, both technical and executive; input into model related tasks as outlined in the Model Bureau work plan.

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-5	\$90,000	\$0	\$90,000



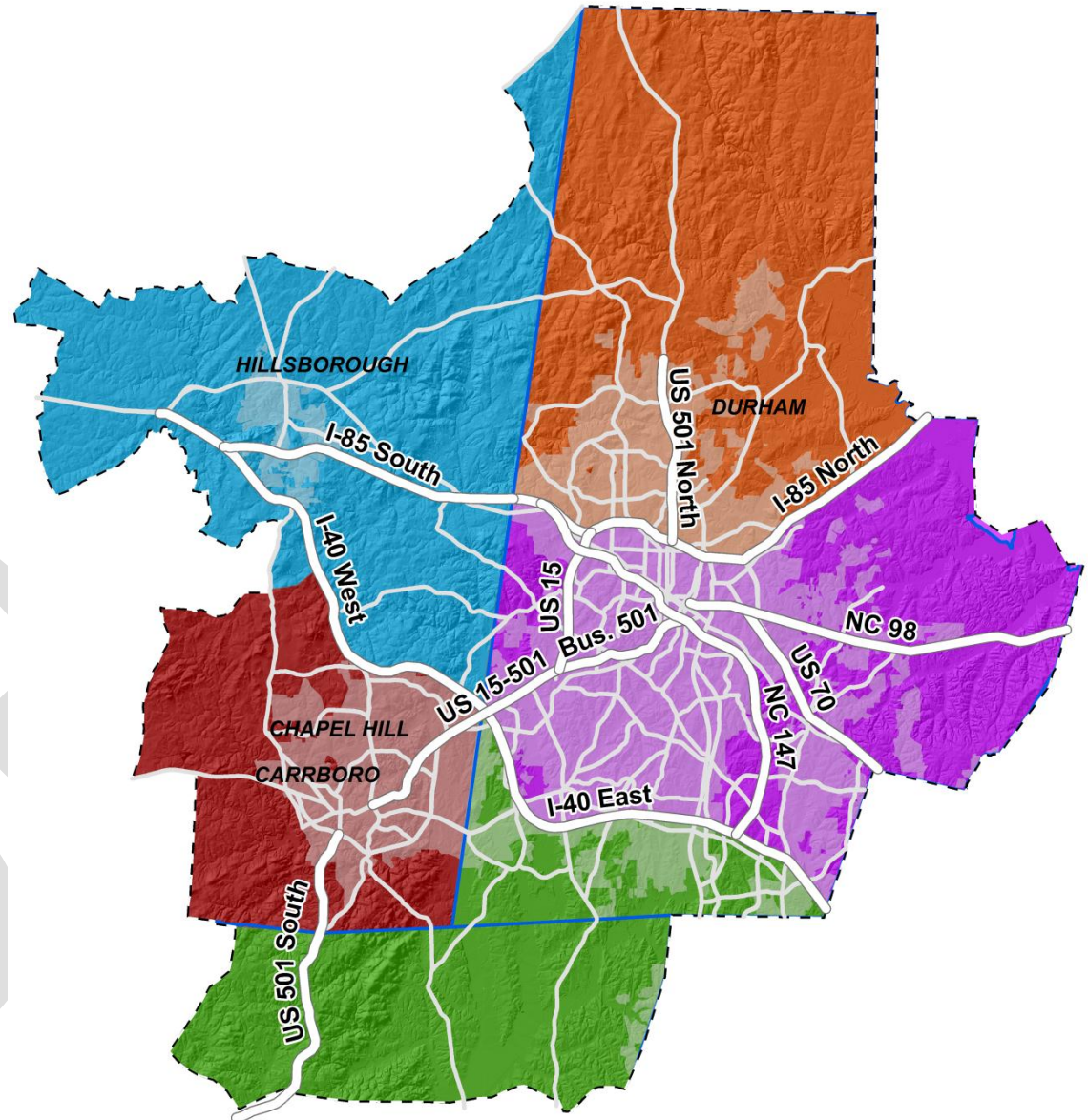
**DCHC**  
Metropolitan Planning Organization  
Planning Tomorrow Today

prepared by Stantec Consulting Services Inc.  
& J S Lane Company, LLC  
July, 2014

# DCHC MPO CONGESTION MANAGEMENT PROCESS - SYSTEM STATUS REPORT 2014

The 12 Corridors (listed below) and five districts used in the Congestion Management Report are shown on this map.

Corridor	Extent
I-85 North	I-85 inside Durham County
US 70	Durham County to NC 98
I-40 East	I-40 inside Durham County
I-40 West	I-40 inside Orange County and DCHC planning area
US 15-501	Chapel Hill to MLK Boulevard
US 15-501 BUS.	South of Downtown Durham
Business 501	MLK Boulevard to NC 147
I-85 South	I-85 from Durham County to I-40 merge
NC 147	I-40 to I-85
US 501 North	I-85 to Latta Road
US 501 South	NC 54 to DCHC planning area boundary
NC 98	Roxboro Street to Durham County



## EXECUTIVE SUMMARY

*The CMP System Status Report indicates that the DCHC MPO and the greater Triangle Region is doing quite well in managing congestion and related issues compared to other metropolitan regions with similar growth and size characteristics. The public survey conducted suggests that people in our Region are nevertheless concerned about congestion, with minor variations depending on race, income, age, or gender. Congestion and public transportation ridership levels vary greatly across the 12 corridors studied, and there is considerable room for improvement in many places for policy, program and infrastructure investments. The specific strategies for improvement are discussed at the end of this report in greater detail.*

**Executive Summary**

**Overview:** The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) **has created this report to help its citizens, elected officials, business partners, and other laypeople gain access to an array of transportation performance information** that otherwise would require many hours of sifting through detailed technical memoranda, databases, and other sources of information.

The report comprises the major documentation of the Congestion Management Process (CMP) that the DCHC MPO uses to identify, evaluate, and monitor congestion-related issues. The importance of understanding the scope, duration and impact of transportation issues is hard to overstate, impacting business operations, daily travel, personal safety, availability of mobility options, and the delivery of goods and services that everyone in our planning area (Durham County, and parts of Orange and Chatham counties as well) needs.

The major body of work necessary to produce this report comprised collecting, analyzing, and summarizing a tremendous amount of data from a variety of sources, some of which are created only through the DCHC MPO planning process. This performance has been presented in such a

way that it hopefully provides an easy understanding of where we stand with respect to our transportation systems.

**Highlights of Where We Are Now in Transportation Performance:** The 12 major transportation corridors addressed in this report provide a snapshot of transit service that, while still light, provides some significant benefits to overall travel in several of the corridors, particularly between our major urban centers. Compared to auto travelers, transit riders are incurring a 3:1 or 4:1 differential in their travel times between major destinations, indicating that with better, more direct service further increases in transit ridership are possible, based on improved competitiveness. Walking and cycling is notably less pervasive, in part due to a dearth of infrastructure compared to that provided for the private automobile.

Driving is still the dominant form of personal travel and primary means of moving freight in our area, with 96% of the sample population owning at least one car. The cost of congestion for a car driver can range as high as \$2.00 per trip on one of these corridors; yet our metropolitan area is one of the least impacted by travel delay of any comparable metro, as measured in

one nationwide survey (interestingly, 45% of survey respondents felt that traffic congestion has gotten “a lot worse” since they moved here). Peak congestion typically added less than 10% more time to the off-peak trip, validating other sources that suggest we are managing peak period travel delay well. Transportation performance means different things to different people: women and seniors are more sensitive to safety concerns, and lower income populations are less likely to be mobile either by car or by bicycle.

At a system-wide level, we are doing quite well as a region, showing relative (compared to what we might expect with our growing population) improvement in travel delay and fuel consumption, for example.

This report provides some summary information across five sub-districts, as well as maps to provide more detailed information to the reader (*see Map Book*).

**Where Do We Go From Here:** This report suggests a menu of recommended treatments to support improvements in these corridors, but in reality detailed assessments – corridor studies – should be performed to determine how to best improve travel conditions in the region. The report should be updated periodically, preferably on

the same cycle as the metropolitan transportation plan updates – about every four years. Although collecting and re-evaluating the data to produce the successors to this report is not a simple task, it is necessary to complete the monitoring component of the CMP and, more importantly, to help us understand how previous actions have improved transportation performance.

**Recommended Treatments:** With this report, decision-makers, MPO officials, and local planners will have a better understanding of congestion in the DCHC MPO planning area and can take steps to prioritize and implement the necessary infrastructure improvements to resolve congestion issues. The locations of the infrastructure projects are identified in this document as areas for improvement. The majority of these projects are not yet funded for implementation. A map illustrating the locations of all projects is provided at right (Figure 1). In addition to the specific projects identified on the map and listed on the following page (Table 1), four other policy recommendations were included as part of the final conclusions of this report. These are listed below; see the final section for a more detailed description of each of these recommendations, the performance areas addressed by each, resources required to implement them, and timing considerations.

1. Support Private Sector Technology Solutions
2. Implement Dynamic Signalization in Durham in Select Corridors
3. Implement Ramp Metering on I-40, NC 147, 15-501, and I-85 (sections)
4. Emphasize Non-Recurring Congestion in Planning and Design

These more policy-focused recommendations merit significant consideration, as do the unfunded project recommendations outlined in the table below. Using this report as well as subsequent updates and revisions to the report as a guide, the DCHC MPO can target available funding resources to those areas with the most severe congestion.

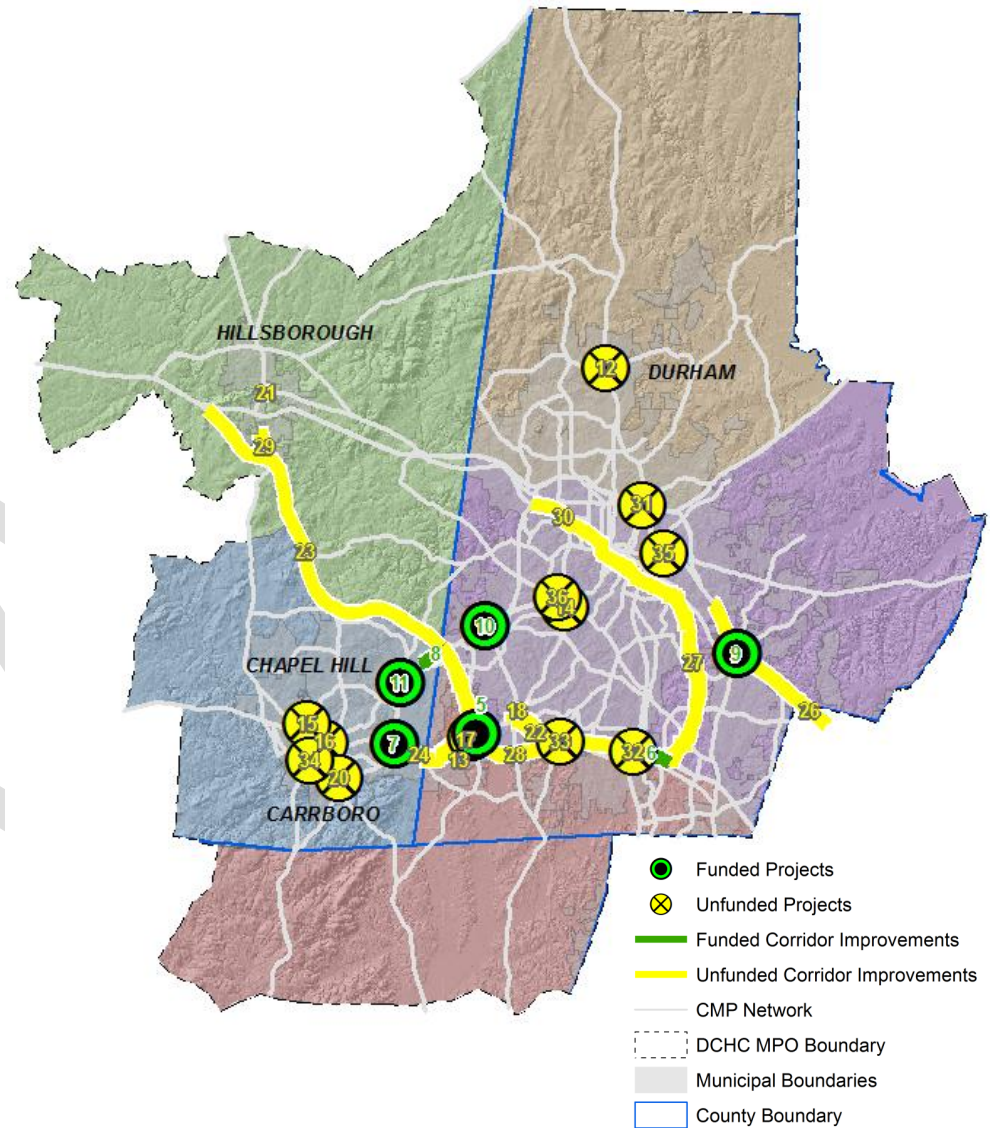


Figure 1. Project-Level Recommendations (refer to Table 1 for descriptions)

Status	MAP ID	Recommendation	On	Status	MAP ID	Recommendation	On
<b>Funded / Programmed</b>	5	<i>Improve interchange (Durham County)</i>	<i>I-40</i>	<b>Unfunded, but Prioritized</b>	21	<i>Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes</i>	<i>SR-1006 New Route - Orange Grove Road</i>
	6	<i>Widen for a westbound auxiliary lane (Durham County)</i>	<i>I-40</i>		22	<i>Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations</i>	<i>NC-54</i>
	7	<i>Improve interchange (Orange County)</i>	<i>US-15, US-501</i>		23	<i>Add Additional Lanes</i>	<i>I-40</i>
	8	<i>Upgrade to "Superstreet" (Orange County)</i>	<i>US-15 Fordham Boulevard, US-501</i>		24	<i>Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road</i>	<i>NC-54 Raleigh Road</i>
	9	<i>Upgrade existing at-grade intersection to interchange (Durham County)</i>	<i>US-70</i>		25	<i>Construct Roundabout and Related Safety Improvements at the Existing intersection of Mount Carmel Church Road and Bennett Road</i>	<i>SR-1771</i>
	10	<i>Upgrade at-grade Intersection to Interchange (Durham County)</i>	<i>US-15, US-501</i>		26	<i>I-40 from I-85 to US 15/501: Upgrade Roadway to Freeway</i>	<i>US-70</i>
	11	<i>Intersection improvements (Orange County)</i>	<i>US-15, US-501</i>		27	<i>Widen Roadway to 6 Lanes and Rehabilitate Pavement</i>	<i>NC-147 Durham Freeway</i>
	12	<i>Add lanes through intersection</i>	<i>US-501 Roxboro Road</i>		28	<i>Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes)</i>	<i>I-40</i>
	13	<i>Construct grade separation</i>	<i>NC-54</i>		29	<i>I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad</i>	<i>SR-1009 South Churton Street</i>
	14	<i>Construct Roundabout</i>	<i>NC-751 Hope Valley Road</i>		30	<i>NC 147: Widen to 6 lanes</i>	<i>NC-147 Durham Freeway</i>
	15	<i>SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout</i>	<i>SR-1780 Estes Drive</i>		<b>Unfunded, not Prioritized</b>	31	<i>Safety/Access Management Improvements</i>
16	<i>Franklin Street/Merritt Mill Road/Brewer Ln/East Main Street intersection Improvements</i>	<i>SR-1010 Franklin Street/East Main Street</i>	32	<i>Safety/Access Management Improvements</i>		<i>I-40 and NC 55/NC 54</i>	
17	<i>Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)</i>	<i>NC-54</i>	33	<i>Safety/Access Management Improvements</i>		<i>I-40 and Fayetteville Road/NC 54</i>	
18	<i>Construct new alignment</i>	<i>Woodcroft Pkwy Ext</i>	34	<i>Creation of parallel routes, Increase Bus Frequency, Add Park and Ride</i>		<i>Smith Level Road and NC 54</i>	
19	<i>Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham</i>	<i>TTA Durham - Orange Co Light Rail FY 2016</i>	35	<i>Widen from 3 to 4 lanes, improve access management</i>		<i>NC 98 (Holloway St)</i>	
20	<i>Construct additional lane for northbound to eastbound entry movement</i>	<i>US-501 Fordham Blvd</i>	36	<i>Restripe markings, pavement rehabilitation, new marking considerations, extend acceleration lanes</i>		<i>Chapel Hill Road and Cornwallis Road</i>	

Table 1. Project-Level Recommendations (refer to Figure 1 for locations)

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*A brief summary of the highlights contained in the report and an overview of its purposes*

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*A graphic summary of data dealing with external / internal perceptions of transportation performance; roadway congestion; and transit services*

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### Page 40 ● How We Did It – Keys to Updating this Report

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## CONGESTION MANAGEMENT PROCESS

### What is included here?

1. The CMP: *What is It?*
  - *Regulatory Basis*
  - *Regional Context*
  - *Purpose of this Report/How will it be Used?*
2. The CMP 8-Step Process
3. Primary Performance Measure Information

*The Congestion Management Process (CMP) is a federal requirement comprised of a number of steps, or actions, that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has to undertake periodically. The CMP identifies transportation performance measures, issues, strategies, and monitoring practices. The remainder of this report is the documentation of the CMP actions.*

## **Congestion Management Process**

### **The CMP: What is It?**

The CMP has been defined by the Federal Highway Administration of the US Department of Transportation as a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance. It also assesses alternative strategies for congestion management that meet state and local needs and is intended to advance the strategies towards implementation. This report is a companion to the *DCHC 2014 Mobility Report Card*, which goes into exhaustive detail for data collection; this report focuses instead on using data to present an accessible picture of congestion-related performance.

### **Regulatory Basis**

Congestion Management Process (CMP) provides a systematic and continuous way for transportation planning in the DCHCMPO area to identify and manage congestion in a multi-modal manner. The development and implementation of a Congestion Management Process (CMP) in a metropolitan area with population exceeding 200,000, known as a Transportation Management Area (TMA), is a requirement of the current surface transportation law-MAP-21. As stipulated

by federal regulations, the MPO CMP must include a data collection and monitoring system, a range of strategies for addressing congestion, performance measures or criteria for identifying when action is needed, and a system for prioritizing which congestion management strategies would be most effective. The goal of a CMP is to have a systematic, transparent way for transportation planning agencies to identify and manage congestion and utilize performance measures to direct funding toward projects and strategies that are most effective for addressing congestion.

### **Regional Context**

The Research Triangle region is a burgeoning sunbelt metropolitan region. The region has experienced a rapid growth in population and jobs. Population in the region is one of the fastest growing in the country. Population of the region is forecasted to increase 81% between 2010 and 2040. The number of households is projected to increase 79%, and number of jobs is forecasted to increase 61% during the same period. As our region has grown so has traffic congestion. The main reason for the increase in congestion within the DCHC MPO area and the region is the increase in population, but it is also attributable to a significant increase in Single Occupant Vehicles (SOV), or drive-

alone trips, and a relative increase in longer trips. Over the past two decades, auto occupancy in the triangle region has been decreasing consistent with the national trend. This general decrease in auto occupancy has been accompanied by an increase in auto registration and a relative increase in vehicle miles of travel. Along with this trend, the U.S. Census data shows the average household size is declining while the number of trips per household and the average travel time per vehicle is increasing. The result is the intensification of congestion within the DCHC urban area and as well as in the Triangle Region.

### **Purpose of this Report/How will it be Used?**

Traffic congestion continues to challenge our transportation system, resulting in additional delays, excess fuel consumption, higher emissions and raise economic cost. The MPO CMP and the State of the System report will be used to:

- Provide a framework for responding to congestion in a consistent and coordinated manner.
- Measure multi-modal transportation system performance with data collected on an annual basis.
- Identify congestion problem locations.
- Determine the causes of congestion.

- Develop and evaluate alternative strategies to mitigate congestion.
- Implement cost effective actions.
- Measure the progress of implemented strategies in reducing congestion.
- Identify low cost strategies that complement major MTP capital recommendations.
- Inform and receive information from other elements of the MPO transportation process, including the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP).
- Support the re-evaluation of the MTP goals, objectives and performance targets.
- Assist in monitoring of the MTP performance targets.
- Support the incorporation of the CMP into NEPA Concurrency 1: Purpose and Need.
- Feed into the development of CTP and MTP Purpose and Needs statement.
- Provide a framework for the integration of operations into the planning process.
- Provide a guide and information for consideration by traffic and division engineers when considering low cost strategies (low-hanging fruits solutions).

### **The CMP: 8-Step Process**

The FHWA updated its Congestion Management Guidebook in 2011, which recommends a number of steps that comprise a valid and useful congestion management process, with the evaluation stage (Step 8) feeding back into the assessment of performance in subsequent updates. Importantly, federal guidance recommends a variety of transportation characterizations be taken into account in the CMP, such as partnerships, community livability, respecting the context of individual corridor conditions, and working multimodal measures into the CMP. All of these are all emphasized in the current generation of best practices. The CMP is required to consider “reasonable” demand management and operations strategies for a corridor in which single-occupant vehicle (SOV) capacity increases are proposed. In these regards, the CMP is not effective if it becomes a stand-alone process and document; it has to be a part of the overall planning and decision-making process.

#### ***Step 1: Develop Objectives***

The objectives of the CMP should derive from the many previous studies and plans developed by the DCHC – particularly the Metropolitan Transportation Plan. Hence, this document points back to that Plan and other adopted plans for objectifying the performance of the transportation system.

This CMP includes descriptions of and performance measures for so-called “alternative” travel modes (biking, transit and walking) with the goal being to assess how well the area accommodates and encourages its travel options.

#### ***Step 2: Analysis Sub-Areas and CMP Corridors***

The DCHC planning area has too many streets, neighborhoods, transit routes, and bicycle-pedestrian corridors to present in a way that can be easily grasped, much less help to distill important directions in transportation performance. Therefore, a combination of congestion (identified through computer modeling), crash histories, and volumes of traffic were used to identify 12 major corridors into which some of the performance data was aggregated to help discern performance. Similarly, five sub-areas were identified that correspond to the major, contiguous areas of influence in the Region: central Durham County; north Durham County; south Durham County/north Chatham County; Chapel Hill-Carrboro’s vicinity; and the Hillsborough/northeast Orange County area. These five subareas roughly correspond the urban agglomerations of Chapel Hill/Carrboro, Durham, and Hillsborough and their surrounding areas.

The more rural north Durham and south Durham areas deserve their own subareas to help separate them from the more urban conditions in central Durham County. Although DCHC has to look at its entire study area, people residing in these five areas will perhaps more easily identify with their own place as opposed to a larger region or corridor.

**Step 3: Performance Measures**

The role of performance in the CMP and other MPO processes is substantial, since they provide clear benchmarks into how well the transportation system is performing. The DCHC MPO and its consultant identified a list of candidate performance measures that could be **readily obtained** through existing data sources, provide a **unique perspective** on transportation performance, insert more **clarity** into how decision-makers understand the functioning of various transportation modes, and with

each measure having a **clear purpose** in terms of explaining one or more goals in the long-range transportation plan (into which any recommendations coming from this process and document must enter to be implemented). Most of the measures discussed in the CMP were part of the CMP Framework Study completed by DCHC in 2011.

The performance measures contained in this report (generally described by mode) meet these criteria; additional measures, particularly system- and metro area-wide performance measures, were added to help round out the “big picture” of our planning area’s performance. It is important to note that the modes of travel often work together, with buses traveling along with autos, and pedestrians walking to transit stops.

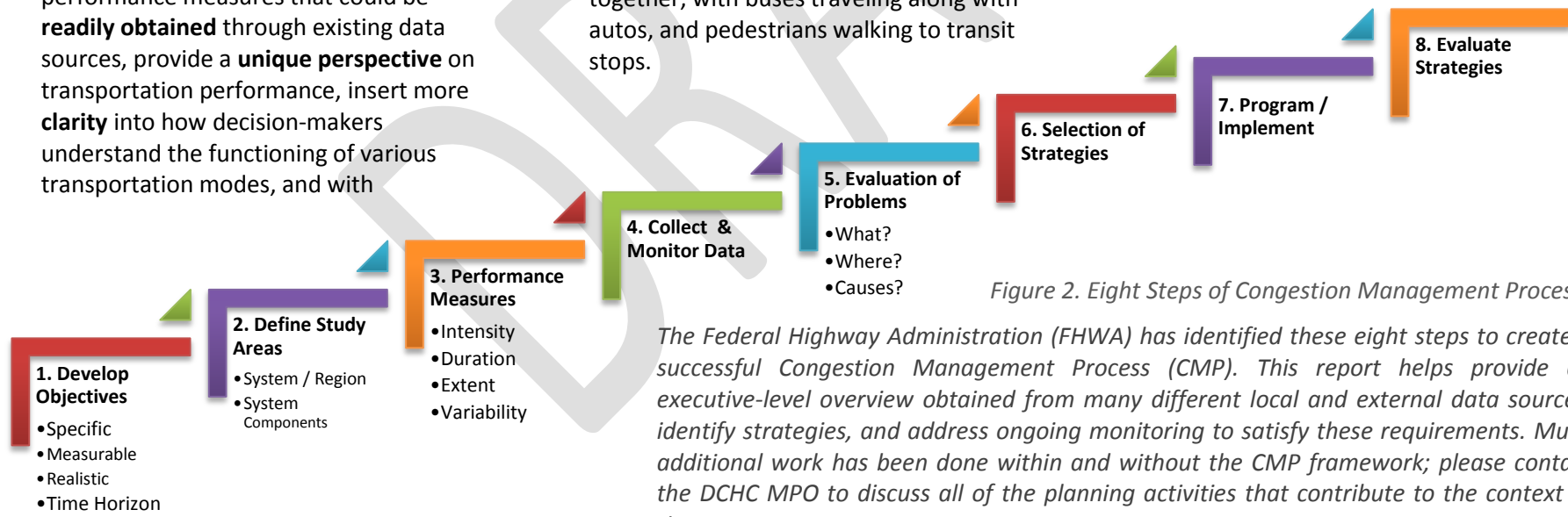
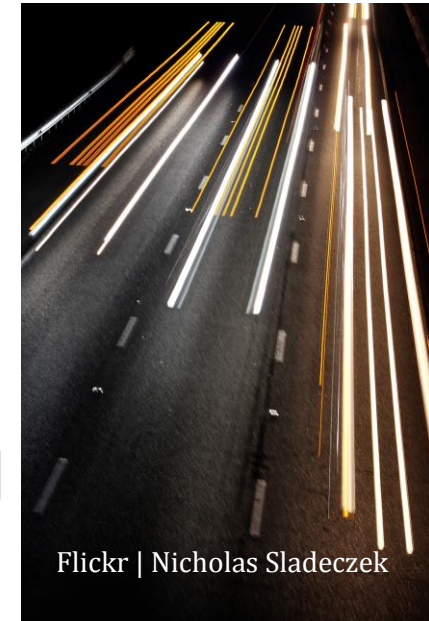


Figure 2. Eight Steps of Congestion Management Process

The Federal Highway Administration (FHWA) has identified these eight steps to create a successful Congestion Management Process (CMP). This report helps provide an executive-level overview obtained from many different local and external data sources, identify strategies, and address ongoing monitoring to satisfy these requirements. Much additional work has been done within and without the CMP framework; please contact the DCHC MPO to discuss all of the planning activities that contribute to the context of this topic.

**Step 4: Collect & Monitor Data**

DCHC MPO, NCDOT, and transit operators as well as third-parties like the Texas Transportation Institute’s Congestion Management Report provided the bulk of the data. These data sets included travel time studies along 160 individual routes; hundreds of daily traffic counts, and forecasted information from the Triangle Regional Travel Demand Model as well as on-board data collection of the three main transit operators (Durham, Chapel Hill, and Triangle Transit)\* in the study region. The data will be collected again within the next four years (at a maximum) and the updated report completed at that time will be able to compare information contained in this report to help understand trends as well as the effectiveness of strategies implemented by the MPO.

**Steps 5 & 6: Evaluation of Problems and Selection of Strategies**

The degree of congestion, crash records, and travel time information were compared against each other to identify the “hot spots” and shorter sections of the transportation system that have now, or are expected to have in the future, performance issues.

*\*Note: Orange County Public Transit did not have comparable data at the point in time for this report, but it is described where possible.*

The strategies were accordingly devised based on the context of the roadway (e.g., ramp metering isn’t feasible if the roadway experiencing congested conditions isn’t a controlled-access facility) as well as the type of problem noted. Two levels of strategies were noted: broad, corridor-based actions as well as more focused, defined actions that the MPO and / or its partner agencies can undertake to alleviate particular “hot spot” areas suggested by the analysis or to create a policy response.

**Step 7: Program & Implement**

DCHC MPO, like other metropolitan planning organizations, has to adopt a metropolitan transportation plan with a fiscally constrained 20-year (minimum) outlook. Longer-term actions recommended in this CMP document can be implemented through that document; however, some of the policy responses or program recommendations could be implemented sooner through the annual work program or even through third-party partnerships.

**Step 8: Monitoring and Evaluation**

Future iterations of this report will need to compare the data contained in this version with any datasets that have been updated, which means that updated travel time

runs, new model information, and new daily traffic counts will need to be gathered. The format of the report and the graphics used will also need to be reconsidered, since a trend (of sorts) will be described to understand if the directionality of the performance measure is desirable. The DCHC MPO staff and boards will discuss the outcomes of this comparison and decide if certain strategies are effective or if other measures are necessary through their regular board meetings and planning processes.

Table 2 illustrates the primary (there were secondary, system-level measures shown to help compare our metropolitan area to peer regions) performance measures and desirable targets or direction of trend values, some of which should be considered in light of the DCHC planning area’s population growth rather than in absolute terms, due to the area’s high growth rate. Comparing population growth to the change in a congestion-related performance measure does not imply a strictly linear relationship, but does recognize that as more people are added to the transportation system it will face greater pressures than would be expected in a low- or no-growth area. In most cases, where a relative change is shown in this report, the absolute change is also shown.

Table 2. Primary Performance Measures and Targets

PERFORMANCE MEASURE	TARGET (OR TREND)
Volume-to-Capacity Ratio	0.80 on major arterials, exclusive of high pedestrian activity centers
Percent Time Spent in Congestion	DOWN, relative to population growth
Crash Rate (per VMT)	DOWN
Vehicle Miles of Travel	DOWN, relative to population growth
Travel Time Index (TTI)	DOWN
Percent Non-Motorized Mode Share	UP, IN ABSOLUTE TERMS
Connectivity Ratio or Index	1.5
Sidewalk-to-Street Centerline Ratio	1.0
Ratio of Transit Travel Time to Auto Travel Time	2:1
Persons within ¼-mile Distance of Transit Service	75%
EJ Population with ¼-mile Distance of Transit Service	90%
Cost of Congestion	DOWN, relative to population growth
Survey of Users / MPO Member Agencies	Improved perception of congestion conditions

**A CONGESTION MANAGEMENT PROCESS (CMP)** is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages.

- Congestion Management Process Guidebook, 2011

## PERFORMANCE RESULTS/CURRENT TRENDS

### What is included here?

1. Introduction to Performance Results
2. Performance Measures – How do we compare?
3. How the World Sees Us
4. How We See Ourselves
5. Roadway Performance
6. Transit System Performance
7. Alternative Mode Performance
8. The Map Book

*This section provides an overview of the four main areas of performance review conducted for the CMP: a system-level overview (“How Others See Us”); the results of a public survey (“How We See Ourselves”); and three sections on automobile, transit, and alternative mode (transit, bicycle, pedestrian) travel. Later sections also describe the location of “hot spots” or bottleneck areas, as well as high crash rate locations that contribute to non-recurring congestion problems.*

# Introduction to Performance Results

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO or referred to as simply “DCHC” in this report) is required to provide a picture of the transportation conditions – performance – within its planning area. This area covers Durham County and a portion of Orange and Chatham Counties, as well as the City of Durham and municipalities of Carrboro, Chapel Hill, and Hillsborough.

DCHC has strongly committed to developing data collection strategies and analyses to assess and monitor transportation conditions in automobile, public transportation and bicycle-pedestrian modes of travel in the past. **The purpose of the DCHC MPO CMP System Status Report 2014 is to summarize and present all of this information in a way that is meaningful to elected officials, stakeholders, and segments of the public that may not be familiar with a lot of the transportation procedures and jargon commonly used in the day-to-day planning, design, construction, maintenance and service provision of a large transportation network.**

A series of “dashboards” and maps allow us to visualize the performance of our transportation system. Additionally, more detailed information can be obtained by contacting DCHC directly. The contents of the *DCHC MPO CMP System Status Report 2014* (the “Report”) are as follows.

**How the World Sees Us:** Since much of the information that the average business or person considers is not the same as that collected through the extensive fieldwork and efforts of DCHC and its partners, presenting a picture to the rest of the world is often left to third-party data sources. This section describes how that data describes us in terms of traveler delay, time spent in congestion, freight mobility, and our “walkability.”

**How We See Ourselves:** An important part of this study is “checking the pulse” of our citizens: how they get around, if they think mobility is getting better or worse, and other ways that our customers judge *our* performance.

**Roadway Performance:** A tremendous preponderance of our mobility is derived from our roadway system, including the buses that run on it and the bicycle facilities and sidewalks that share space with roadway corridors. This section describes typical congestion and delay figures in more depth and with more accuracy, not just for the DCHC study area but for key subareas and corridors.

**Alternative Mode Performance:** Alternative modes are, for increasing numbers of people, vital lifelines to school, work, and medical treatment. This section of the Report describes pedestrian, bicycle, and transit performance in terms of delay,

Extent, and competitiveness with the private car.

Three more sections, Displaying Information in Space, the Map Book, and the Recommended Evaluation and Strategies, complete the report and help fulfill federal requirements as well as identify sources of information.

**Monitoring and Future Steps:** This Report serves as the accessible information piece of the federally mandated Congestion Management Process (CMP) that DCHC has to provide and update. A key component of that effort is the monitoring and establishment of goals and priorities. The DCHC MPO will update the CMP whenever it updates its Metropolitan Transportation Plan (MTP). This ensures that the planning efforts are coordinated and efficient. This section will also highlight how DCHC is planning on improving roadway, public transportation and bicycle/pedestrian performance over time.

**Sources and Data:** This Report contains a lot of information, and the graphics are largely provided through an updateable MS-Excel™ workbook that can also serve as a presentation tool. The Sources and Data Section describes how to access, update, and use this information.

**Performance Measures – How do we compare?**

Table 3 provides insight on the transportation performance of the Durham-Raleigh Metropolitan region. In addition to providing a baseline for understanding regional transportation performance, this chart also compares the Durham-Raleigh Metropolitan Region to “peers;” i.e. regions of a similar size. This chart uses data from 2001 and data from 2011 for this comparison and helps refine our understanding of transportation performance over time. More information about transportation performance in this region is presented by mode in the following pages.

*Table 3. Regional (Durham-Raleigh Metropolitan Area) Performance, 2001 - 2011*

<b>Performance Measure</b>	<b>Average of Our Metro Peers in 2001</b>	<b>Durham-Raleigh Metro 2001</b>	<b>Average of Our Metro Peers in 2011</b>	<b>Durham-Raleigh Metro 2011</b>	<b>Durham-Raleigh Metro Difference Between 2001 - 2011</b>	<b>Durham-Raleigh Metro Better from 2001 - 2011?</b>	<b>Durham-Raleigh Metro Better than Population Change 2001 - 2011?</b>
Population (1,000)	1,414	790	1,609	1,142	44.6%	N/A	N/A
Peak Travelers (1,000)	745	418	910	651	55.7%	✗	✗
Commuters (1,000)	691	388	844	605	55.9%	✗	✗
Freeway Vehicle Miles Travel (1,000)	12,912	7,715	15,487	12,738	65.1%	✗	✗
Arterial Vehicle Miles Travel (1,000)	12,628	10,320	14,205	12,427	20.4%	✗	✓
Transit Passenger Miles (Million)	179	50	200	100	99.6%	✓	✓
Transit Unlinked Trips (Million)	40	12	40	24	110.3%	✓	✓
Gasoline Cost (\$)	\$1.54	\$1.43	\$3.35	\$3.32	132.2%	✗	N/A
Diesel Cost (\$)	\$1.57	\$1.47	\$3.70	\$3.64	147.6%	✗	N/A
Percent of Time Spent in Congested Conditions	53	40	55	50	25.0%	✗	✓
Percent of Lane-Miles Congested	44	43	46	52	20.9%	✗	✓
Excess Gallons Fuel (1,000)	17,197	6,059	18,265	8,407	38.8%	✗	✓
Gallons Per Commuter	19.1	11.0	16.7	11.0	0.0%	✗	N/A
Total Hours of Delay (1,000)	36,361	13,003	39,747	17,923	37.8%	✗	✓
Hours of Delay per Commuter	41	24	37	23	-4.2%	✓	N/A
CO2 due to Congestion (million pounds)	338	123	359	170	38.2%	✗	✓
CO2 per Peak Commuter (pounds)	377	213	329	217	1.9%	✗	✓
Congestion Cost (Million \$)	\$604	\$219	\$856	\$396	80.8%	✗	✗
Congestion Cost (\$ per Commuter)	\$673	\$543	\$780	\$502	-7.6%	✓	N/A
Travel Time Index	1.23	1.13	1.20	1.14	0.9%	✗	✓
Roadway Congestion Index	1.04	0.96	0.99	0.96	0.0%	✗	✓

### Breakdown of Regional Performance

The Durham, Chapel Hill-Carrboro, Raleigh, and Cary municipalities, as well as the smaller cities and unincorporated areas of several counties in which they reside, are typically viewed as a single entity. Table 3 is derived from the most recent, annual computation of over 400 such metropolitan areas; our peers noted in this chart are "large" metropolitan areas - they have a similar population size to our own. The chart shows the performance of a variety of transportation indicators between 2001 and 2011, the most recent 10-year period for which the Texas Transportation Institute has compiled this dataset. The data is arranged to show our metropolitan area's performance as well as those of our similarly-sized peer areas. **The final two columns at right illustrate how our metro has done over this time period, as well as how we have performed considering our robust population growth (nearly 45%) and how we compare to the average of our**

**peer group.** While most of the indicators shown in the 2001 to 2011 comparison are not favorable in absolute terms, this fact must be taken in light of the rapid population expansion that our area has experienced. **If we control the results for population growth (last column on the right) we can see that our performance is actually better than the population - and therefore congestion/consumption of transportation services - might suggest for most of the performance measures.**

However, note that the number of commuters and freeway vehicle miles of travel have actually increased faster than our population, suggesting that we are "pulling" more commuters not only from within our own market but from adjoining areas as well. The two indices in the bottom two rows of the chart illustrate the fairly static nature of congestion: the Travel Time Index compares peak travel delay against

free-flow speeds (about the same across ten years) and the Roadway Congestion Index compares both the duration and intensity of congestion - again, with virtually no change in our metro area (although our peer group actually improved very slightly on both measures). In spite of our rapid population increase, **the number of hours of delay per commuter is actually slightly better in 2011 than in 2001, which translates into a 7.6% reduction in costs due to congestion.** Also notable is the increase in transit ridership, which has doubled between 2001 and 2011. Finally, an important measure is the time spent in traffic congestion. Here, **our number of hours spent in congestion has only increased by 25% from 2001 to 2011 - a significant leap in a ten-year span, but still respectable performance when compared to our metro's population growth of almost 45%.**



Flickr | Doug Kerr

# How the World Sees Us

When businesses look to relocate or people seek to move to a place that fits their lifestyle and preferred mobility choices, they usually go to only a few sources for information – even though those sources may use methods and data that have flaws. This panel describes how the rest of the world sees us through commonly accessed information.

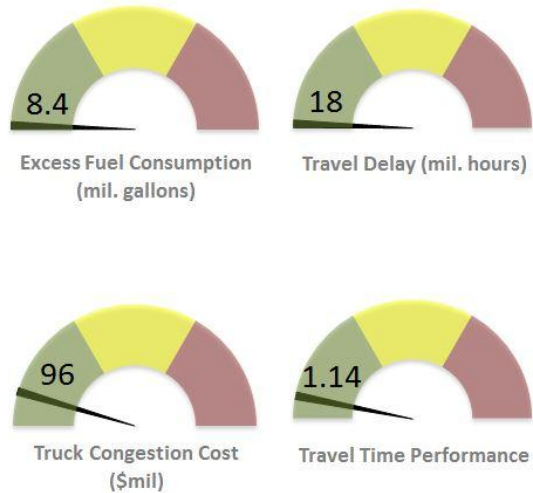
**Top-Left: Common Denominators**  
 The DCHC area (combined with Raleigh to form the “metro”) performs the best of its peer group in travel delay created by congestion as well as fuel consumed due to time spent in congestion. The Travel Time Index is a measure of reliability – again, the score is excellent, as was congestion experienced by trucks on freeways and major arterials.

**Top-Right: “Pain” Index**  
 Traveling in congested conditions is stressful, but the Durham-Raleigh Metro Area outperforms nearly all its peers.

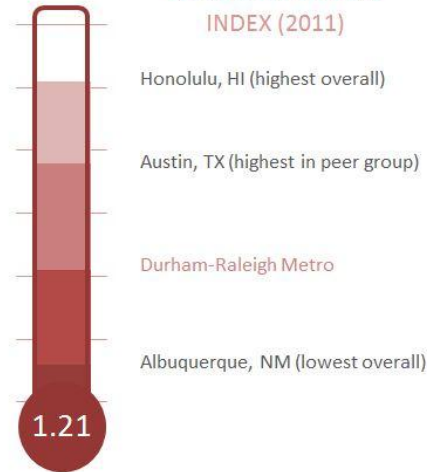
**Bottom-Left: Getting to Work**  
 Commuting within our Metro Area isn’t a cinch yet, but some destinations clearly are much more accessible than others. Naturally, more centrally located destinations, such as RTP, require less commute time to reach.

**Bottom-Right: Walkability**  
 At Hillsborough, some activities can be accomplished on foot. Most errands in other municipalities require a car.

## ANNUAL DURHAM-RALEIGH METRO AREA IMPACTS (2011)



## COMMUTER STRESS INDEX (2011)



## DRIVE COMMUTE TIMES (2011)

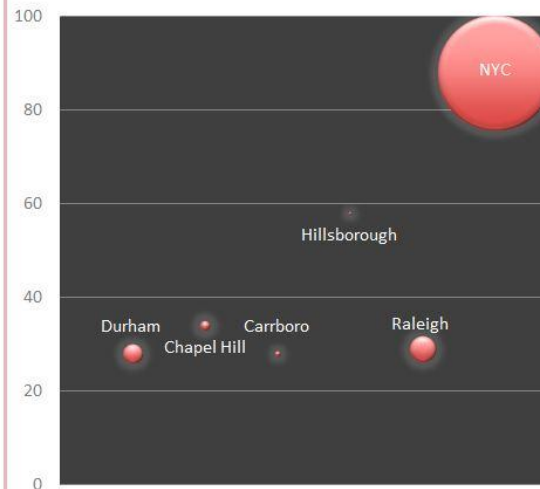


## PUBLIC TRANSPORTATION COMMUTE TIMES (2011)



## WALKABILITY (2014)

(SIZE OF CIRCLE IS POPULATION)



# How We See Ourselves

Part of our study consisted of asking 951 residents of our area (via random telephone survey) how their view of mobility is changing. We'll repeat this survey when we update the Transportation Report, and keep checking to see how our people think we're doing.

## Top-Left: How to Fix Transportation

The people we surveyed thought that creating more transit options, adding more walking and bicycling facilities, and maintaining the roads we have were more important than building wider roads. Redesigning our communities to be friendlier to alternative modes of travel was also important to us.

## Top-Right: How Much We Drive & Bike

Overall, we still drive a lot – typically at least six times each week. But lower-frequency drivers actually biked just as much as they drove.

## Middle Row: Owning a Car and Congestion

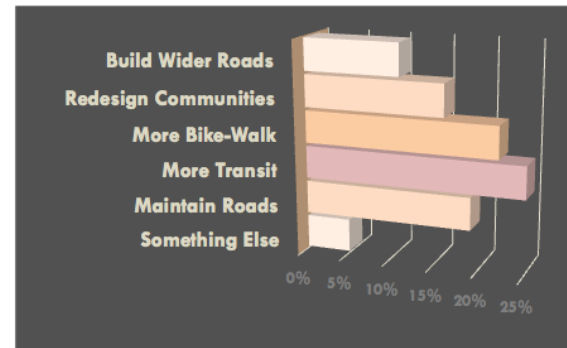
Overwhelmingly (96%), our respondents own a car (Census data suggests this figure is between 92% and 96%), and 67% thought traffic congestion was worse than when they moved here (although a quarter thought it was about the same). When asked what was more important, reducing travel delay came in a distant second to overall personal safety.

## Bottom: How are We Different (or the Same)?

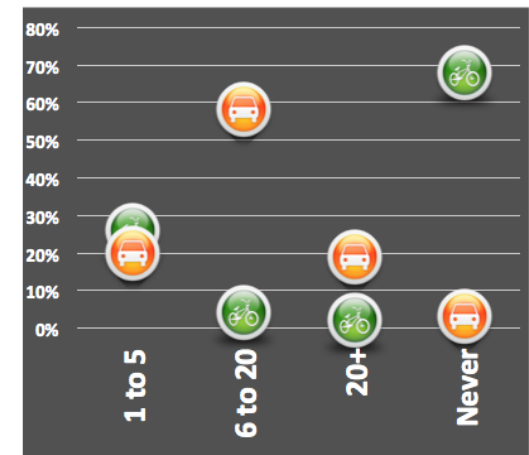
MPOs like DCHC are required to consider how well they provide services to lower-income and minority populations. We do have a few differences:

- Women and seniors value safety more highly than men and middle-age respondents;
- Reducing delay and improving congestion are more important to African-American respondents, but they are less willing to pay the maximum amount (\$50/year) to see improvements they want; and
- People in the lowest income bracket are much more likely to be infrequent drivers, but the same group is also less likely to ride a bicycle frequently, too.

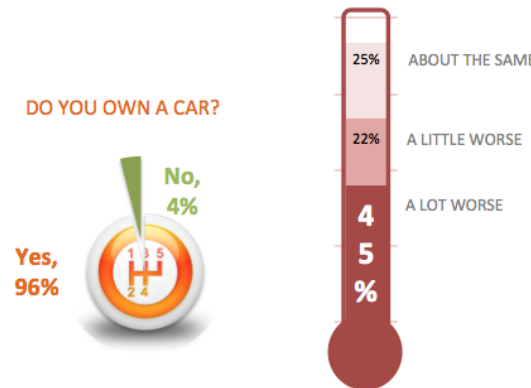
HOW WOULD YOU ADDRESS TRAFFIC PROBLEMS IN YOUR AREA?



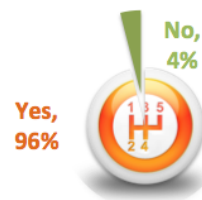
GETTING THERE: HOW MUCH WE DRIVE & BIKE  
(NUMBER OF TIMES WE BIKED OR DROVE EACH WEEK)



IS TRAFFIC WORSE NOW IN YOUR AREA?



DO YOU OWN A CAR?



WHICH IS MORE IMPORTANT - SPEED OR SAFETY?



HOW ARE WE ALIKE AND HOW ARE WE DIFFERENT?

	Male	Female	White	African-American	30 to 45	Over 65	< \$30k Year	> \$100k Year
Congestion is a lot worse	42%	52%	53%	44%	5%	1%	26%	10%
Infrequent driver	16%	24%	0%	5%	1%	0%	0%	10%
Frequent biker	33%	21%	5%	0%	5%	5%	5%	5%
Pay over \$50 / year to implement change	25%	14%	25%	7%	26%	12%	18%	38%
Safety is very important	68%	80%	68%	80%	78%	69%	78%	69%
Maintain roads better	15%	27%	15%	27%	15%	15%	79%	100%
Reducing delay is very important	43%	54%	43%	54%	43%	54%	43%	54%
Create better biking and walking options	30%	15%	30%	15%	30%	15%	30%	15%
Owns a car	96%	96%	96%	96%	96%	96%	96%	96%

# Roadway Performance

Roadways serve as the principal mobility arteries in the region, carrying the majority of the transportation system users on any given day. We selected 12 of the most important highway corridors for analysis, based on volumes carried and length in the planning area.

### Top: What happens during the Peak Hour?

Using travel time data collected from numerous in-vehicle measurements, we calculated the typical (median) time it took to traverse a corridor under peak and off-peak conditions. In some cases, there was little change. In others, however, marked differences in travel times were apparent.

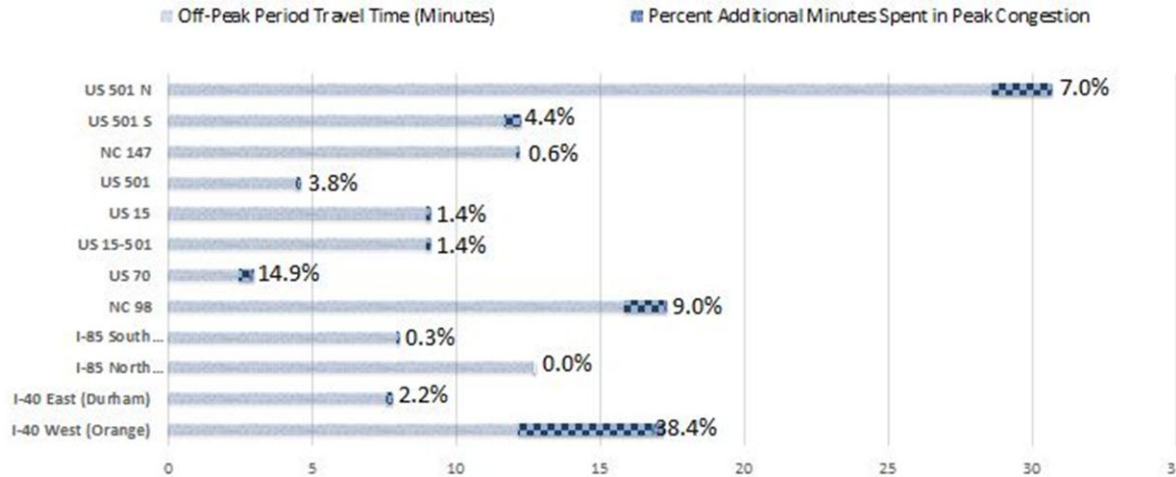
### Middle Row: Cost of Congestion

For almost every trip along a corridor during congested conditions, the extra time spent driving is associated with a cost to the driver. The average wage rates for each county were used to determine the cost of time. The congestion on I-40 West and US 501 North accounts for over one dollar for each trip by a single user under congested conditions.

### Bottom: Which district has the worst congestion?

Of the 12 highway corridors studied, those around Chapel Hill and Carrboro hold the dubious honor of accounting for the longest delay per mile in the planning area. The South Durham County / Northeast Chatham County region have the least. Across the planning area, 6.7% of time spent traveling is spent in congested conditions.

COMPARISON OF MINUTES SPENT IN CONGESTION IN OFF-PEAK V. PEAK PERIODS



COST OF CONGESTION PER TRIP BY COUNTY WAGE RATE (MONETIZED PEAK HOUR CONGESTION COST)

Orange = Orange County; Blue = Durham County; Green = Chatham County



CONGESTION COST PER TRIP

DCHC MPO District	Total Congested Time on All Corridors within District per Mile	Total Congestion Cost by District per Trip
South Durham and Northeast Chatham	0.03	\$0.28
North Durham	0.11	\$1.06
Hillsborough and Northeast Orange	0.21	\$1.99
Chapel Hill and Carrboro	0.18	\$2.25
Central Durham	0.03	\$1.29

**6.7%**  
of the Peak Hour Driving Time is under Congested Conditions

# Transit System Performance



Performance for Bus Service	2002	2012	Percent Change (red: worse; green: improved)
Operating Expense per Vehicle Revenue Mile	\$5.78	\$8.03	39%
Operating Expense per Vehicle Revenue Hour	\$73.22	\$92.07	26%
Operating Expense per Passenger Mile	\$0.91	\$1.03	13%
Operating Expense per Unlinked Passenger Trip	\$2.50	\$2.12	-15%
Unlinked Passenger Trips per Vehicle Revenue Mile	2.3	3.8	64%
Unlinked Passenger Trips per Vehicle Revenue Hour	29.3	43.5	48%

Three fixed-route transit providers operate in the DCHC MPO region, Triangle Transit (TT), the Durham Area Transit Authority (DATA), and Chapel Hill Transit (CHT). Universities and Orange County also operate services, but do not report data in the same format or over the same timeframe. While these transit systems serve a substantial area of the MPO region, paratransit is also provided for those areas outside of the fixed-route service areas.



Performance for Bus Service	2002	2012	Percent Change (red: worse; green: improved)
Operating Expense per Vehicle Revenue Mile	\$4.86	\$6.27	29%
Operating Expense per Vehicle Revenue Hour	\$67.30	\$88.72	32%
Operating Expense per Passenger Mile	\$0.79	\$0.74	-6%
Operating Expense per Unlinked Passenger Trip	\$2.27	\$2.68	18%
Unlinked Passenger Trips per Vehicle Revenue Mile	2.2	2.3	9%
Unlinked Passenger Trips per Vehicle Revenue Hour	29.7	33.1	12%

Using data (adjusted for inflation to 2012 dollars) from the Federal Transit Administration's National Transit Database, we present information for each of the major fixed-route transit systems here. It is important to note that these systems operate independently and should not be compared against one another, but rather should be taken as separate systems serving different transit markets. While it is tempting to draw conclusions regarding, for instance, operating expense per passenger mile between a small community fixed-route system (CHT) and an express and long distance route system (TT), the difference in the type of service and locations served make any conclusions questionable.



Performance for Bus Service	2002	2012	Percent Change (red: worse; green: improved)
Operating Expense per Vehicle Revenue Mile	\$3.76	\$5.70	52%
Operating Expense per Vehicle Revenue Hour	\$86.90	\$116.70	34%
Operating Expense per Passenger Mile	\$0.87	\$0.67	-23%
Operating Expense per Unlinked Passenger Trip	\$7.12	\$7.96	12%
Unlinked Passenger Trips per Vehicle Revenue Mile	0.5	0.7	36%
Unlinked Passenger Trips per Vehicle Revenue Hour	12.2	14.7	20%

More information about alternative modes, including transit, is included on the subsequent page as well as in the following Map Book section.



Flickr | James Willamor

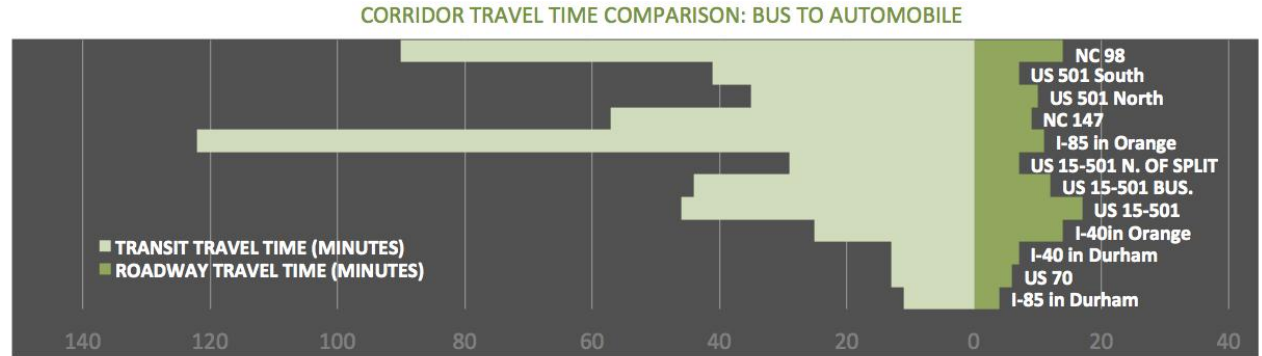
The Bull City Connector provides fare-free service across Central Durham. Within the DCHC MPO, Chapel Hill Transit also provides fare-free service on every route across the entire system.

# Alternative Mode Performance

Although the great majority of trips are still being made by automobile, the way that we move is always changing. These charts explain how bicycle, walking, and transit use are keeping pace.

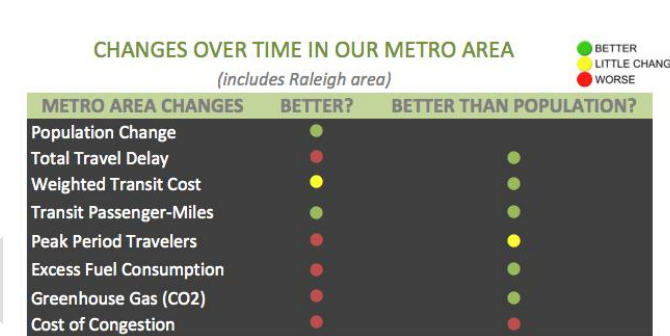
## Top: Corridor Travel Time

Travel times for buses are usually longer than for cars unless they have their own space to operate. These times can differ greatly depending on starting and stopping points. The Hillsborough-Durham trip, for example, will no longer be as circuitous thanks to the initiation of new service in this corridor. In some cases, just getting to a transit stop takes a long walk, such as the eastern end of NC 98.



## Middle-Left: Changes Over Time

If we view how we are performing as a metro area in creating alternative mode trips, the picture isn't great. The picture changes a lot, however, if we weigh performance by all the new people we've added between 2002 and 2012.



## SIDEWALK TO STREET CENTERLINE RATIO

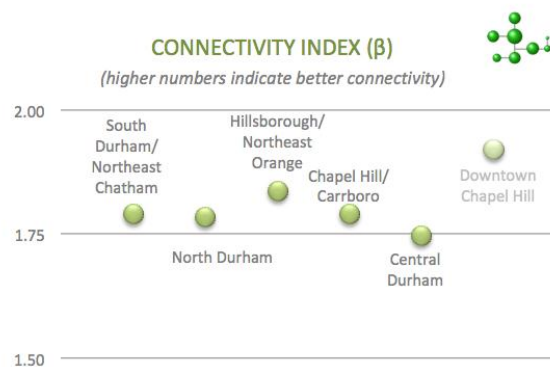
DISTRICT	RATIO
S. Durham/ N.E. Chatham	0.177
North Durham	0.269
Hillsborough/N.E Orange	0.091
Chapel Hill/Carrboro	0.392
Central Durham	0.367

## Middle-Right: Sidewalk to Street Centerline Ratio

If every street were to have a sidewalk on both sides, this ratio would equal 2. This metric identifies those subareas with low ratios of sidewalk to streets, most notably Hillsborough/Northeast Orange County.

## Bottom-Left: Connectivity

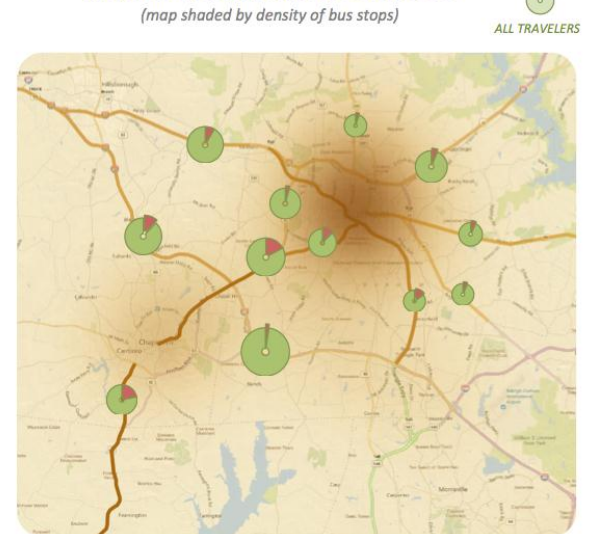
This index just compares the number of streets to the number of intersections: the higher the value, the better the connectivity. Downtown Chapel Hill is provided for the sake of comparison.



## Bottom-Right: Transit Share

While the number of people taking transit in our major corridors remains fairly small, some of the shares of daily riders are substantial (e.g., US 15-501). Without transit, many more cars would be on these already-busy highways.

## TRANSIT SHARE IN MAJOR CORRIDORS



# The Map Book

The following maps – collectively described here as a “map book” – present information at one of the three levels of geography just described. Here is a succinct listing of the maps in the order in which they appear:

Map No. 1: *Durham, Chapel Hill, and Carrboro Metropolitan Planning Organization Area Map*

Map No. 2: *Volume to Capacity Maps*

Map No. 3: *Crash Clusters and Congestion – Bottleneck Locations/Non-Recurring Congestion*

Map No. 4: *Bottleneck Locations*

Map No. 5: *Crash Rates*

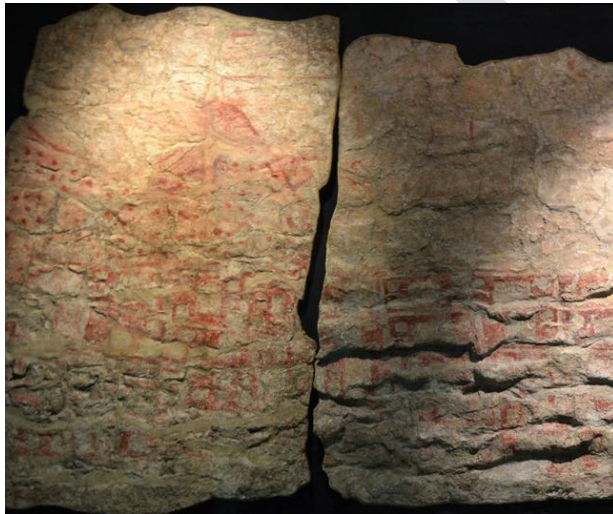
Map No. 6: *Transit and Environmental Justice – Part 1: High Poverty Populations*

Map No. 7: *Transit and Environmental Justice – Part 2: Large Minority Populations*

Map No. 8: *Transit and Environmental Justice – Part 3: Subarea Analysis*

Map No. 9: *Transit Stops Analysis*

Map No. 10: *Pedestrian and Bicycle Crash Locations*



Created 8500 years ago, this map (and an artist’s rendering of the original painting, below) may show twin volcanoes that once threatened the Stone Age town of Çatalhöyük in Turkey. Streets and the layout of the town are visible.

Source: *New Scientist, Stone Age mural ups the stakes in quest for oldest map, January, 2014.*



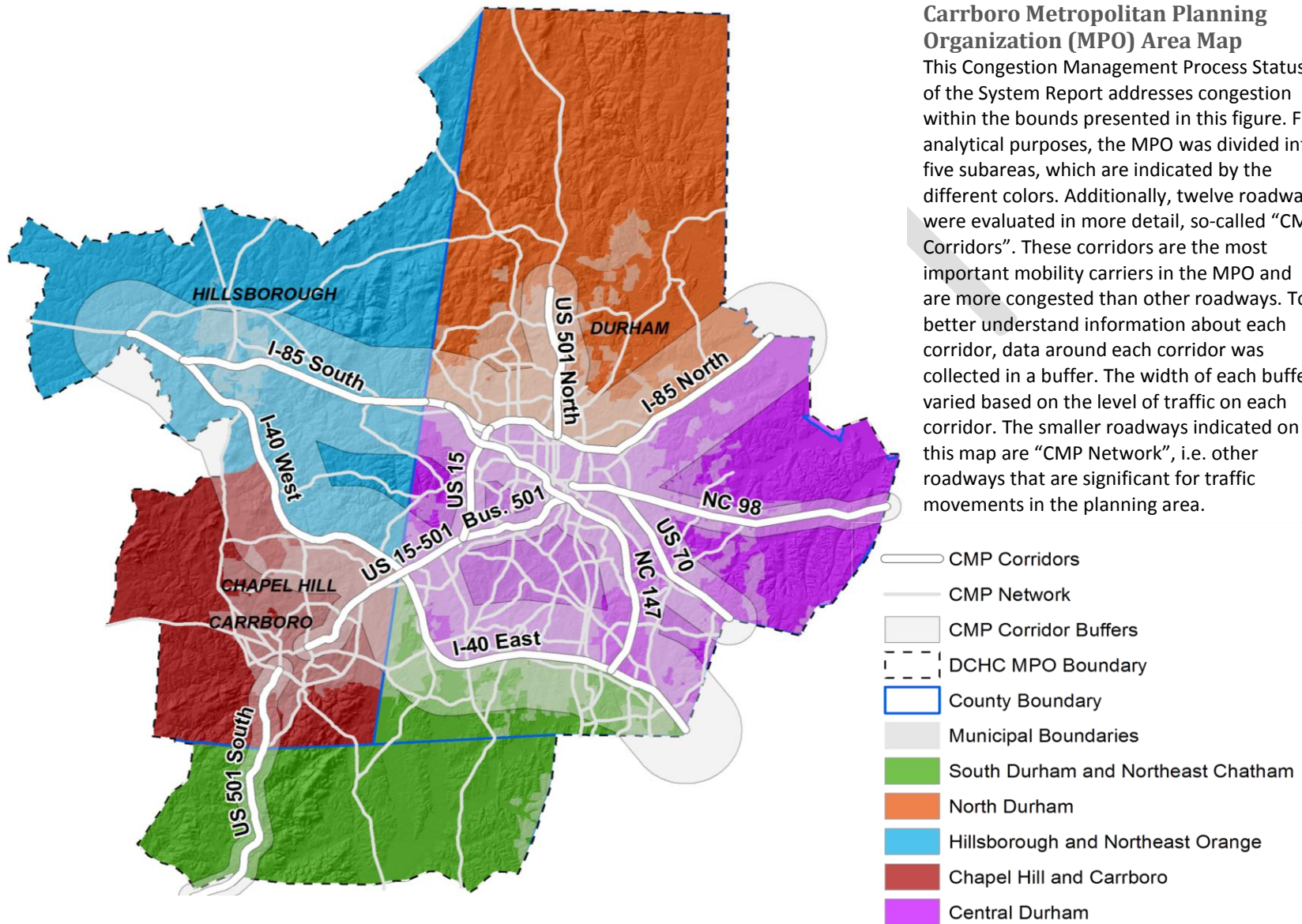
Maps are some of the earliest recorded documents found once people started drawing (see text box at lower-right for an example). To make a good map, it has to be clear, present information honestly, and convey a message better than a simple listing of data. To reach this objective, the maps on the following pages make use of three different levels of geography to present information effectively.

- Individual Roadways – This geography is the smallest and most intricate, although not every roadway has data attached to it. Generally, higher-volume roadways and their associated transit, bicycle, and pedestrian facilities that run along or on them are displayed at this scale.
- Corridors – Corridors generally aggregate information from multiple roads, transit routes, or other sources to convey information about the 12 major travel ways across and within the DCHC MPO planning area.
- Districts – Five districts, or subareas, were chosen to display information that might be of interest to people living or working in them, and to help distinguish any key differences within the large DCHC MPO planning area boundary.

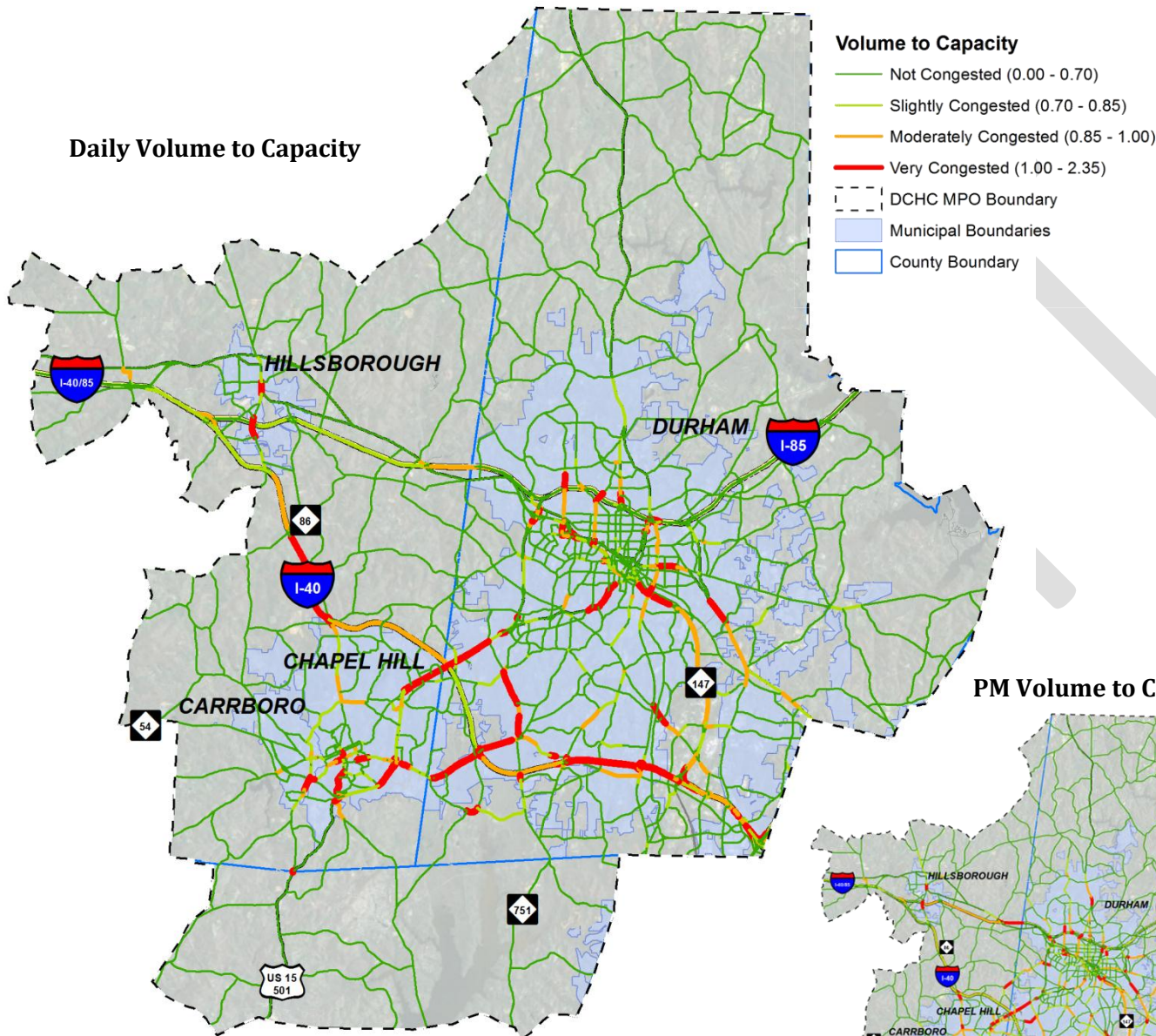
In some earlier parts of this report, the entire DCHC study area was assessed as one unit.

**Map #1•Durham, Chapel Hill and Carrboro Metropolitan Planning Organization (MPO) Area Map**

This Congestion Management Process Status of the System Report addresses congestion within the bounds presented in this figure. For analytical purposes, the MPO was divided into five subareas, which are indicated by the different colors. Additionally, twelve roadways were evaluated in more detail, so-called “CMP Corridors”. These corridors are the most important mobility carriers in the MPO and are more congested than other roadways. To better understand information about each corridor, data around each corridor was collected in a buffer. The width of each buffer varied based on the level of traffic on each corridor. The smaller roadways indicated on this map are “CMP Network”, i.e. other roadways that are significant for traffic movements in the planning area.



**Daily Volume to Capacity**



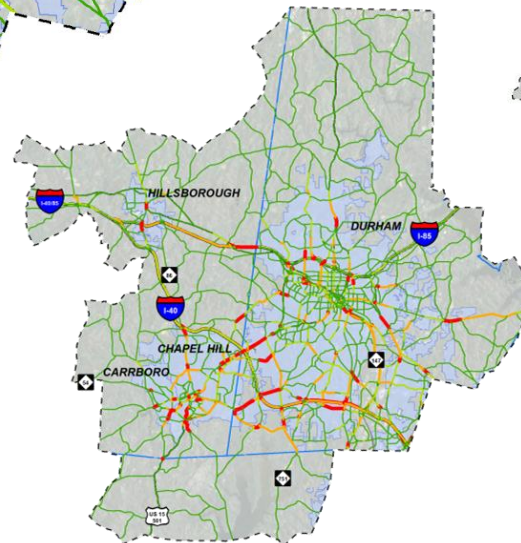
- Volume to Capacity**
- Not Congested (0.00 - 0.70)
  - Slightly Congested (0.70 - 0.85)
  - Moderately Congested (0.85 - 1.00)
  - Very Congested (1.00 - 2.35)
  - - - DCHC MPO Boundary
  - Municipal Boundaries
  - County Boundary

**Map #2 • Volume to Capacity Maps**

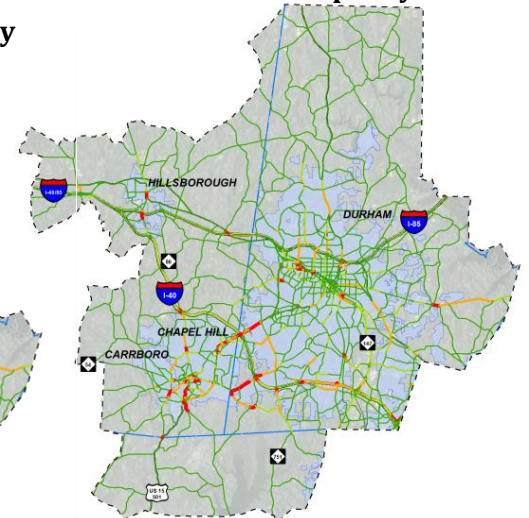
Volume to capacity ratios provide detailed information about levels of congestion by roadway segment. Generated from the Triangle Regional Model, these ratios incorporate information from across the entire region, including trip beginnings and ends, mode choice, and route choice to assign traffic flows to specific roadway links. Current land use conditions are also included in the model. Based on this information, certain corridors are clearly congested in the DCHC MPO, including segments of I-40, US 15-501, NC 147, and NC 54. Other congestion occurs in areas around Chapel Hill and Carrboro and on certain locations close to Downtown Durham.

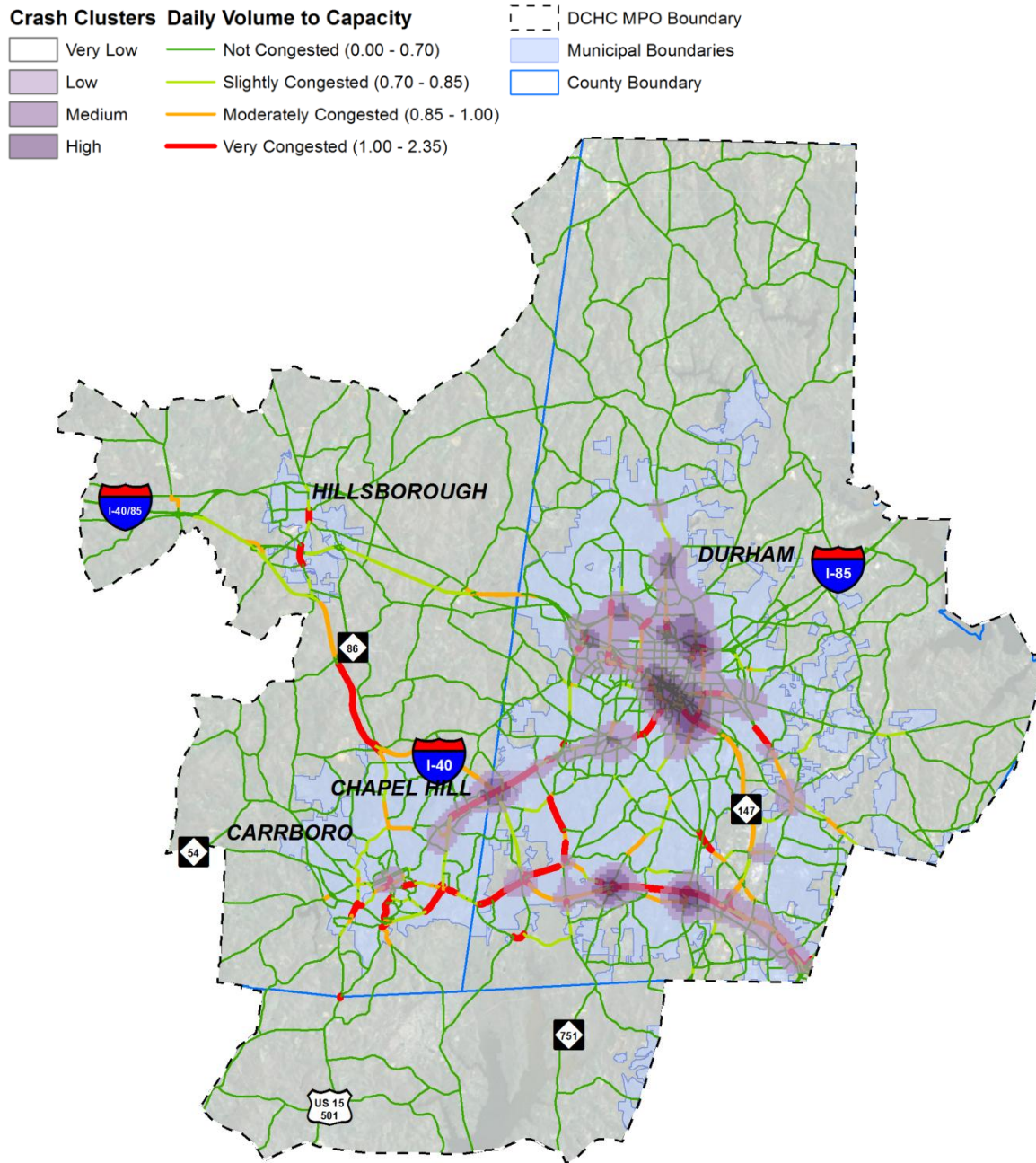
**Key Takeaway:** Congestion levels for auto traffic are worse in the evening, but are generally fairly consistent throughout the day.

**PM Volume to Capacity**



**AM Volume to Capacity**















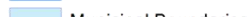
### Map #3 • Crash Clusters and Congestion - Non-Recurring Congestion / Recurring Congestion (Bottleneck Locations)

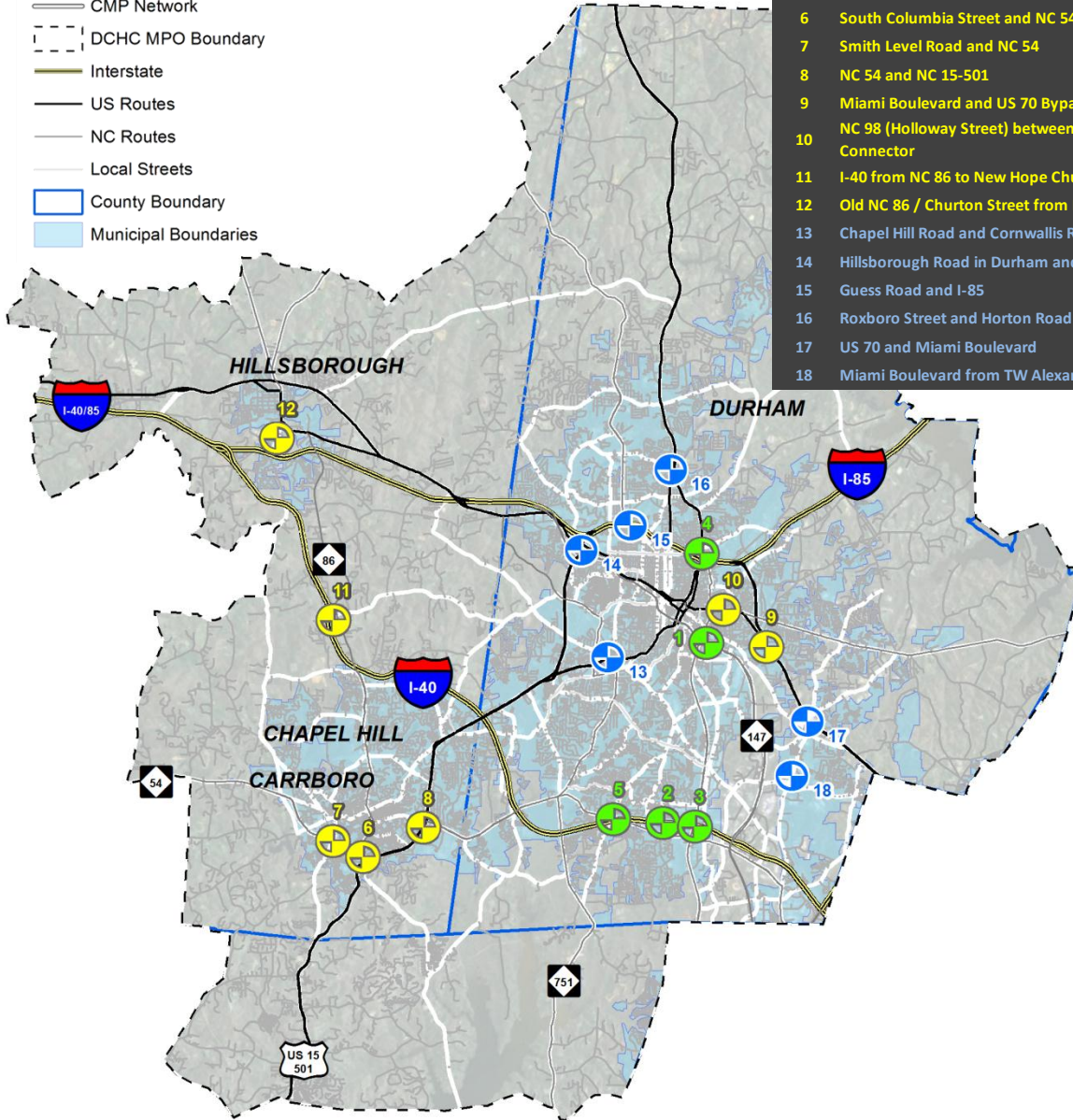
**Recurring congestion can be defined as congestion that occurs during uniform times and at the same location.** The most likely source of recurring congestion is peak hour commuting patterns. **Non-recurring congestion is defined as congestion resulting from incidents, disabled vehicles, work zones, adverse weather events, and other sources, i.e. congestion that does not occur all the time, but only under certain conditions or when certain events occur.** The most likely source of non-recurring congestion is automobile crashes. Locations that experience a high likelihood of crashes as well as peak congestion relating from commuting patterns have both recurring and non-recurring congestion. This map reveals areas with roadways operating over capacity as well as with high rates of automobile crashes, which can equate to areas likely to experience congestion of either recurring or non-recurring congestion or both.

Another source of non-recurring congestion is sporting events, festivals, performing arts, and other special events. Anecdotal evidence confirms that NC 54 between I-40 and UNC's campus, US 15-501 between Durham and Chapel Hill, and NC 147 between I-40 and Downtown Durham during major events.

**Key Takeaway:** Automobile crashes, as the most common form of non-recurring congestion, account for substantial delays in the region, particularly along highly traveled roadways.

**Bottleneck Locations**

-  Both Non Recurring and Recurring Congestion
-  Non Recurring Congestion
-  Recurring Congestion
-  CMP Network
-  DCHC MPO Boundary
-  Interstate
-  US Routes
-  NC Routes
-  Local Streets
-  County Boundary
-  Municipal Boundaries

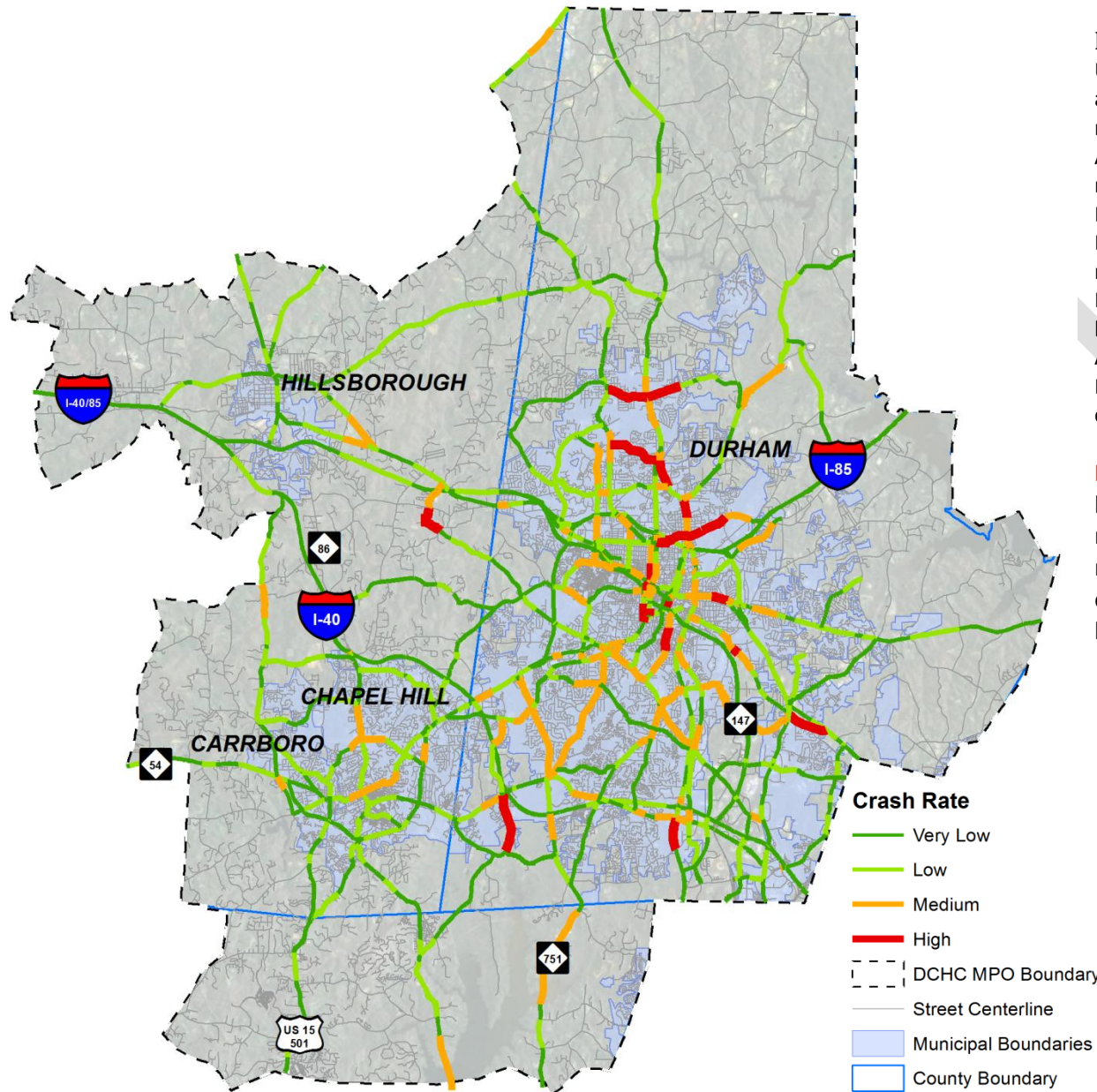


Map ID	Location	Volume-to-Capacity Ratio in Half-Mile	Bike/Pedestrian Crash Issue?
1	NC 147 between Fayetteville Street and Briggs Avenue	57%	✓
2	I-40 between Fayetteville Road and NC 147	89%	✗
3	I-40 and NC 55 / NC 54	83%	✗
4	Roxboro Street and Avondale Drive near I-85	63%	✓
5	I-40 and Fayetteville Road / NC 54	74%	✓
6	South Columbia Street and NC 54	69%	✗
7	Smith Level Road and NC 54	67%	✗
8	NC 54 and NC 15-501	81%	✗
9	Miami Boulevard and US 70 Bypass	45%	✗
10	NC 98 (Holloway Street) between Alston Avenue and the East End Connector	38%	✓
11	I-40 from NC 86 to New Hope Church Road	35%	✗
12	Old NC 86 / Churton Street from I-40 to West King / St. Mary's Road	53%	✗
13	Chapel Hill Road and Cornwallis Road	44%	✗
14	Hillsborough Road in Durham and US 15-501	50%	✗
15	Guess Road and I-85	50%	✗
16	Roxboro Street and Horton Road	44%	✗
17	US 70 and Miami Boulevard	66%	✗
18	Miami Boulevard from TW Alexander Drive to Angier Avenue	57%	✗

**Map #4• Congestion Locations –Recurring Congestion/Non-Recurring Congestion**

This map identifies locations of recurring congestion, non-recurring congestion, and areas where both types of congestion occur. The average Volume to Capacity ratio of streets within a half-mile buffer of each location is also included to provide some context with regard to which areas are experiencing the most severe *recurring* congestion. Overall, locations along I-40 had the highest V/C ratios and numbers of crash clusters.

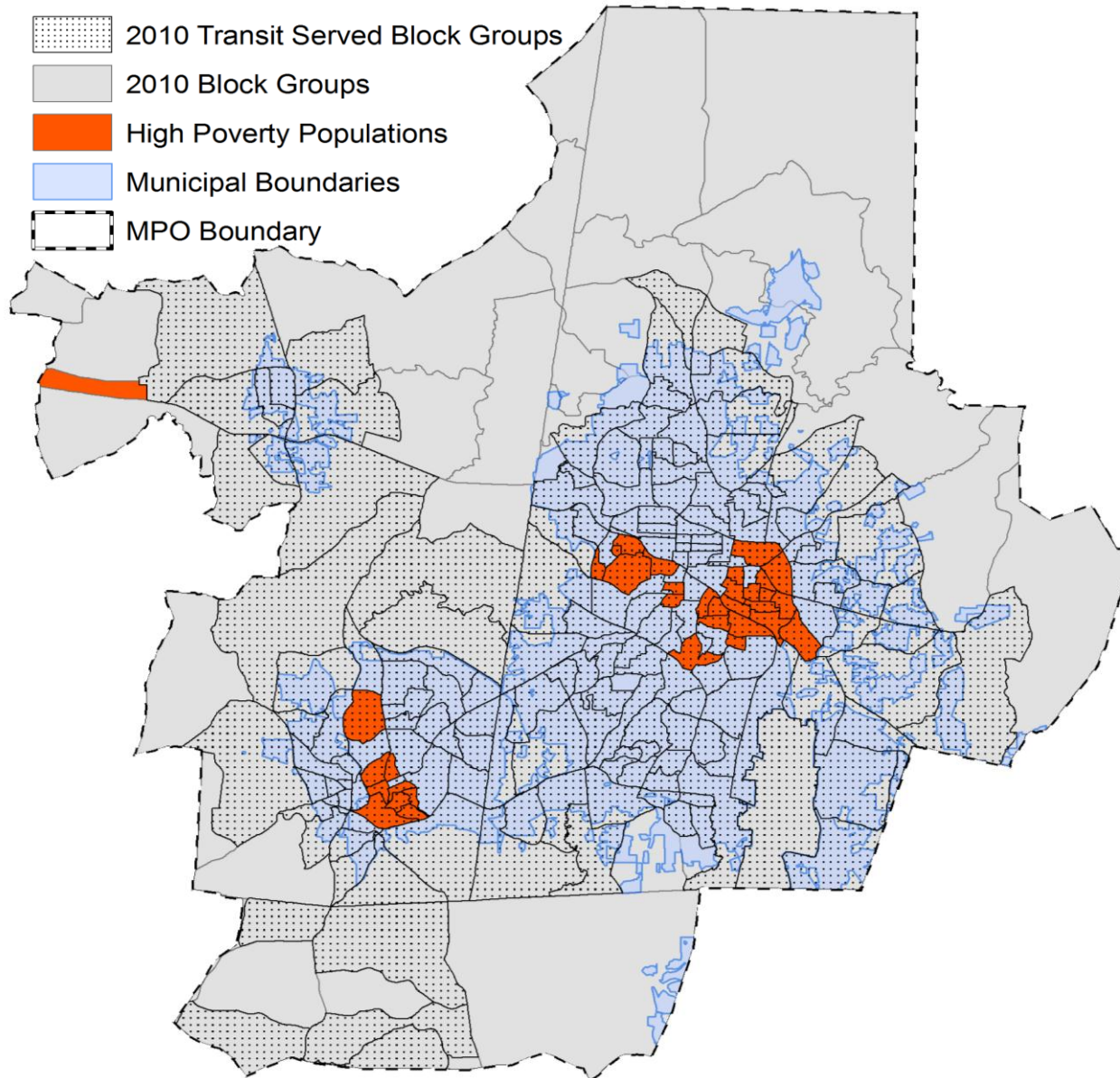
**Key Takeaway:** These locations are most likely to experience congestion in the DCHC region.



### Map #5 • Crash Rates

Using the CMP Network as the basis for this analysis, crash numbers were associated with each roadway segment and divided by the Annual Average Daily Traffic (AADT) values to create a crash rate. Latta and Horton Roads north of Downtown Durham as well as Club Boulevard east of Downtown Durham had particularly high crash rates, while Angier Avenue, NC 55, and Farrington Road in the southern areas of Durham County also had significant crash issues. Additionally, Vickers Avenue, South Roxboro Street, Duke Street, and Fayetteville Street (all Downtown Durham) had high crash rates as well.

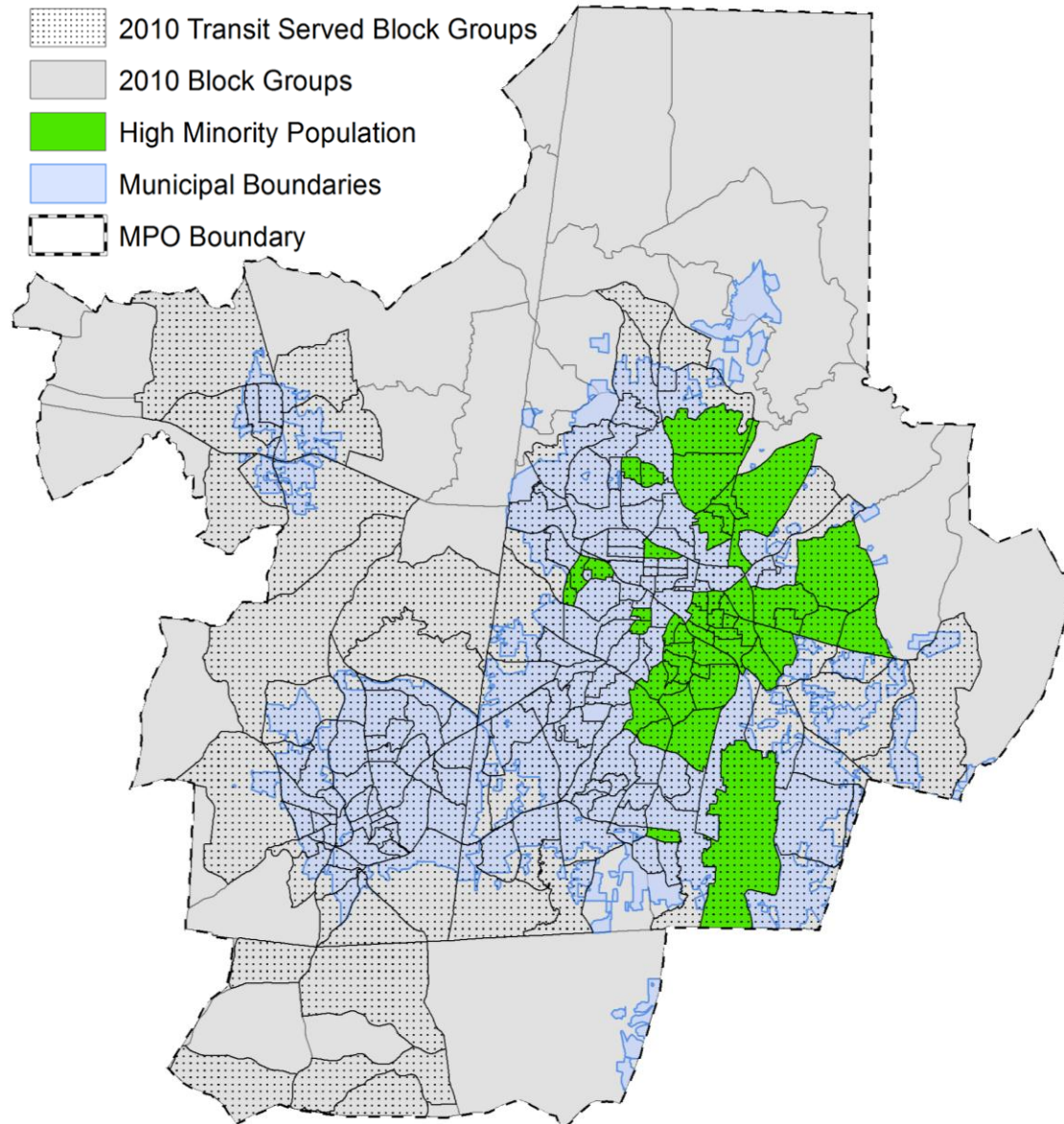
**Key Takeaway:** By addressing high crash locations through safety improvements, non-recurring congestion is less likely to occur. The reliability of the system will also increase, an especially important consideration for many businesses.



**Map #6•Transit and Environmental Justice - Part 1: High Poverty Populations**

Using the entire MPO study area, block groups that had disproportionately high levels of poverty were assessed, i.e. those block groups with rates of poverty over one standard deviation from the average poverty level in the entire region. Many people under or close to the poverty level depend on transit as their primary means of transportation, so it is crucial that transit service reach areas with higher concentrations of poverty. Defined as having a transit stop within ¼ mile of the block group, all of the shaded block groups are served by transit. From a regional perspective, local transit providers are reaching those communities most in need of the service, particularly around downtown Durham and Chapel Hill. We used Block Groups from the 2000 Census in this analysis as poverty data is not reliably available for subsequent Census iterations.

**Key Takeaway:** Areas with high poverty populations are more likely to depend on transit. These areas are well served by local transit providers in the DCHC MPO area.



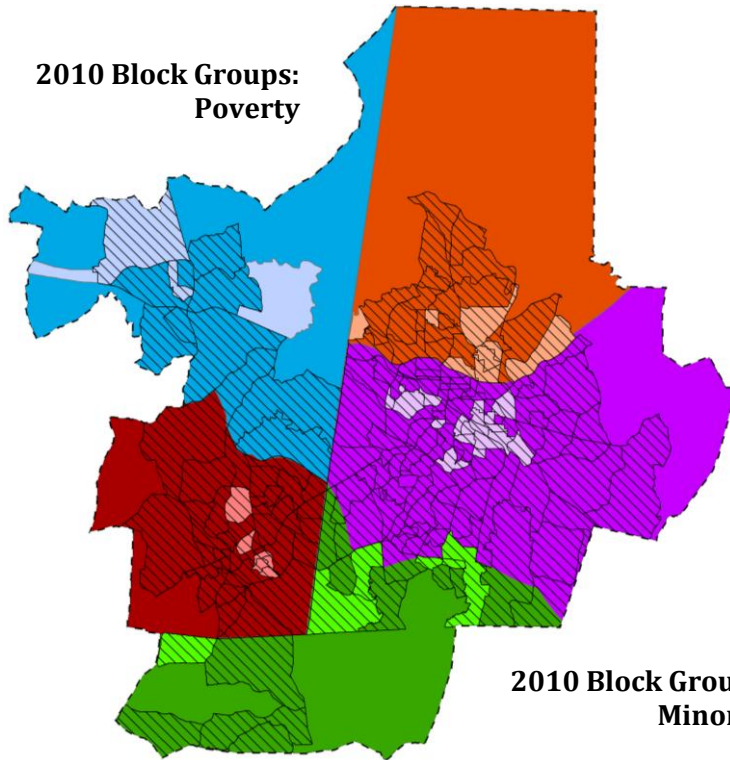
**Map #7•Transit and Environmental Justice – Part 2: Large Minority Populations**

Another group that may rely on transit to accomplish vital daily functions, such as commuting to work or shopping, is the minority community. Using data from the 2010 Census, the analysis considered fixed route transit accessibility to block groups with a minority population higher than one standard deviation from the mean minority population.

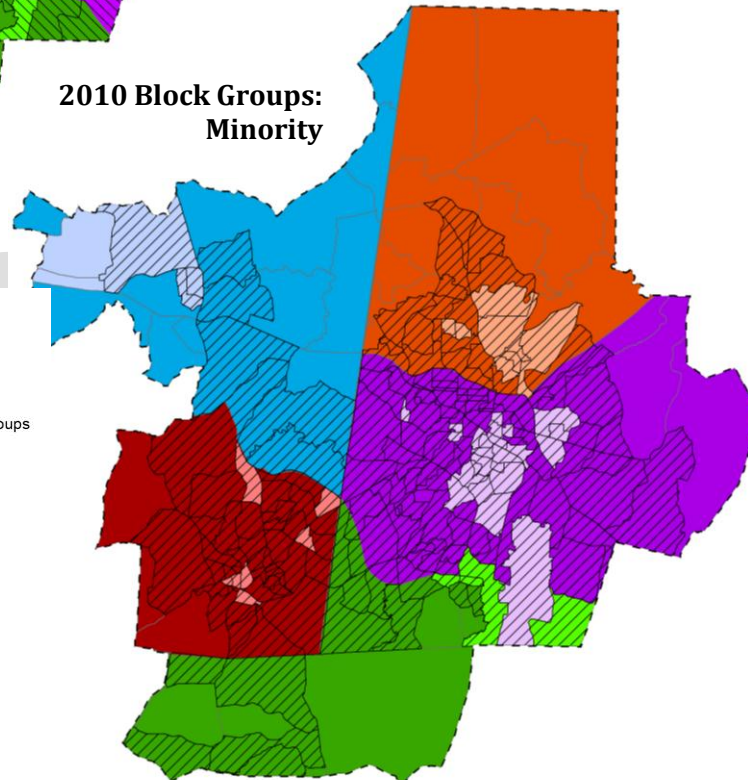
Large areas of eastern Durham County have large minority populations and are also served well by local transit providers, in this instance the Durham Area Transit Authority (DATA) and Triangle Transit (TT). Again, block groups having transit stops located within a ¼-mile distance from the geography were assumed to have access to transit service. While it would seem that transit service is serving those communities most in need, a more refined analysis of transit by subarea is presented in the following map and provides a more nuanced understanding of service in the Durham Chapel Hill and Carrboro MPO.

**Key Takeaway:** High minority population areas are also likely to use transit for daily travel needs. Local transit providers are serving this population well.

**2010 Block Groups:  
Poverty**



**2010 Block Groups:  
Minority**

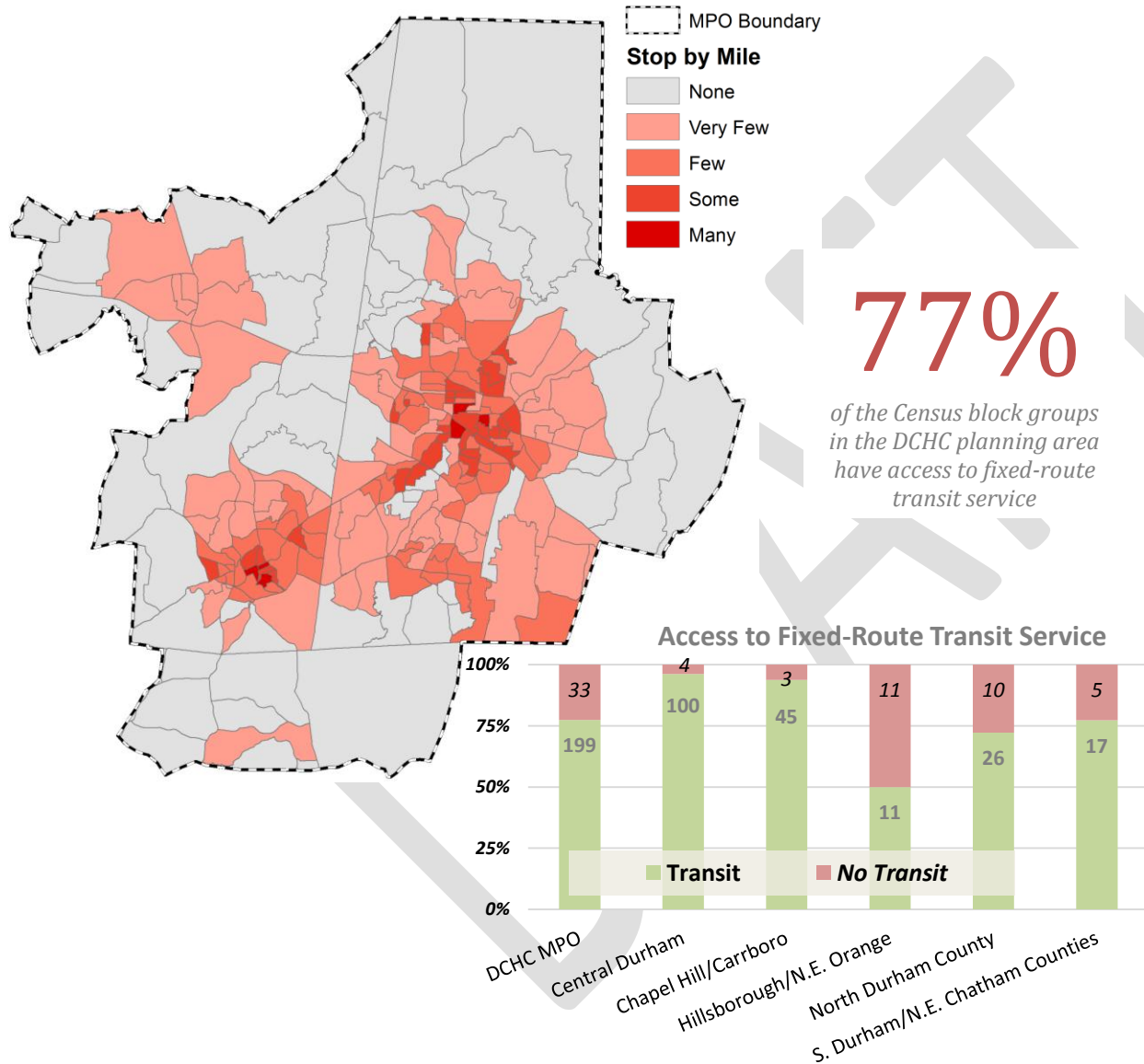


- MPO Boundary
- 2010 Transit Served Block Groups
- High Minority Block Groups**
- South Durham Selected Block Groups
- Hillsborough/Northeast Orange Selected Block Groups
- Chapel Hill/Carrboro Selected Block Groups
- North Durham Selected Block Groups
- Central Durham Selected Block Groups
- DCHC Subareas**
- Central Durham
- Chapel Hill-Carrboro
- Hillsborough-NE Orange
- North Durham
- South Durham-NE Chatham

**Map #8•Transit and Environmental Justice – Part 3: Subarea Analysis**

Instead of analyzing poverty and minority representation on a regional scale, we calculated the average poverty and minority level for each subarea to understand which block groups in each area have larger populations of minorities or people living in poverty in a more local context. Most of the subareas have excellent transit coverage, in particular Central Durham and Chapel Hill/Carrboro, which both have rates of coverage of over 90 percent. Rural Hillsborough/Northeast Orange County, on the other hand, has the lowest transit coverage and, indeed, certain block groups within this subarea do have high rates of poverty or minority populations and are not served by transit whatsoever.

**Key Takeaway:** Rural minority and poverty populations are in some cases not served by transit in the DCHC MPO area, but overall, and in most subareas, coverage is good.

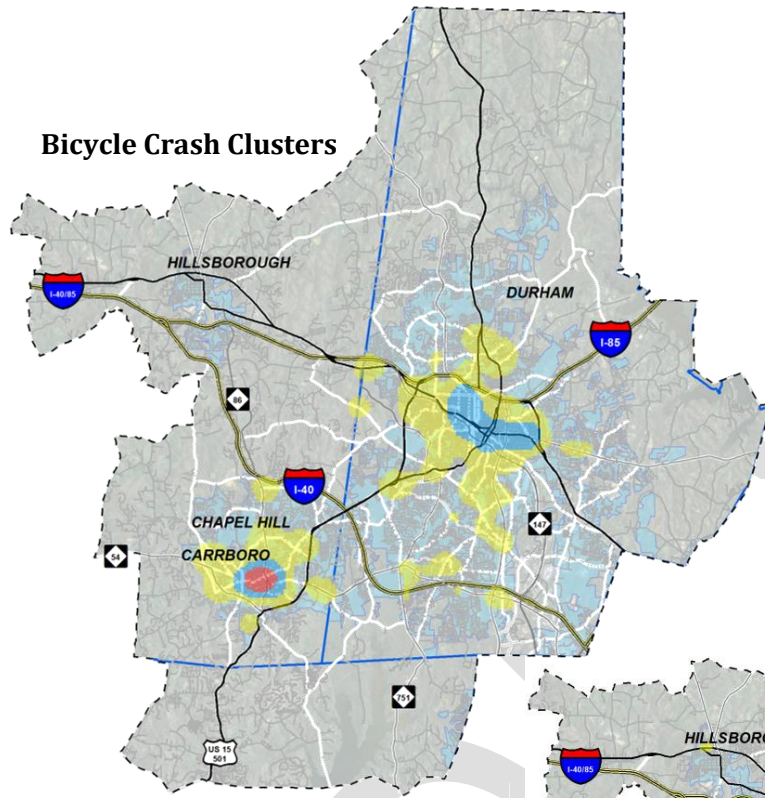


**Map #9•Transit Stops Analysis**

While identifying block groups served by transit is important to understanding the reach of transit service in the region, little information is provided with regard to the quality and frequency of transit service in these block groups. This map indicates those block groups that contain large numbers of transit stops. As Census Block Groups are loosely based on population, this analysis is particularly meaningful if normalized by area, in this case square mile. With roughly equal population totals in each block group and accounting for area, this analysis provides insight into how well transit serves each area.

Needless to say, the more dense downtown areas in the DCHC MPO are better served by transit, while other areas in close proximity to the Research Triangle Park are also well served. It is important to note that the large student populations in Durham and Chapel Hill also drive transit service and contribute to the large numbers of stops in Central West Durham and in Downtown Chapel Hill.

**Key Takeaway:** Transit providers in the DCHC MPO area provide excellent service to core downtown areas, along the US 15-501 corridor, as well as to the Research Triangle Park. Considering previous maps, the quality of service generally aligns with the presence of lower income and higher minority geographies. Other areas are much more sparsely served, if at all.



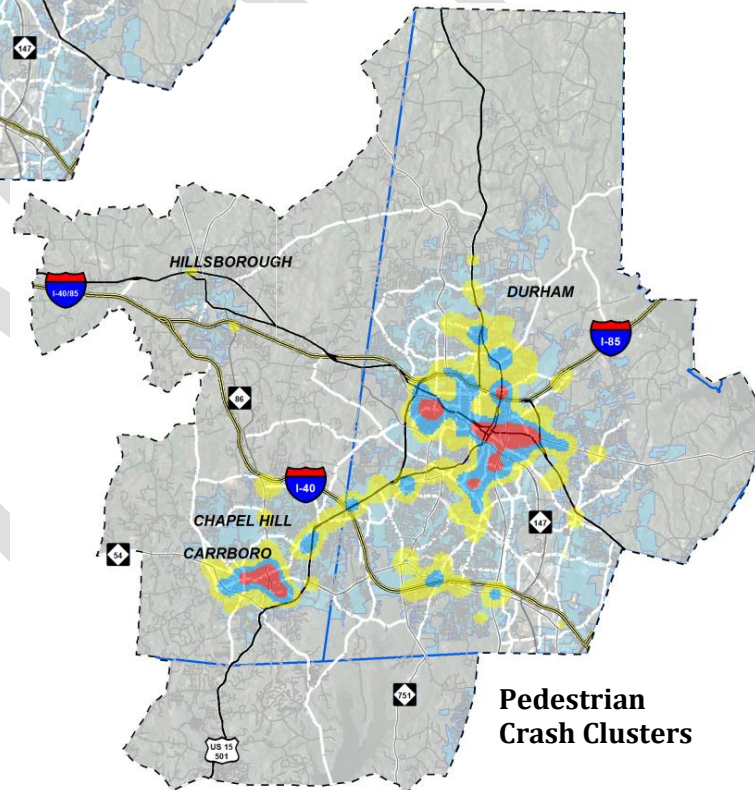
**Bicycle Crash Clusters**

**Key Takeaway:** Additional bicycle and pedestrian count data would help in planning for these modes; crashes related to non-motorized travel vary greatly across the planning area, pointing to varying levels of activity as well as the need for safety improvements.

**Map #10•Pedestrian and Bicycle Crash Locations**

Many cities, towns, and MPOs do not collect bicycle and pedestrian counts. Without this data, it can be difficult for local jurisdictions to install pedestrian and bicycle facilities and safety improvements in locations that truly make walking and bicycling more safe, convenient, and comfortable. The DCHC MPO, however, does collect pedestrian and bicycle counts at a variety of locations, although not to the same degree as automobile counts. Pedestrian and bicycle crash data can serve as a rough surrogate for the level of non-motorized activity in an area.

Pedestrian and bicycle crashes are clustered where one would expect, very close to the major universities in Chapel Hill and Durham as well as close to the downtown areas. Chapel Hill, in particular, experiences high crash clusters for both cyclists and pedestrians, while downtown Durham also has pedestrian crash issues. Pedestrian crashes are also clustered along 15-501 between Chapel Hill and Durham, near South Point Mall, along Hillsborough Street in Durham, on North Roxboro Street, and in close proximity to North Carolina Central University. Bicycle crashes roughly mirror these locations.



**Pedestrian Crash Clusters**

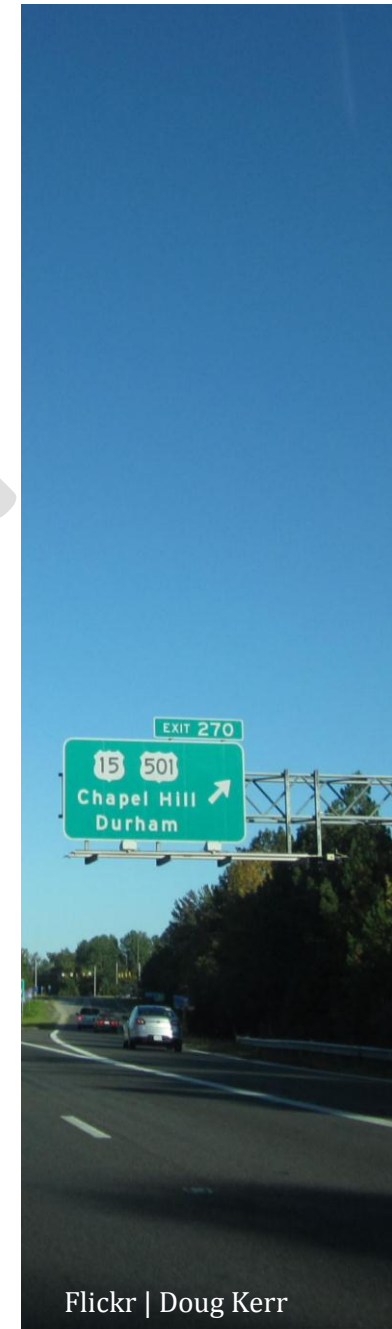
**Crash Clusters**

- Very Low
- Low
- Medium
- High
- DCHC MPO Boundary
- Interstate
- US Routes
- NC Routes
- Local Streets
- County Boundary
- Municipal Boundaries

## What Does It Mean?

We presented a great deal of information in the preceding section of this document. Now, we present the key points and takeaways in one convenient location.

- The DCHC area **performs the best** versus other metropolitan areas in terms of **travel delay created by congestion and fuel consumption due to congestion**. The Travel Time Index (TTI), Commuter Stress Index, and congestion experienced by trucks metrics also perform well in comparison to other similar metropolitan areas.
- **Hillsborough**, possibly due to its small compact size, **has the highest walkability rating** of all DCHC MPO communities. Chapel Hill has the next highest walkability ranking.
- **Most people** that took our survey **own a car**, but **want more biking and walking opportunities and more transit service**.
- The **highest delay** on the most important 12 highway corridors **occurs on I-40 west of the US 15-501 exit**.
- 15-501 in Chatham County and I-40 have the largest transit mode shares.
- **Chapel Hill and Carrboro and Central Durham have the highest ratio of sidewalks to streets**, though the connectivity ratios in these subareas leaves something to be desired.
- Indexed to population, the entire DCHC MPO area is performing better than before in terms of emissions, fuel consumption, and transit-passenger miles, among others.
- Segments of certain corridors, such as **I-40, US 15-501, NC 147, and NC 54**, are likely to **experience severe recurring congestion**.
- Areas of recurring congestion occur mostly on major highways, while non-recurring congestion occurs more often on major city arterials as a result of crashes.
- **Transit serves transit-dependent populations** in the DCHC MPO **very well**. Transit service is focused on major downtowns in a spoke and hub system configuration.
- **Pedestrian and bicycle infrastructure and crossing improvements** along 15-501, North Roxboro Street, Hillsborough Street in Durham, and across I-40 **can enhance safety substantially and also reduce congestion**.



Flickr | Doug Kerr

## RECOMMENDATIONS AND FUTURE DIRECTIONS

### What is included here?

1. Corridor Strategies
2. Top Project / Program Recommendations

*The following identifies the overall corridor strategies and specific directions to take based upon the performance measures indicated in this report. Specific project recommendations based on additional, detailed assessments including state-level ranking procedures, are also presented. These recommendations are described as either funded or not funded to aid in the determination of their timelines.*

# Corridor Strategies

The 12 corridors studied have been paired with those strategies likely to create a positive benefit (Table 4). The Congestion Management Process recognizes that additional evaluation, planning, public engagement, and preliminary design work will need to occur before any particular strategy is selected, but those shown in this table will create positive benefits in the 12 corridors. Although traditional roadway widening or new road construction projects are not shown in the legend of strategies, this omission is intentional, since the CMP examines other strategies first before undertaking expensive new road construction.

In a number of cases, very detailed studies have been conducted in these corridors, with specific recommendations concerning additional transportation infrastructure and services. The recommendations herein are not intended to supersede the outcome of those studies, but are intended as a guide to formulating a range of countermeasures to alleviate existing and forecasted congestion.

Table 4. Suggested Corridor-Level Strategies

ID	Corridor	From	To	Strategies		
				A	T	O
1	I-85 Durham	MPO Boundary	Durham County Boundary	●	● ●	● ● ●
2	US 70	MPO Boundary	NC 98	● ● ●	●	●
3	I-40 Durham	MPO Boundary	Durham County Boundary	●	● ● ● ●	● ● ●
4	I-40 Orange	Durham County Boundary	MPO Boundary	●	●	● ●
5	US 15-501	Columbia Street	15-501 Split	● ● ●	● ● ● ●	● ●
6	US 501	15-501 Split	Roxboro Street	● ●	● ● ●	● ●
7	US 15	15-501 Split	I-40	● ●	●	●
8	I-85 Orange	Durham County Boundary	I-40	●	● ●	● ● ●
9	NC 147	I-40	I-85	● ●	● ● ● ● ●	●
10	US 501 North	I-85	Latta Road / Infinity Road	● ●	●	● ● ● ●
11	US 501 South	MPO Boundary	NC 54	● ●	●	● ● ● ●
12	NC 98	MPO Boundary	US 501	● ● ●	●	● ●

LEGEND	●	●	●	●	●	●
<b>(A)uto</b>	Ramp Metering	Signal Coordination	Intersection Improvements	Safety Countermeasures	Access Management	Improve Connectivity
<b>(T)ransit</b>	Traveler Information	Private Services	Parking Fees / Structuring	Improve Service / Headways	Bus on Shoulder-BRT	Passenger Rail Service
<b>(O)ther</b>	Cong. Pricing / Tolling	TDM Strategies	Faster Crash Response	Parallel Greenway	Land Use & Design	Marketing / Collaboration

### What We Mean when We Say...

**Private services:** arranged car or shuttle services between two private parties, with or without an intermediary agency...**TDM Strategies:** any of an array of strategies that manage on-site parking, alter employee work hours, promote ridesharing, or other types of demand-reduction options...**Intersection Improvements:** include adjusting intersection offsets, expanding turning lanes, or otherwise improving geometry to reduce delay or crashes (or both)...**Bus-on-Shoulder-BRT:** may include any option where buses are not competing with

automobiles in the same travel way... **Marketing/Collaboration:** creating and implementing educational programs for drivers, cyclists, pedestrians, transit customers or developing marketing campaigns, perhaps in association with other agencies and nearby units of government...**Land Use & Design:** may include controlling development densities to support transit, improve design features to encourage walking, and creating environments and policies whereby mixed use development occurs that will eliminate some trips or shift them to modes other than private automobiles.

## Top Recommendations & Directions

While we have to be cautious about drawing too fine a conclusion from aggregated data from so many different sources, Table 5 should be considered positive directions in which the DCHC MPO and its partners, both public and private, can take to move the needle in a positive direction on the performance measures previously discussed. Since additional, detailed work is needed to move any of these recommendations towards reality, the partnerships and resources needed to implement these ideas are presented in broad terms. The recommendations are presented by their potential implementation timeframe, not priority. Site-specific recommendations are provided on the following pages.

Table 5. Program and System-Level Recommendations

Recommendation	Performance Areas Addressed	Description	Partnerships	Resources	Timing
<b>1. Support Private-Sector Technology Solutions</b>	<i>Transit Service Frequency, Extent and Ridership</i>	<i>A surge of (often) technology-driven transportation services has arisen to serve niche markets. These include JustPark (parking spot locator app), peer-to-peer car-sharing, Bridj (private bus companies) and similar services that are individualized, provide flexible and more direct routing, or serve niche marketplaces. The MPO should support the private sector-initiatives by working with existing service providers to open up shop in this area and create favorable policy environments to make these services welcome here.</i>	<i>Private sector service providers; coordination with existing mass transit operators and taxi companies; local policymakers</i>	<i>Staff / Consultant time on the order of 300-500 hours (\$30,000 - \$50,000)</i>	<i>Short- to Medium-Term</i>
<b>2. Implement Dynamic Signalization in Durham in Select Corridors</b>	<i>Travel Delay; Crash Frequency; Environmental (Air Emissions)</i>	<i>The City of Durham, particularly its most densely populated areas with the greatest number of traffic signals, would benefit greatly by incorporating more advanced signal system capabilities. These might include adaptive signal timing, and improved communications infrastructure between signals in the same system.</i>	<i>NCDOT, City of Durham</i>	<i>Typical cost: \$13 million</i>	<i>Medium-Term</i>
<b>3. Implement Ramp Metering on I-40, NC 147, 15-501, and I-85 (sections)</b>	<i>Travel Delay</i>	<i>A 2013 report completed by Atkins analyzed the feasibility of ramp metering on several corridors in Durham and Wake counties, with a number of locations along I-40 suggested for further analysis and implementation. As congestion levels increase on other controlled-access facilities, ramp metering will become more feasible – and more accepted by the public – on additional roadways.</i>	<i>NCDOT, DCHC</i>	<i>Varies; \$30,000 to \$70,000 per installation</i>	<i>Short- to Medium-Term</i>
<b>4. Emphasize Non-Recurring Congestion in Planning and Design</b>	<i>Crash Frequency; Travel Delay</i>	<i>Various studies (esp. Pisarski, 2007; Chin, et al, 2002; Hallenbeck, et al, 2003) suggest that non-recurring delay caused by crashes, weather, and construction account for 30% to 70% of all traffic delay. Identifying counter-measures to reduce this type of delay will be more cost-effective in many corridors compared to capacity-oriented solutions. Planning: more data and analysis to determine extent and cost of non-recurring delay on various corridors; Design: identify and fund small-scale improvements to infrastructure; Programs: increase awareness of “move over” program and extent of IMAP roadside services, and expand the Triangle Incident Management program.</i>	<i>DCHC, NCDOT</i>	<i>Varies</i>	<i>Short- to Long-Term</i>

Table 5a. Funded and Prioritized Project-Level Recommendations

MAP ID	Recommendation	TIP	Route	From / Cross Street	To	SCORING MEASURE			
						Congestion	Cost (\$millions)	[Travel Time] Benefit/Cost	Safety
5	Improve interchange (Durham County)	N/A	I-40	at NC 54		100	\$1.16	100	33
6	Widen for a westbound auxiliary lane (Durham County)	N/A	I-40	NC 147	NC 55	100	\$15.50	18	65
7	Improve interchange (Orange County)	N/A	US-15, US-501	at NC 54 (Raleigh Road)		95	\$1.16	100	33
8	Upgrade to "Superstreet" (Orange County)	U-5304B	US-15 Fordham Boulevard, US-501	East Lakeview Drive	Sage Road	84	\$2.10	100	88
9	Upgrade existing at-grade intersection to interchange (Durham County)	N/A	US-70	at Miami Boulevard		73	\$25.10	29	66
10	Upgrade at-grade Intersection to Interchange (Durham County)	U-2807	US-15, US-501	at Garrett Road		69	\$23.80	41	66
11	Intersection improvements (Orange County)	U-5304C	US-15, US-501	at SR 1742 (Ephesus Church Road)		68	\$2.17	69	66

DEGREE OF DIFFERENCE BETWEEN PROJECTS, BY SCORING MEASURE:



**Detailed Recommendations.** Table 5a illustrates seven projects that are funded now, or have a reasonable expectation of being funded. The first four on the preceding page are policy/program or system-wide (signalization system upgrade) initiatives that can have a positive influence over a broad area. The seven funded (numbered 5 – 11) projects are infrastructure improvements that are funded now or in the near future; all seven directly impact at least one of the 12 CMP corridors studied in this report. As these concepts are implemented, future iterations of this report will address how well they have worked to reduce or slow the increase of congested conditions.

Tables 5b and 5c on the following pages show more projects that are unfunded priorities of the MPO. Table 5b describes projects that have been assessed using the most recent NCDOT-developed prioritization program (SPOT 3.0). These priority scores are shown, with each project being sorted by benefit-cost ratio. Table 5c provides a listing of additional projects not yet prioritized through the SPOT process that were identified during the development of the CMP and this report.

Table 5b. Unfunded, Prioritized Project-Level Recommendations









Map ID	Project Recommendations	TIP	Route	From / Cross Street	To	SCORING MEASURE					Final Score
						Cost (\$Millions)	Benefit/Cost	Safety	Freight	Accessibility & Economic Competitiveness	
12	Add lanes through intersection	U-5516	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		\$4	25.0	6.7	0.0	2.2	63.0
13	Construct grade separation		NC-54	Farrington Road		\$2	25.0	5.0	0.0	10.0	65.2
14	Construct Roundabout		NC-751 Hope Valley Road	SR 1183 (University Drive)		\$1	25.0	6.7	0.0	1.4	63.1
15	SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout		SR-1780 Estes Drive	SR 1772 (Greensboro Street)		\$1	20.0	5.0	0.0	0.0	68.8
16	Franklin Street/Merritt Mill Road/Brewer Ln/East Main Street intersection Improvements		SR-1010 Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		\$1	20.0	6.7	0.0	0.0	68.8
17	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	U-5324A	NC-54	SR 1110 (Barbee Chapel Road)	I-40	\$9	11.4	6.0	0.0	1.3	63.0
18	Construct new alignment		Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	\$2	7.4	7.8	0.0	0.0	77.3
19	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham		TTA Durham - Orange Co	Light Rail FY 2016		\$1,821	5.5	8.1	13.2	0.0	56.8
20	Construct additional lane for northbound to eastbound entry movement		US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		\$2	4.4	6.7	0.0	2.7	65.1
21	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes		SR-1006 New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	\$5	2.7	6.7	0.0	0.0	68.7
22	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	U-5324C	NC-54	NC 751	SR 1118 (Fayetteville Road)	\$22	2.0	7.5	0.0	0.7	60.5
23	Add Additional Lanes	I-3306A	I-40	I-85	US 15/501	\$77	1.9	6.5	0.0	2.3	60.2
24	Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road		NC-54 Raleigh Road	Burning Tree Drive	Barbee Chapel Road	\$32	1.7	6.1	0.0	10.0	65.1
25	Construct Roundabout and Related Safety Improvements at the Existing Intersection of Mount Carmel Church Road and Bennett Road		SR-1771	SR 1008 (Mount Carmel Church Road)	1913 (Bennett Road)	\$1	1.6	5.0	0.0	0.0	64.8
26	Upgrade Roadway to Freeway	U-4720A	US-70	Lynn Road	Miami Blvd	\$109	1.1	9.2	0.0	8.6	63.1
27	Widen Roadway to 6 Lanes and Rehabilitate Pavement	FS-1205C	NC-147 Durham Freeway	I-40	East End Connector	\$52	1.0	6.5	1.8	0.9	31.7
28	Construct 1 Managed Lane Per Direction (Additional 16Ft of Pavement - 12Ft Lanes + 4Ft Pavement For Separation with General Purpose Lanes)		I-40	NC 147	US 15/501	\$497	0.8	6.0	5.1	6.9	48.8
29	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad	R-2825	SR-1009 South Churton Street	I-40	Eno River	\$26	0.7	7.0	0.0	0.0	68.9
30	Widen to 6 lanes		NC-147 Durham Freeway	East End Connector	US 15-501	\$88	0.6	7.1	1.8	1.1	31.7

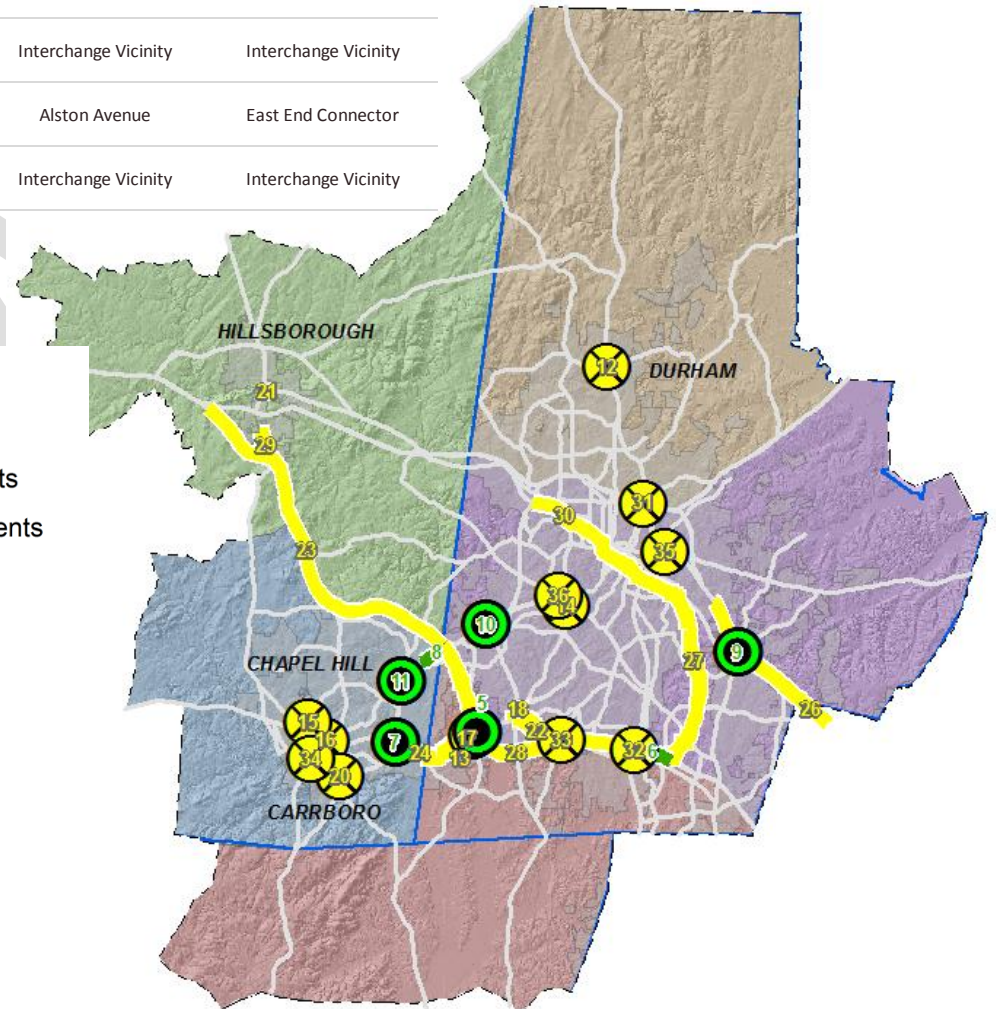
DEGREE OF DIFFERENCE BETWEEN PROJECTS, BY SCORING MEASURE:



Table 5c. Unfunded, Not-prioritized Project-Level Recommendations

Map ID	Project Recommendations	Route	From / Cross Street	To
31	Safety/Access Management Improvements	Roxboro and Avondale near I-85	Interchange Vicinity	Club Boulevard
32	Safety/Access Management Improvements	I-40 and NC 55/NC 54	Interchange Vicinity	Interchange Vicinity
33	Safety/Access Management Improvements	I-40 and Fayetteville Road/NC 54	Interchange Vicinity	Interchange Vicinity
34	Creation of parallel routes, Increase Bus Frequency, Add Park-and-Ride	Smith Level Road and NC 54	Interchange Vicinity	Interchange Vicinity
35	Widen from three to four lanes, improve access management	NC 98 (Holloway St)	Alston Avenue	East End Connector
36	Restripe markings, pavement rehabilitation, new marking considerations, extend acceleration lanes	Chapel Hill Road and Cornwallis Road	Interchange Vicinity	Interchange Vicinity

-  Funded Projects
-  Unfunded Projects
-  Funded Corridor Improvements
-  Unfunded Corridor Improvements
-  CMP Network
-  DCHC MPO Boundary
-  Municipal Boundaries
-  County Boundary



## HOW WE DID IT – KEYS TO UPDATING THIS REPORT

*In order to satisfy the ongoing monitoring element of the Congestion Management Process, this report has to be updated periodically and the results compared over time. The following section describes the key data sources and actions needed to make updates to the CMP and this report.*

# How We Did It – Keys to Updating this Report

One of the most important aspects of the Congestion Management Process (CMP) requirements is that it is a process – and therefore the transportation system has to be monitored and this report updated periodically to be of maximum use.

As future updaters take on the task of gathering and manipulating information to prepare new iterations of the report, a few recommendations are in order, and a number of important notes on how challenges with various performance measures were addressed are at right. Note that the nuances of sophisticated spreadsheet dashboards are not covered in this summary.

## ***New Updates Require New Data Collection***

The recommendation is that travel time data be collected on approximately the same cycle as the long-range transportation plan – about every four years. The travel demand model and daily traffic counts are on similar cycles as well, or are updated/maintained even more frequently.

## ***Updates will Require New Graphics***

Since it is very desirable to see how the system is changing over time, the next iteration (second generation) of this report will require considerable work in terms of developing new graphics that communicate those changes between the time that this report (and its data to support it) was prepared and the next update. The DCHC MPO should prepare its staff and/or budget line items appropriately in the 2016 (data collection) and 2017 (report generation) Unified Planning Work Program.

## ***Notes on Individual Performance Measures and Addressing Specific Technical Challenges***

The next update of this report will be conducted more efficiently and quickly if the following notes are reviewed prior to initiating the report development (including manipulation of data to create maps and other graphics). These notes are arranged according to the four main sections of this report and by individual performance measure.

### ***How Others See Us***

Since this section is all about how business leaders, visitors, and others research this community, the data is readily available – although with greater variations in quality - via third-party sources:

- *Common Denominators/Commute Stress Index: Sourced from the TTI Congestion Report (annual update). This report should also be consulted for the list of peer regions.*
- *Walkability Score: [www.walkscore.com](http://www.walkscore.com)*
- *Commute Times: Use [www.trulia.com](http://www.trulia.com) for this data, creating a spreadsheet of origin-destination pairs with times between each.*

### ***How We See Ourselves***

This section was also relatively easy to prepare in terms of data collection, although only land lines can be surveyed, providing some bias to rural areas or older populations. Public Policy Polling (Jim Williams, [Jim.Williams@PublicPolicyPolling.com](mailto:Jim.Williams@PublicPolicyPolling.com)) converts user-supplied questions to telephone-ready text and conducts the random (land-line only) telephone survey, providing cross-tabulated results in about 3-4 days. Zip codes for the polling areas are needed to be supplied as well. Ten questions, plus several free questions concerning demographic information, are provided at no addition cost to the \$2,500 survey fee.

## ***Roadway Performance***

Floating car studies (cars that record speeds as they move with traffic) were used to identify congested and free flow travel times were calculated for the 12 study corridors. Subtracting the median from the maximum values for peak and off-peak travel time runs determined the median amount of delay per corridor per trip in seconds. The average wage rates per hour from the fourth quarter 2013 data provided by the Bureau of Labor Statistics at the county level were used to monetize the cost of congestion.

## ***Alternative Mode Performance***

The **transit-roadway travel time** comparison is made much easier by the on-line route finder application, TripPlanner (<http://tripplanner.gotriangle.org>) to get transit travel times, which were compared to congested times in Google (and checked against travel time runs in these corridors to ensure accuracy). The **Connectivity Index**, or Beta Index, compares the number of links in a district to the number of intersection points – a task which requires all “shape” points and non-intersection nodes to be removed in GIS, as well as discounting freeway (full access-control) facilities. In theory, the Beta Index can exceed 2.0, but in practice that level of connectivity is hard to achieve. The **Transit Share in Major Corridors** figure requires a manual examination of AADTs in the 12 corridors and the total transit ridership. The former is acquired through NCDOT databases, and the latter from each of the three transit companies (DATA, CHT, and Triangle Transit). The **Sidewalk to Street Centerline Ratio** provides an analysis of pedestrian amenities versus overall total streets. Also calculated for each

subarea, the lengths of each street were summed and then divided by the summed sidewalk total to determine the ratio. The highest ratio would be “2”, though all subareas had a ratio of under 0.5. **Changes Over Time** used primarily data from the annual Texas Transportation Institute’s annual Congestion Report (<http://mobility.tamu.edu/ums/>) and the National Transit Database ([www.ntdprogram.gov/ntdprogram/profiles.htm](http://www.ntdprogram.gov/ntdprogram/profiles.htm)), although the first year (2002, in this case) transit trip costs have to be inflation-adjusted to the “out” year (2012) using the Consumer Price Index, and both trip costs have to be weighted by the number of unlinked trips reported by the four biggest public transit companies. A **Connectivity Index** was calculated by comparing the number of links, or segments of roadway between intersections or between intersections and dead-ends, to the number of nodes, or intersections (dead-ends not included). The **Environmental Justice Populations and Transit Analysis** was derived from transit stop data and Census Data (2010) at the block group level. Calculations were performed at both the regional level as well as on the subarea level to determine the location of predominantly minority communities and communities with high instances of poverty. We calculated the average and standard deviations at the regional and subarea levels and determined which block groups exceeded one standard deviation above the mean. These were identified as having high minority or high poverty populations at the block group level.

## Data Sources

Much of the data presented in the previous sections is publicly available, though some required substantial analysis to develop a meaningful format. The data sources are presented below.

### Report Data

- Commute Times, 2014, [www.trulia.com](http://www.trulia.com)
- Floating Car Studies, 2013, *DCHC MPO*
- Survey Results, 2014, *Public Policy Polling*
- Transit Ridership Data, 2013, *Triangle Transit, DATA, CHT*
- Transit System Performance, 2013, *FTA National Transit Database*
- Transit Travel Times, 2014, <http://tripplanner.gotriangle.org>
- TTI Congestion Report, 2013, *Texas Transportation Institute*
- United States Census 2000 and 2010 Summary Files 1, 2014, *United States Census Bureau* <[factfinder2.census.gov](http://factfinder2.census.gov)>.
- Walkability Score, 2014, [www.walkscore.com](http://www.walkscore.com)

### GIS Data

- AADT Shapefile, NCDOT Traffic Survey Group
- Aerial Imagery, ArcGIS Online
- Census Block Groups Tigerline File, United States Census Bureau
- County Boundary, NC OneMap
- Hillshade, Contour and Elevation Data: Connect NCDOT
- LRS Routes, Connect NCDOT
- Major Intersections, City of Durham
- DCHC Metropolitan Planning Organization Boundary, City of Durham

- Municipal Boundaries, NC OneMap
- Sidewalks, City of Durham
- DCHC Street Centerline File, DCHC MPO.
- Three County Crash Data, NCDOT Transportation Mobility and Safety Division
- Transit Shapefiles, Triangle Transit Developer Resources
- Triangle Regional Model Outputs, DCHC MPO



The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina.

The DCHC urbanized area, first designated by the 1980 Census, covers all of Durham County, a portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough, and Northeast Chatham County. DCHC is also designated as a Transportation Management Area (TMA), urban areas with a population of over 200,000 people.

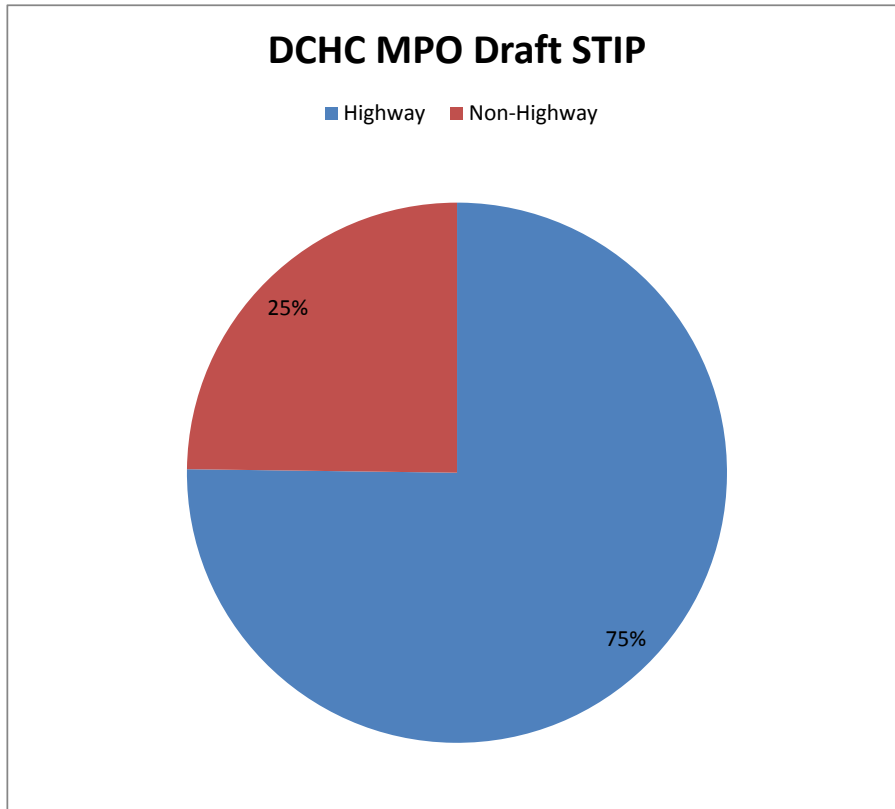
The DCHC-MPO is an umbrella organization comprised of the MPO Board, the Technical Committee (TC), local governments, and the State. The MPO Board, designated by the Governor, is a policy body that coordinates and makes decisions on transportation planning issues using a Continuing, Comprehensive, and Cooperative (3-C) transportation planning process. An integral element of this 3-C process is the development of a long-range transportation plan, in part based on an active Congestion Management Process (CMP) to identify, assess, make recommendations for resolving, and monitoring congestion and congestion-related issues across all forms of travel in the MPO's planning region. This report has been prepared by the DCHC MPO to present key information for the Congestion Management Process in a form that is readily accessible so that everyone can participate in our ongoing transportation process.

## DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

For more information, please contact the DCHC MPO  
[www.dchcmo.org](http://www.dchcmo.org) / 919.560.4366  
101 City Hall Plaza, Durham, NC 27701

	All \$ in 1000s						
	Statewide	Regional	Division	Total	% of Total	Entire State	% of State \$
Highway	\$ 207,097	\$ 175,729	\$ 57,683	\$ 440,509	75%	\$ 6,100,000	7%
Non-Highway	\$ -	\$ 133,876	\$ 11,351	\$ 145,227	25%	\$ 292,000	50%

State Future Years Funding for LRT \$ 110,750



DCHC MPO Local Input Points - Division

MPO and Division Engineer points were developed cooperatively by staffs.

Very good chance to receive full funding.	Chance of funding.	Unlikely to be funded.
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Minimum scores to ensure funding for highways:  
77 in Durham, 68 in Orange

Highway

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT	50% Division Needs Quantitative Score (Out of 50)	25% MPO Division Points	25% Division Engineer Points	Final Score	Draft STIP	STI Funds Programmed	Local or FTA Funds Programmed
H090655	Division Needs	SR-1780 Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	\$ 775,000	35.34	77	57	68.84	ROW 2017; Construction 2018	775	
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.	\$ 775,000	34.84	68	68	68.84	ROW 2018; Construction 2019	775	
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	\$ 5,299,000	23.67	90	90	68.67	ROW 2020; Construction 2021	5299	
H141304	Division Needs	- Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	Construct new alignment.	\$ 2,219,000	29.81	95	95	77.31	ROW 2020; Construction 2021; "STI funding eligibility determination pending"	2219	
H090200	Division Needs	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.	\$ 26,240,000	22.35	93	93	68.85	ROW 2021; Construction 2023	26240	
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 21,600,000	25.34	100	100	75.34	ROW 2023; Construction 2024-2025	21600	
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.	\$ 775,000	14.76	100	100	64.76	ROW 2017; Construction 2018	775	
H090557	Division Needs	SR-1114 Buckhorn Road	SR 1144 (West Ten Road)	US 70	Widen to Multi-Lanes with Bicycle and Pedestrian Accommodations.	\$ 10,641,000	11.38	100	0	36.38	Unfunded		
H111162	Division Needs	SR-1005 Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders	\$ 23,598,000	8.44	100	0	33.44	Unfunded		

Public Transit No Projects Received Points

SPOT ID	Project Category	System	Project Description	Cost to NCDOT	50% Division Needs Quantitative Score (Out of 50)	25% Rec. MPO Division Points	25% Division Engineer Points	Final Score	Draft STIP
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Rail

SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description	Cost to NCDOT	50% Division Needs Quantitative Score (Out of 50)	25% Rec. MPO Division Points	25% Division Engineer Points	Final Score	Draft STIP	STI Funds Programmed	Local or FTA Funds Programmed
R141802	Division Needs	Hillsborough	NS H line	Construct platform, passenger rail station building, site access, utilities, and parking on Hillsborough	\$8,000,000	18.97	100	100	68.97	Construction 2019-2020	6630	570

Bicycle and Pedestrian

The minimum score to ensure funding for non-highway projects is likely 80.

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT (Federal Funds Only Eligible)	50% Division Needs Quantitative Score (Out of 50)	25% Rec. MPO Division Points	25% Division Engineer Points	Final Score	Draft STIP	STI Funds Programmed	Local or FTA Funds Programmed
B141277	Division Needs	LaSalle Street	Kangaroo Dr	Sprunt St	Construct sidewalks on both sides of LaSalle St between Kangaroo Dr and Hillsborough Rd, and on one side between Hillsborough Rd and Sprunt Ave.	\$488,200	40.43	100	100	90.43	Planning 2016; Construction 2017	489	122
B141247	Division Needs	Raynor Street	Miami Blvd	Hardee St	Construct sidewalks on one side of local street.	\$300,250	38.38	100	100	88.38	Planning 2016; Construction 2017	240	60
B141102	Division Needs	NC 54	NC 55	RTP limits	Construct sidewalk on southside to fill in existing gaps..	\$331,250	36.99	100	100	86.99	Planning 2017; Construction 2018; Safe Routes to School funding, no local match required	300	
B140719	Division Needs	US 501 Bypass (N Duke Street)	Murray Ave	N Roxboro Rd	Construct sidewalks on east side to fill in existing gaps.	\$1,607,250	34.80	100	100	84.80	Planning 2019; Construction 2020; Safe Routes to School funding, no local match required	1324	
B141096	Division Needs	Bryant Bridge Trail	NC 55	Kelly Bryant Bridge	Construct shared use path.	\$1,234,750	31.82	100	100	81.82	Planning 2019; Construction 2020	988	247
B140778	Division Needs	US 15-501 (Fordham Blvd)	Cleland Drive	Willow Drive	Upgrade existing off-road path and construct new section of sidepath.	\$446,488	34.22	100	84	80.22	Planning 2021; Construction 2022; Safe Routes to School funding, no local match required	558	
B142268	Division Needs	SR 1008 Mt. Carmel Church Road	SR-1008 Old Farrington Point Road	Orange County Line	Construct Bicycle lanes along SR 1008 Mt. Carmel Church Road from SR 1008 Old Farrington Point Road to the Orange County Line.	\$434,070	15.44	100	100	65.44	Planning 2016; Construction 2017	258	87
B141103	Division Needs	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	\$2,831,336	33.68	100	0	58.68	Unfunded		
B140627	Division Needs	Morgan Creek Greenway Trail Phase 2 (Carrboro)	University Lake	End of Phase 1	Construct multi-use path from University Lake to the western terminus of Phase 1 and construct a multi-use path spur to BPW Club Rd.	\$2,279,310	33.02	100	0	58.02	Unfunded		
B141116	Division Needs	SR 1919 (S Greensboro Street)	Old Pittsboro Rd	NC 54	Construct sidewalk on west side.	\$896,566	33.17	100	0	58.17	Unfunded		
B142266	Division Needs	SR 1532 Manns Chapel Road	US 15-501	SR-1534 - Poythress Road	Construct Bicycle lanes along SR 1532 Manns Chapel Road from US 15-501 to SR 1534 Poythress Road	\$704,900	13.69	77	77	52.19	Planning 2016; Construction 2017	564	141

1800 1464

Highway	\$ 57,683,000	\$ 57,683
Non-Highway	\$ 13,547,158	\$ 11,351 \$ 1,227

DCHC MPO Local Input Points - Regional

MPO and Division Engineer points were developed cooperatively by staffs.

Very good chance to receive full funding.	Chance of funding.	Unlikely to be funded.
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Minimum scores to ensure funding for highways: 63 in Durham, 65 in Orange.

Highway

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT	70% 15% 15% =			Final Score	Draft STIP
							Regional Impact Quantitative Score (Out of 70)	MPO Regional Points	Division Engineer Points		
H140660	Regional Impact	NC-54	Farrington Road		Construct grade separation.	\$ 2,325,000	63.08	14	0	65.18	ROW 2023; Construction 2024
H129685	Regional Impact	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	\$ 2,100,000	50.21	86	0	63.11	ROW 2018; Construction 2019
H128065	Regional Impact	NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	\$ 1,005,000	43.48	100	31	63.13	ROW 2017; Construction 2018
H090531-A	Regional Impact	NC-54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	\$ 9,100,000	42.63	100	36	63.03	ROW 2023; Construction 2024-2025
H129638-A	Statewide Mobility	US-70	Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	\$ 109,020,000	39.99	100	54	63.09	ROW 2022; Construction 2024-Future Years
H141550	Regional Impact	NC-54 Raleigh Road	Burning Tree Drive	Barbee Chapel Road	Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road	\$ 32,106,000	36.86	100	88	65.06	ROW 2023; Construction 2024-2025
H141884	Statewide Mobility	US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		Construct additional lane for northbound to eastbound entry movement.	\$ 2,175,000	35.05	100	100	65.05	ROW 2023; Construction 2024
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 21,600,000	30.46	100	100	60.46	See Division Results
H090010-A	Statewide Mobility	I-40	I-85	US 15/501	Add Additional Lanes.	\$ 76,700,000	30.18	100	100	60.18	ROW 2023; Construction 2024-Future Years
H090366	Statewide Mobility	US-15 , US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	\$ 130,644,000	36.84	100	0	51.84	Unfunded
H129638-B	Statewide Mobility	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	\$ 91,347,000	31.91	100	0	46.91	Unfunded
H129645	Regional Impact	US-501 Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	\$ 28,500,000	27.91	100	0	42.91	Unfunded
H141779	Regional Impact	Durham Citywide Signal System			Upgrade the City of Durham Signal System (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.).	\$ 12,824,000	27.51	100	0	42.51	Unfunded

Public Transit

SPOT ID	Project Category	System	Project Description	Cost to NCDOT	70% 15% 15% =			Final Score	Draft STIP
					Regional Impact Quantitative Score (Out of 70)	Rec. MPO Regional Points	Rec. Division Engineer Points		
T130027	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	\$66,000	41.37	100	100	71.37	Construction 2016
T130030	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	\$66,000	41.04	100	100	71.04	Construction 2016
T130035	Regional Impact	Triangle Transit	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	\$455,157,750	26.84	100	100	56.84	\$133,744,000 funded due to 10% cap; ROW 2018-2020; Construction 2020-Future Years

Rail

SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description	Cost to NCDOT	70% 15% 15% =			Final Score	Draft STIP
						Regional Impact Quantitative Score (Out of 70)	Rec. MPO Regional Points	Rec. Division Engineer Points		
R141797	Statewide Mobility	Durham	NS H line	Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three crossings: Ellis Road - south end (734737A), Glover Road (734735L), and Wrenn Road (734736T).	\$34,255,000	28.34	100	88	56.54	Unfunded
R140012	Statewide Mobility	Durham	NS H line	Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham	\$55,000,000	21.94	100	100	51.94	Unfunded
R140014	Statewide Mobility	Durham	NS H line	Grade separation at Ellis Road - north end crossing (735236Y) in Durham.	\$16,411,000	21.80	100	58	45.50	Unfunded

1800 1055

**DCHC MPO Statewide Projects**

Rank	Project	Cost to NCDOT	Statewide Quant. Score	Draft STIP	Any Change From Previous Draft Schedule
15	I-40 at NC 54 interchange improvement	\$1,160,000	70.35	ROW 2023 Construction 2024	Delayed by one year Delayed by one year
23	US 15-501, E. Lakeview to Sage superstreet	\$2,052,000	67.47	Construction 2024	Same Schedule
24	US 15-501 at NC 54 (Raleigh Rd.) interchange improvement	\$1,160,000	66.02	ROW 2023 Construction 2024	Same Schedule Same Schedule
30	I-40, NC 147 to Wade managed lanes	\$726,570,000	61.11	ROW 2024-2025 Construction Future Years	Same Schedule Same Schedule
61	US 15-501 at Ephesus Church Rd. intersection improvement	\$2,170,000	50.92	Construction 2018	Accelerated 6 years by Town
69	I-40, NC 147 to NC 55 westbound auxiliary lane	\$15,469,000	49.78	ROW 2020 Construction 2021	Same Schedule Same Schedule
73	US 15-501 at Garrett Rd. upgrade to interchange	\$23,870,000	47.21	ROW 2023 Construction 2024	Same Schedule Same Schedule
74	I-40, NC 147 to US 15-501 managed lanes	\$497,380,000	48.76	ROW 2024-2025 Construction Future Years	Same Schedule Same Schedule
80	US 70 at Miami upgrade to interchange	\$25,104,000	45.59	ROW 2022 Construction 2024-Future Years	Same Schedule Same Schedule
85	US 15-501, Ephesus Church to NC 86 capacity improvements	\$95,330,000	44.55	ROW 2024 Construction Future Years	Same Schedule Same Schedule

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR
B-4943	DURHAM	SR 1616 (BAHAMA ROAD)	REPLACE BRIDGE NO. 20 OVER DIAL CREEK (LAKE MICHIE).	PLANNING / DESIGN IN PROGRESS	485	1277	construction	STPOFF			700									
							right of way	STPOFF		40										
							utilities	STPOFF		52										
B-5512	DURHAM	SR 1902 (KEMP ROAD)	REPLACE BRIDGE NO. 89 OVER LICK CREEK.	PLANNING / DESIGN IN PROGRESS	100	1252	maintenance	STPOFF					2							
							construction	STPOFF						1050						
							right of way	STPOFF					100							
B-5674	DURHAM	US 15 / US 501 NORTHBOUND	REPLACE BRIDGE NO. 80 OVER SR 1308 (CORNWALLIS ROAD) IN DURHAM.			2319	right of way	NHPB									110			
							construction	NHPB										2209		
B-5720	ORANGE	SR 1336 (HALLS MILL ROAD)	REPLACE BRIDGE NO. 11 OVER ENO RIVER.			1265	right of way	HFB								115				
							construction	HFB									1150			
B-5733	ORANGE	SR 1010 (EAST FRANKLIN STREET)	REPLACE BRIDGE NO. 39 OVER BOOKER CREEK IN CHAPEL HILL.			1955	right of way	HFB										180		
							construction	HFB											1775	
BD-5105	DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	DIVISION 5 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)	15934	17934	right of way	STPOFF	200											
							construction	STPOFF	1800											
BD-5107	ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	DIVISION 7 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)	16387	18387	right of way	STPOFF	200											
							construction	STPOFF	1800											
BD-5108	CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	DIVISION 8 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)	21645	23645	construction	STPOFF	1800											
							right of way	STPOFF	200											
C-4924	WAKE, DURHAM, ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.	IN PROGRESS BY TRIANGLE J COUNCIL OF GOVERNMENTS	3697	3697														
C-4928	DURHAM	SR 1317 (MORRENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		555	construction	CMAQ		444										
							construction	L		111										
C-4932A	ORANGE	ORANGE COUNTY PARK-AND-RIDE LOT	PARK AND RIDE FACILITY IN TOWN OF HILLSBOROUGH, INSTALL BUS SHELTERS AND BIKE RACKS.	UNDER CONSTRUCTION BY ORANGE COUNTY	20	20														
C-4932B	ORANGE	ORANGE COUNTY PARK-AND-RIDE LOT	PARK AND RIDE FACILITY IN TOWN OF HILLSBOROUGH. PROVIDE OPERATING ASSISTANCE FOR THREE YEARS.	IN PROGRESS BY ORANGE COUNTY	436	436														
C-5111	MECKLENBURG, ORANGE	CHARLOTTE HILLSBOROUGH	INSTALL TWO STATE MAINTAINED E-85 FUELING SITES IN CHARLOTTE AND HILLSBOROUGH.	IN PROGRESS	250	250														
C-5176	CHATHAM	AMERICAN TOBACCO TRAIL (ATT)	AMERICAN TOBACCO TRAIL IN CHATHAM COUNTY, NEW HOPE CHURCH ROAD TRAILHEAD PARK AND RIDE LOT.	UNDER CONSTRUCTION BY TOWN OF CARY	1192	1192														
C-5178	DURHAM	VARIOUS	CAMPUS WALK AVENUE, MORRENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD IN DURHAM. CONSTRUCT SIDEWALKS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		336	construction	CMAQ	269											
							construction	L	67											
C-5179	ORANGE	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTIUSE PATH.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	220	2558	right of way	CMAQ		240										
							right of way	L		60										
C-5179	ORANGE	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTIUSE PATH.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	220	2558	construction	CMAQ			1630									
							construction	L			408									
C-5181	ORANGE	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTRY SCHOOL.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CARRBORO		320	I	L			2									
							I	CMAQ			10									
							construction	CMAQ		247										
							construction	L		61										

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR				
C-5182	DURHAM	NC 751 (HOPE VALLEY ROAD)	CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MLK, JR. PARKWAY AND US 15-501 BUSINESS IN DURHAM.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		1386	construction	CMAQ		1002														
							construction	L		250														
							right of way	CMAQ	107															
							right of way	L	27															
C-5183	DURHAM	VARIOUS	CONSTRUCT SIDEWALKS IN DURHAM.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		2226	construction	L	251															
							construction	CMAQ	778															
							construction	CMAQ	1003															
							construction	L	194															
C-5184	ORANGE	RIVERWALK TRAIL	RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF HILLSBOROUGH - IN PROGRESS	60	610	construction	L		90														
							right of way	CMAQ	80															
							right of way	L	20															
							construction	CMAQ		360														
C-5565	WAKE, DURHAM, ORANGE, JOHNSTON, FRANKLIN, CHATHAM, GRANVILLE	VARIOUS	TRIANGLE J COUNCIL OF GOVERNMENTS TRANSPORTATION DEMAND MANAGEMENT PROGRAM - PHASE II.			4422	I	CMAQ	482	572	620	640												
							I	L	430	496	579	603												
C-5605	DURHAM, ORANGE, CHATHAM	VARIOUS	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE DURHAM / CHAPEL HILL / CARRBORO MPO.			5030	construction	CMAQ		2515	2515													
E-5501	CAMDEN, CHOWAN, PASQUOTANK, WASHINGTON, ALAMANCE, BEAUFORT	VARIOUS	FREEDOM ROADS. INSTALL INTERACTIVE WAYSIDE SIGNAGE FOR DESIGNATED SITES.			224	construction	O	128															
							construction	STPE	96															
E-5502	DURHAM	BENNETT MEMORIAL ROAD	BENNETT PLACE HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.	PLANNING / DESIGN / CONSTRUCTION BY DEPARTMENT OF CULTURAL RESOURCES		91	construction	STPE	73															
							construction	L	18															
EB-4707	DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD)	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	DIVISION DESIGN / CENTRAL LET; STPDA PARTICIPATION FOR PART B NOT TO EXCEED \$6.3 MILLION PENDING MPO APPROVAL	2110	13010	right of way	L	2650															
							construction	STPDA	3920															
							construction	S	250															
							construction	L		3100														
EB-4707	DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD)	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	DIVISION DESIGN / CENTRAL LET; STPDA PARTICIPATION FOR PART B NOT TO EXCEED \$6.3 MILLION PENDING MPO APPROVAL	2110	13010	construction	L	980															
							construction	L	980															
EB-5514	DURHAM	NC 751 / SR 1183 / SR 2220 / NON-SYSTEM (UNIVERSITY DRIVE)	SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD) IN DURHAM. ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		1025	construction	STPEB	1025															
EB-5703	DURHAM	LASALLE STREET	KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROO DRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDE FROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.			611	construction	TAP			420													
							construction	L			105													
							PE	TAP		69														
							PE	L		17														
EB-5704	DURHAM	RAYNOR STREET	NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET IN DURHAM. CONSTRUCT SIDEWALK ON ONE SIDE OF STREET.			300	PE	L			10													
							construction	TAP			200													
EB-5704	DURHAM	RAYNOR STREET	NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET IN DURHAM. CONSTRUCT SIDEWALK ON ONE SIDE OF STREET.			300	PE	TAP		40														
							construction	L			50													
EB-5708	DURHAM	NC 54	NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM. CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE.			300	PE	SRTS			50													
							construction	SRTS				250												
EB-5715	DURHAM	US 501 BYPASS (NORTH DUKE STREET)	MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS.			1324	PE	SRTS					170											
							construction	SRTS						1154										
EB-5720	DURHAM	BRYANT BRIDGE TRAIL	NC 55 TO KELLY BRYANT BRIDGE IN DURHAM.			1235	construction	TAP						849										
							construction	L					212											
							PE	TAP					139											
							PE	L					35											
EB-5721	ORANGE	ORANGE COUNTY BICYCLE ROUTE 1	CLELAND DRIVE TO WILLOW DRIVE IN CHAPEL HILL. UPGRADE EXISTING OFF-ROAD PATH AND CONSTRUCT NEW SECTION OF PATH.			558	PE	SRTS							89									
							construction	SRTS						469										
EB-5738	CHATHAM	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1008 (OLD FARRINGTON POINT ROAD) TO ORANGE COUNTY LINE. CONSTRUCT BICYCLE LANES.			435	construction	L			82													
							PE	TAP		20														
							PE	L		5														
							construction	TAP			328													
EB-5739	CHATHAM	SR 1532 (MANN'S CHAPEL ROAD)	SR 1534 (POYTHRESS ROAD) TO US 15 / US 501. CONSTRUCT BICYCLE LANES.			705	PE	L		8														
							construction	TAP			532													
							PE	TAP		32														
EB-5739	CHATHAM	SR 1532 (MANN'S CHAPEL ROAD)	SR 1534 (POYTHRESS ROAD) TO US 15 / US 501. CONSTRUCT BICYCLE LANES.			705	construction	L			133													
							construction	L			133													

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR					
EE-4905	DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	IN PROGRESS	15563	15563																			
EE-4907	ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	IN PROGRESS	17824	17824																			
EE-4908	CHATHAM, HOKE, LEE, RICHMOND, MONTGOMERY, MOORE, RANDOLPH, SCOTLAND	VARIOUS	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	IN PROGRESS	25842	25842																			
EL-2921E	DURHAM	AMERICAN TOBACCO TRAIL	NC 54 IN DURHAM TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	PARTS A-D COMPLETE; PART E UNDER CONSTRUCTION BY CITY OF DURHAM	7497	7497																			
EL-4601	ORANGE	MORGAN CREEK GREENWAY	EASTERN SECTION, US 15-501 AT SR 1994 (CULBRETH ROAD TO SR 1919 (SMITH LEVEL ROAD) IN CHAPEL HILL. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	1141	1141																			
EL-4828	ORANGE	MORGAN CREEK GREENWAY	WESTERN SECTION, SR 1919 (SMITH LEVEL ROAD) TO UNIVERSITY LAKE IN CARRBORO. CONSTRUCT GREENWAY AND CONNECTIONS.	PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CARRBORO - IN PROGRESS	784	2068	construction	L	182																
							construction	L	74																
							construction	STPDA	298																
							construction	TAP	730																
EL-5103	ORANGE	VARIOUS	CARRBORO, INSTALL BUS SHELTERS AT SELECTED LOCATIONS.	UNDER CONSTRUCTION BY TOWN OF CARRBORO	76	76																			
FS-1205A	DURHAM, WAKE, ORANGE	I-40	NC 86 IN ORANGE COUNTY TO SR 1728 (WADE AVENUE) IN WAKE COUNTY. CONSTRUCT MANAGED LANES.	FEASIBILITY STUDY IN PROGRESS																					
FS-1205C	DURHAM	NC 147 (DURHAM FREEWAY)	I-40 TO EAST END CONNECTOR. WIDEN TO SIX LANES AND REHABILITATE PAVEMENT.	FEASIBILITY STUDY IN PROGRESS																					
FS-1305A	WAKE, DURHAM	I-540 NC 540	NC 54 TO US 64-264. CONSTRUCT MANAGED LANES.	FEASIBILITY STUDY IN PROGRESS																					
I-3306	ORANGE, DURHAM	I-40	I-85 IN ORANGE COUNTY TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM COUNTY. WIDEN TO SIX LANES AND INSTALL ITS.		87031	175164	construction	NHP										22000	22000	44000					
							right of way	NHP																	
							maintenance	NHP																	
I-5307	WAKE, DURHAM	I-540	I-40 IN DURHAM COUNTY TO NC 50 IN WAKE COUNTY. PAVEMENT REHABILITATION AND SHOULDER SEALS.	UNDER CONSTRUCTION - LET WITH I-5310 - COST INCLUDES I-5310	10442	10442																			
I-5312	ORANGE	I-85	EAST OF I-40 TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION.	UNDER CONSTRUCTION	2604	2604																			
I-5702	WAKE, DURHAM	I-40	US 15 / US 501 IN DURHAM COUNTY TO I-440 / US 64 IN WAKE COUNTY. CONSTRUCT MANAGED LANES.			1776158	utilities	T											980	980					
							construction	BOND R																	
							right of way	T																	
							right of way	T																	
							utilities	T																	
							construction	T																	
							construction	T																	
							right of way	T																	
							construction	T																	
construction	BOND R																								
utilities	T																								
I-5702	WAKE, DURHAM	I-40	US 15 / US 501 IN DURHAM COUNTY TO I-440 / US 64 IN WAKE COUNTY. CONSTRUCT MANAGED LANES.			1776158	construction	BOND R																	
I-5707	DURHAM	I-40	NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM. CONSTRUCT WESTBOUND AUXILIARY LANE.	PLANNING / DESIGN IN PROGRESS - COORDINATE WITH I-5702A	500	15969	construction	NHP																	
							right of way	NHP																	
							utilities	NHP																	
I-5729	DURHAM	I-85	0.5 MILES WEST OF US 501 TO 0.1 MILES EAST OF SR 1827 (MIDLAND TERRACE ROAD) IN DURHAM. PAVEMENT REHABILITATION.			5074	construction	NHPIM		5074															
I-5822	ORANGE	I-40	1.6 MILES EAST OF NC 86 TO 0.8 MILE EAST OF SR 1734 (ERWIN ROAD). PAVEMENT REHABILITATION.			1792	construction	NHPIM					1792												

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR					
P-2918	GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	TRAIN 74 / 75 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY.	ADDITIONAL PROJECT FUNDING INCLUDES ANTICIPATED \$6.6 MILLION / YR LEGISLATIVE APPROPRIATION FROM STATE HIGHWAY FUND, TO BE USED FOR OPERATIONS	113083	120583	O	CMAQ	3750	3750															
P-4405	GUILFORD, ALAMANCE, CABARRUS, DAVIDSON, DURHAM, MECKLENBURG, ORANGE, ROWAN, WAKE	VARIOUS	PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.	IN PROGRESS	11673	21625	PE	STHSR	64																
							right of way	STHSR	712	474															
							construction	O	881	880															
							construction	STHSR	3000	3000	941														
P-5701	ORANGE	NORFOLK SOUTHERN H LINE	MILEPOST 41.7 IN HILLSBOROUGH. CONSTRUCT PLATFORM, PASSENGER RAIL STATION BUILDING, SITE ACCESS, UTILITIES AND PARKING.	"OTHER" FUNDING REFLECTS PARTICIPATION BY TRIANGLE TRANSIT	7200	construction	O						285	285											
						construction	T					3315	3315												
TA-4726	ORANGE	CHAPEL HILL TRANSIT	REPLACEMENT BUS - ARTICULATED		29334	51141	capital	FUZ	2423	2423	2423	2423	2423	2423	2423	2423	2423	2423	2423	2423					
TA-4726A	ORANGE	CHAPEL HILL TRANSIT	3 REPLACEMENT BUSES.			2235	A	L	362	180															
TA-4748	ORANGE	CHAPEL HILL TRANSIT	REPLACEMENT - PARATRANSIT VEHICLE		1820	4421	capital	FUZ	1025	197	197	197	197	197	197	197	197	197	197	197					
TA-4818B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUS		3605	6491	capital	FUZ	962			962			962										
TA-4923	DURHAM	DURHAM AREA TRANSIT AUTHORITY	REPLACEMENT BUS.			4923	A	L	805	180															
TA-4979	ORANGE	CHAPEL HILL TRANSIT	REPLACEMENT VAN		1685	4061	A	STPDA	3218	720															
TA-5019A	DURHAM	CHAPEL HILL TRANSIT	REPLACEMENT PARATRANSIT VEHICLES.			685	capital	FUZ		792			792				792								
TA-5123B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	EXPANSION BUS		11710	19546	A	L	67	71															
TA-5135	DURHAM	TRIANGLE TRANSIT AUTHORITY	BUS REHABILITATION			277	A	STPDA	260	287															
TA-5143	ORANGE	CHAPEL HILL TRANSIT	PURCHASE SUPPORT AND PARATRANSIT VEHICLES			200	capital	FUZ	1352	1621		1621		1621		1621									
							capital	L	55																
							capital	FBUS	222																
							capital	FBUS	160																
TA-5144	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BATTERY REPLACEMENT - HYBRID BUSES - 20			800	L		20																
							S		20																
TA-5144	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BATTERY REPLACEMENT - HYBRID BUSES - 20			800	capital	FBUS		640															
TA-5145	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BUS REFURBISHMENT - 6			98	capital	L		160															
TA-5145	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BUS REFURBISHMENT - 6			98	capital	FBUS		98															
TA-5146	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BUS REPOWER - 3			177	capital	FBUS			177														
TA-5147	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BUS REFURBISHMENT - 3			51	capital	L			10														
TA-5148	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	VANPOOL VANS - REPLACEMENT (8)			224	capital	FBUS			41														
							capital	L	46																
TA-5154	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT PARATRANSIT VEHICLES			269	capital	L	54																
TA-6246	DURHAM	DURHAM COUNTY ACCESS	CAPITAL		50	200	capital	STPDA	215																
TA-6526	ORANGE	ORANGE COUNTY DEPARTMENT OF AGING	CAPITAL			5	capital	FNU	150																
							capital	S	1																
							capital	FEPD	3																
TD-4710B	ORANGE	CHAPEL HILL TRANSIT	FACILITY - PARK & RIDE		878	878	capital	L	1																
TD-5155	ORANGE	ORANGE PUBLIC TRANSIT	1 REPLACEMENT LTV (25') AND RADIO, VEHICLE LETTERING AND LOGOS, AND ON-BOARD CAMERA.			77	A	L		15															
							A	STPDA		62															
TD-5267	DURHAM	TRIANGLE TRANSIT AUTHORITY	MAINTENANCE FACILITY RENOVATION			94	capital	FBUS	75																
TD-5271	ORANGE	CHAPEL HILL TRANSIT	RENOVATE BUS RELATED FACILITIES			50	capital	L	19																
							capital	FBUS	50																
TD-5273	DURHAM	VARIOUS	TRIANGLE TRANSIT. ROUGEMONT PARK-AND-RIDE. PROFESSIONAL SERVICES AND PROPERTY ACQUISITION.			249	A	L	24	109															
							A	STPDA	24	92															

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR						
TE-5205	DURHAM, ORANGE	DURHAM-ORANGE LIGHT RAIL LINE	UNC HOSPITALS IN CHAPEL HILL TO NC 55 (ALSTON AVENUE) IN DURHAM. CONSTRUCT LIGHT RAIL SYSTEM.			977986	right of way	T				3306	3306													
							construction	L					12405	12405	12405	12404										
							right of way	L				7379	7379	7379												
							right of way	FBUS				14759	14758	14758												
							construction	T																55375	110750	
							construction	T												12405	12405	12405	12404			
							construction	L																55375	110750	
							construction	FBUS											24812	24811	24811	24811				
							right of way	FBUS										6613	6612							
							right of way	L										3306	3306							
right of way	T										7379	7379	7379													
construction	FBUS																	110752	221503							
TG-4731B	ORANGE	CHAPEL HILL TRANSIT	PREVENTIVE MAINTENANCE		4849	28557																				
TG-4732A	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC		1220	3920	capital	FUZ	540	540		540		540		540										
TG-4732B	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - SERVICE VEHICLE		300	888	capital	FUZ	196	196											196					
TG-4738	DURHAM	DURHAM AREA TRANSIT AUTHORITY	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.		2865	9065	construction	CMAQ	260																	
TG-4738A	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PREVENTIVE MAINTENANCE		14566	51860	capital	FUZ	1188	594	594	594	594	594	594	594	594	594								
TG-4821B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC INCLUDES ADA, PM AND SERVICE VEHICLES	see March 2012 handout 2012-2018 STIP	5373	24490	capital	FUZ	3548	1849	1909	1966	1969	1969	1969	1969	1969	1969								
TG-4958	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PASSENGER AMENITIES - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.		108	379	capital	FUZ	217																	
TG-5227	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - PURCHASE BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SUPPORT VEHICLES, REPLACE/REPAIR LIFTS			329	capital	FBUS	263																	
TG-5247	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - RESURFACE PARK & RIDE LOTS			71	capital	S	7																	
TG-5248	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL-RESURFACE PARK & RIDE LOTS			100	capital	L	7																	
TG-5249	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - RESURFACE PARK & RIDE LOTS			70	capital	FUZ	57																	
TG-5250	DURHAM	TRIANGLE TRANSIT AUTHORITY	SHOP EQUIPMENT			87	capital	L	20																	
TG-5251	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL			277	capital	FBUS	80																	
TG-5255	DURHAM	VARIOUS	TRIANGLE TRANSIT - ESTABLISH NEIGHBORHOOD TRANSIT CENTERS IN DURHAM.			1320	capital	L	14																	
TK-6126	DURHAM	DURHAM COUNTY ACCESS	ADMINISTRATION		289	1058	I	FED		528																
TM-5132	ORANGE	CHAPEL HILL TRANSIT	OPERATING ASSISTANCE		216	414	I	L		66																
TM-5304	DURHAM	DURHAM AREA TRANSIT AUTHORITY	CAPITAL - TRAVEL TRAINING			125	I	L		66																
TM-5305	ORANGE	CHAPEL HILL TRANSIT	OPERATING - NIGHT SERVICE			136	I	FED		528																
TM-5306	ORANGE	CHAPEL HILL TRANSIT	OPERATING ASSISTANCE - CONTINUATION OF SERVICE HOUR EXTENSIONA			144	I	T		66																
TM-5307	DURHAM	CITY OF DURHAM	CITY OF DURHAM PLANNING AND PROGRAM ADMINISTRATION OF 5316 JARC PROJECTS			90	I	T		66																
TM-5310	DURHAM	DURHAM AREA TRANSIT AUTHORITY	EXPANDED SERVICE TO BRIER CREEK			462	O	FNU	265	63	63	63	63	63	63	63	63									
TM-5311	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	SUNDAY ROUTES (400, 700, & 800)			470	O	JARC	99																	
TN-5102	DURHAM, ORANGE	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE - NEW FREEDOM - URBAN		504	1764	O	L	99																	
TN-5132	DURHAM	DURHAM AREA TRANSIT AUTHORITY	CAPITAL- MEMBERSHIP IN GOTRIANGLE REGIONAL CALL CENTER			131	O	JARC	100																	
							capital	L	25																	
							O	L	68																	
							O	JARC	68																	
							O	JARC	72																	
							O	L	72																	
							O	JARC	231																	
							O	L	231																	
							O	JARC	235																	
							O	L	235																	
							O	FNF	252	126	126	126	126	126	126	126	126									
							capital	FNF	105																	
							capital	L	26																	

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR
TN-5133	DURHAM	DURHAM CENTER FOR SENIOR LIFE	CAPITAL-CONTINUATION OF TRAVEL TRAINING			30	capital	FNF	24											
							capital	L	6											
TN-5134	DURHAM	CITY OF DURHAM	CITY OF DURHAM PLANNING AND PROGRAM ADMINISTRATION OF 5317 NEW FREEDOM PROJECTS			14														
TO-5130	DURHAM	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE		11124	39184	O	SMAP	5612	2806	2806	2806	2806	2806	2806	2806	2806	2806		
TO-5130B	DURHAM	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE - NEW ROUTE		1189	2374	O	CMAQ	1185											
TO-5133	ORANGE	CHAPEL HILL TRANSIT	OPERATING ASSISTANCE		14381	50081	O	SMAP	7140	3570	3570	3570	3570	3570	3570	3570	3570	3570		
TO-5202	DURHAM	DURHAM AREA TRANSIT AUTHORITY	5307 OPERATING ASSISTANCE			524	O	FUZ	262											
							O	L	262											
TO-5203	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PARATRANSIT OPERATING (CAPITAL)			499	capital	FUZ	499											
TP-4732A	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE	see March 2012 handout 2012-2018 STIP	1256	8429														
TP-5108	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PLANNING ASSISTANCE - 5303		560	1960	capital	FMPL	280	140	140	140	140	140	140	140	140	140		
TP-5109	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PLANNING ASSISTANCE - 5307		1598	6262	capital	FUZ	824	480	480	480	480	480	480	480	480	480		
TQ-3000	DURHAM	DURHAM AREA TRANSIT AUTHORITY	RESERVATION, SCHEDULING SY AND MOBILITY SERVICES			136	capital	FEPD	109											
							capital	L	27											
TQ-3001	DURHAM	DURHAM COUNTY ACCESS	ONBOARD ACCESS - PURCHASE OF DEMAND RESPONSE SERVICE			125	capital	FEPD	100											
							capital	L	25											
TQ-3002	ORANGE	ORANGE COUNTY DEPARTMENT OF AGING	SENIOR TRANSPORTATION EXPANSION, ASSESSMENT AND MOBILITY MANAGER INCLUDING PURCHASE OF SERVICE			163	capital	FEPD	163											
TQ-5104	ORANGE	CHAPEL HILL TRANSIT	EZ RIDER SENIOR SHUTLE			216	O	FEPD	216											
							capital	S	46											
TQ-6158	DURHAM	DURHAM COUNTY ACCESS	OPERATING ASSISTANCE - PURCHASE OF SERVICE			463	capital	FEPD	371											
							capital	L	46											
TQ-6165	ORANGE	ORANGE COUNTY DEPARTMENT OF AGING	MOBILITY MANAGEMENT			150	capital	L	15											
							capital	S	15											
							capital	FEPD	120											
TQ-7002	DURHAM	CITY OF DURHAM	ADMINISTRATION OF SECTION 5310 PROGRAM			28														
TS-5106	ORANGE	CHAPEL HILL TRANSIT	SAFETY & SECURITY - MIN. 1% SET ASIDE		239	506	capital	FUZ	55	35	35	35	35	18	18	18	18			
TS-5108	DURHAM	DURHAM AREA TRANSIT AUTHORITY	SAFETY & SECURITY - MIN. 1% SET ASIDE		145	587	capital	FUZ	86	43	43	43	43	43	47	47	47			
TS-5119	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	SAFETY & SECURITY - MIN. 1% SET ASIDE		215	353	capital	FUZ	34	22	19	19	19	19	2	2	2	2		
TT-6107	ORANGE	CHAPEL HILL TRANSIT	PURCHASE MOBILE DATA TERMINALS			80	capital	L	16											
							capital	STPDA	64											
U-0071	DURHAM	NEW ROUTE	EAST END CONNECTOR, NC 147 (DURHAM FREEWAY) TO NORTH OF NC 98 IN DURHAM. FOUR-LANE DIVIDED FREEWAY WITH AUXILIARY LANES, PART ON NEW LOCATION.	RIGHT OF WAY IN PROGRESS	65468	206465	construction	T	35175	35175	35175	35175								
							construction	L	59											
							construction	STPDA	238											
U-0624	ORANGE	NC 86 (SOUTH COLUMBIA STREET)	PUREFOY ROAD TO SR 1902 (MANNING DRIVE) IN CHAPEL HILL. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	UNDER CONSTRUCTION	9357	9357														
U-2803	ORANGE	SR 1919 (SMITH LEVEL ROAD)	ROCK HAVEN ROAD TO BRIDGE NO. 88 IN CARRBORO. WIDEN TO ADD BICYCLE LANES, SIDEWALKS, AND TURN LANES WITH A CENTER MEDIAN.	UNDER CONSTRUCTION	9061	9061														
U-3306	ORANGE	SR 1733 (WEAVER DAIRY ROAD)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO SR 1734 (ERWIN ROAD) IN CHAPEL HILL. CORRIDOR UPGRADE, PART ON NEW LOCATION.	UNDER CONSTRUCTION	19377	19377														
U-3308	DURHAM	NC 55 (ALSTON AVENUE)	NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS / NC 98 (HOLLOWAY STREET) IN DURHAM. WIDEN TO FOUR-LANE DIVIDED FACILITY FROM NC 147 TO MAIN STREET AND REPLACE NORFOLK SOUTHERN RAILROAD BRIDGES. MODERNIZE FROM MAIN STREET TO US 70 BUSINESS-NC 98 (HOLLOWAY STRE	RIGHT OF WAY IN PROGRESS	7584	38770	construction	STPDA	229											
							construction	STP	15450	15450										
							construction	L	57											
U-4716	DURHAM, WAKE	VARIOUS PIEDMONT CORRIDOR	VARIOUS ROUTES AND NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD IN DURHAM AND MORRISVILLE, SOUTH OF I-40 TO NORTH OF MCCRIMMON PARKWAY. CONSTRUCT A GRADE SEPARATION AT SR 1978 (HOPSON ROAD), EXTEND CHURCH STREET TO HOPSON ROAD, CLOSE CHURCH STREET C		25751	30037	right of way	O												1126
							construction	O												3160
U-4724	DURHAM	SR 1158 (CORNWALLIS ROAD)	ROXBORO ROAD TO SR 1183 (UNIVERSITY DRIVE) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		5432	PE	L	91											
							PE	STPDA	363											
							construction	L				1124								
							construction	STPDA				3854								

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR						
U-4726	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) – ELIGIBLE PROJECTS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY OTHERS - IN PROGRESS; TAP FUNDING REFLECTS UNPROGRAMMED BALANCE - PROGRAMMING SUBJECT TO	6047	12233	PE	STPDA	304																	
							PE	L	76																	
							construction	TAP		277	277	277	277	277	277	277	277	277	277	277	277	277	277	277		
							construction	STPDA	2076	353																
U-4726 HK	DURHAM	HILLDALE ROAD	Sidewalks and bicycle facilities from I-85 to NC 147			3108	Design/PE	STPDA	197																	
							Design/PE	Local	493																	
							R/W	STPDA			26															
							R/W	Local			7															
U-4726 HO	DURHAM	Carpenter-Fletcher Rd	Sidewalks and bicycle facilities from Woodcroft Pkwy to Alston Ave			4415	Construction	STPDA				2066														
							Construction	Local				762														
							Design/PE	STPDA	31																	
							Design/PE	Local	76																	
U-4726 Dx		S. Greensboro St. – north end of Old Pittsboro Rd. to Public Works Driveway	Construct sidewalk on the west side of the road - north end of Old Pittsboro Rd. to south end of Old Pittsboro Rd.			547	R/W	STPDA			22															
							R/W	Local			5															
							Construction	STPDA				3205														
							Construction	Local				1076														
U-4726	HILLSBOROUGH	US 70	Pedestrian Improvements on US 70 from Lakeshore to Orange High, North Churton Street from Corbin to US 70, and South Churton Street from Nash/Kollock Street to Orange Grove Street			150	Design/PE	STPDA	120																	
							Design/PE	Local	30																	
							R/W	STPDA																		
							R/W	Local																		
U-4726 DF	CARRBORO	VARIOUS	BICYCLE DETECTOR LOOPS			38	Construction	STPDA	30																	
							Construction	Local	8																	
							R/W	STPDA																		
							R/W	Local																		
U-4726 DE	CARRBORO		Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)			903	Construction	STPDA	723																	
							Construction	Local	180																	
							R/W	STPDA																		
							R/W	Local																		
U-4726 DD	CARRBORO	ROGERS ROAD	SIDEWALKS FROM HOMESTEAD TO MEADOW RUN			562	Construction	STPDA	449																	
							Construction	Local	112																	
							R/W	STPDA																		
							R/W	Local																		
U-47261X	CHAPEL HILL	FRIDAY CENTER DRIVE	BIKE LANES ON FRIDAY CENTER DRIVE FROM NC 54 TO UNC PARK AND RIDE LOT			565	Construction	STPDA	452																	
							Construction	Local	113																	
							Design/PE	STPDA																		
							Design/PE	Local																		
U-4726	DURHAM	BARBEE ROAD	SIDEWALK ON BARBEE ROAD FROM ORINDO TO PEARSONTOWN ELEMENTARY SCHOOL			20	Construction	STPDA	16																	
							Construction	Local	4																	
							Design/PE	STPDA	100																	
							Design/PE	Local	25																	
U-4726	CHAPEL HILL		TANYARD BRANCH GREENWAY			125	Construction	STPDA																		
							Construction	Local	0																	
							Design/PE	STPDA																		
							Design/PE	Local	0																	
U-4726 HM	DURHAM	AVONDALE ROAD	BIKE/PED FACILITIES			405	Construction	STPDA	324																	
							Construction	Local	81																	
							Design/PE	STPDA																		
							Design/PE	Local	0																	
U-4727	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.	IN PROGRESS	12377	14716	PE	L	468																	
							PE	STPDA	1871																	
U-4763	DURHAM, WAKE	NEW ROUTE / NC 147 (TRIANGLE EXPRESSWAY / TRIANGLE PARKWAY)	MCCRIMMON PARKWAY TO I-40 IN RESEARCH TRIANGLE PARK AND MORRISVILLE. MULTI-LANE FACILITY ON NEW LOCATION.		177163	177163																				
U-5023	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) STPDA FUNDS - RESERVED FOR FUTURE PROGRAMMING.			21748	construction	STPDA							4288	4365	4365	4365	4365							

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR							
U-5304	ORANGE	US 15 / US 501 (FORDHAM BOULEVARD)	NC 86 (SOUTH COLUMBIA STREET) TO EASTOWNE DRIVE / LAKEVIEW DRIVE IN CHAPEL HILL. UPGRADE CORRIDOR.	SCHEDULED FOR FEASIBILITY STUDY		100717	right of way	T											18465	18465	18465						
							construction	T															1875				
							construction	T																1000			
							construction	T																2052			
							construction	T																		33288	
							utilities	T																2216	2216	2215	
							right of way	T															160				
right of way	T															300											
U-5516	DURHAM	US 501 (ROXBORO ROAD)	SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	PLANNING / DESIGN IN PROGRESS - RIGHT OF WAY ACQUISITION FUNDED BY CITY OF DURHAM	110	4210	right of way	L				2000															
							construction	NHP					2100														
U-5543	ORANGE, DURHAM	VARIOUS	VARIABLE MESSAGE SIGNS FOR TRAFFIC MANAGEMENT ON MAJOR CORRIDORS IN CHAPEL HILL.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	94	94																					
U-5549	ORANGE	VARIOUS	DOWNTOWN ACCESS IMPROVEMENTS IN HILLSBOROUGH. CONSTRUCT CURB RELOCATIONS AND ADA-COMPLIANT INTERSECTION IMPROVEMENTS, AND REMOVE ON-STREET PARKING.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF HILLSBOROUGH		134124	construction	L		31																	
							construction	STPDA		125																	
U-5550	ORANGE	US 15 / US 501 (FORDHAM BOULEVARD)	SR 1742 (EPHESUS CHURCH ROAD) IN CHAPEL HILL. INTERSECTION IMPROVEMENTS.	FY 2018 PROGRAMMING REFLECTS REIMBURSEMENT TO TOWN OF CHAPEL HILL		2170	construction	NHP				2170															
U-5717	DURHAM	US 15 / US 501	SR 1116 (GARRETT ROAD) IN DURHAM. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.			23870	right of way	NHP									4620										
construction	NHP																	19250									
U-5720	DURHAM, WAKE	US 70 (MIAMI BOULEVARD)	LYNN ROAD IN DURHAM TO WEST OF ALEXANDER DRIVE IN RALEIGH. UPGRADE TO CONTROLLED-ACCESS FACILITY AND CONVERT AT-GRADE INTERSECTION WITH SR 1811 / SR 1959 TO INTERCHANGE.			134124	utilities	T									3248										
							construction	T														26235	26235	26235			
							right of way	T															2190				
							right of way	T														27067					
							construction	T																22914			
U-5745	DURHAM	NC 751 (HOPE VALLEY ROAD)	SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.	COORDINATE WITH EB-5514		1005	construction	T				855															
							right of way	T			150																
U-5774	DURHAM, ORANGE	NC 54	US 15 / US 501 IN CHAPEL HILL TO NC 55 IN DURHAM. UPGRADE ROADWAY CORRIDOR.	PARTS A THROUGH F ON EXPANDED NHS		228591	construction	T												33600							
							right of way	NHP														4620					
							right of way	NHP																	3600		
							right of way	NHP																	450		
							right of way	NHP																	160		
							right of way	T																	1800		
							right of way	T																	5900		
							right of way	T																	2500		
							utilities	T																	800		
							utilities	NHP																	554		
							utilities	T																	2500		
							right of way	NHP																	500		
							right of way	NHP																		6400	
							construction	T																		30600	
							construction	T																		6600	6600
							construction	T																		29400	
							construction	NHP																		1000	
							construction	NHP																		9800	
							construction	NHP																		4300	4300
							construction	NHP																		13466	13466
utilities	T																			12600							
construction	NHP																			17300							
construction	NHP																			1875							
right of way	T																			3200							
utilities	T																			10700							

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U-5823	DURHAM	WOODCROFT PARKWAY EXTENSION	SR 1116 (GARRETT ROAD) TO NC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	STI FUNDING ELIGIBILITY DETERMINATION PENDING		2219	utilities	T						45								
							construction	T						1798								
							right of way	T						376								
U-5845	ORANGE	SR 1009 (SOUTH CHURTON STREET)	I-40 TO ENO RIVER IN HILLSBOROUGH. WIDEN TO MULTILANES.	COORDINATE WITH U-5848		26240	utilities	T							234							
							construction	T								24054						
							right of way	T						1952								
U-5846	ORANGE	SR 1772 (GREENSBORO STREET)	SR 1780 (ESTES DRIVE) IN CARRBORO. CONSTRUCT ROUNDABOUT.			775	right of way	T			150											
							construction	T				625										
U-5847	ORANGE	SR 1010 (WEST FRANKLIN STREET / EAST MAIN STREET)	SR 1771 / SR 1927 (MERRITT MILL ROAD) / BREWER LANE INTERSECTION IN CHAPEL HILL AND CARRBORO. INTERSECTION IMPROVEMENTS.			775	construction	T					625									
							right of way	T				150										
U-5848	ORANGE	SR 1006 (ORANGE GROVE ROAD)	EXISTING SR 1006 (ORANGE GROVE ROAD) TO US 70 BUSINESS) IN HILLSBOROUGH. EXTEND ORANGE GROVE ROAD ON NEW LOCATION WITH SIDEWALKS AND BICYCLE LANES.	COORDINATE WITH U-5845		5299	construction	T							4104							
							right of way	T					1067									
							utilities	T					128									
U-5854	ORANGE	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1913 (BENNETT ROAD) IN CHAPEL HILL. CONSTRUCT ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS.			775	construction	T				625										
							right of way	T			150											
W-5205	DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS	3625	3625																
W-5207	ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS	3482	3482																
W-5208	CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS	3951	3951																

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B-4943	DURHAM	SR 1616 (BAHAMA ROAD)	REPLACE BRIDGE NO. 20 OVER DIAL CREEK (LAKE MICHIE).	PLANNING / DESIGN IN PROGRESS	485	1277	construction	STPOFF			700									
							right of way	STPOFF		40										
							utilities	STPOFF		52										
B-5512	DURHAM	SR 1902 (KEMP ROAD)	REPLACE BRIDGE NO. 89 OVER LICK CREEK.	PLANNING / DESIGN IN PROGRESS	100	1252	maintenance	STPOFF					2							
							construction	STPOFF					1050							
							right of way	STPOFF					100							
B-5674	DURHAM	US 15 / US 501 NORTHBOUND	REPLACE BRIDGE NO. 80 OVER SR 1308 (CORNWALLIS ROAD) IN DURHAM.			2319	right of way	NHPB									110			
							construction	NHPB										2209		
BD-5105	DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	DIVISION 5 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)	15934	17934	right of way	STPOFF	200											
							construction	STPOFF	1800											
C-4924	WAKE, DURHAM, ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.	IN PROGRESS BY TRIANGLE J COUNCIL OF GOVERNMENTS	3697	3697														
C-4928	DURHAM	SR 1317 (MORREENE ROAD)	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		555	construction	CMAQ		444										
							construction	L		111										
C-4932A	ORANGE	ORANGE COUNTY PARK-AND-RIDE LOT	PARK AND RIDE FACILITY IN TOWN OF HILLSBOROUGH, INSTALL BUS SHELTERS AND BIKE RACKS.	UNDER CONSTRUCTION BY ORANGE COUNTY	20	20														
C-5178	DURHAM	VARIOUS	CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD IN DURHAM. CONSTRUCT SIDEWALKS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS		336	construction	CMAQ	269											
							construction	L	67											
C-5182	DURHAM	NC 751 (HOPE VALLEY ROAD)	CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MLK, JR. PARKWAY AND US 15-501 BUSINESS IN DURHAM.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		1386	construction	CMAQ		1002										
							construction	L		250										
							right of way	CMAQ	107											
							right of way	L	27											
C-5183	DURHAM	VARIOUS	CONSTRUCT SIDEWALKS IN DURHAM.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		2226	construction	L	251											
							construction	CMAQ	778											
							construction	CMAQ	1003											
							construction	L	194											
C-5565	WAKE, DURHAM, ORANGE, JOHNSTON, FRANKLIN, CHATHAM, GRANVILLE	VARIOUS	TRIANGLE J COUNCIL OF GOVERNMENTS TRANSPORTATION DEMAND MANAGEMENT PROGRAM - PHASE II.			4422	I	CMAQ	482	572	620	640								
							I	L	430	496	579	603								
C-5605	DURHAM, ORANGE, CHATHAM	VARIOUS	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE DURHAM / CHAPEL HILL / CARRBORO MPO.			5030	construction	CMAQ		2515	2515									
E-5501	CAMDEN, CHOWAN, PASQUOTANK, WASHINGTON, ALAMANCE, BEAUFORT, BRUNSWICK, BUNCOMBE, CRAVEN, DARE, DURHAM, EDGECOMBE, GUILFORD, HALIFAX, LENOIR, WAYNE	VARIOUS	FREEDOM ROADS. INSTALL INTERACTIVE WAYSIDE SIGNAGE FOR DESIGNATED SITES.			224	construction	O	128											
							construction	STPE	96											
E-5502	DURHAM	BENNETT MEMORIAL ROAD	BENNETT PLACE HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.	PLANNING / DESIGN / CONSTRUCTION BY DEPARTMENT OF CULTURAL RESOURCES		91	construction	STPE	73											
							construction	L	18											

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EB-4707	DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD)	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	DIVISION DESIGN / CENTRAL LET; STPDA PARTICIPATION FOR PART B NOT TO EXCEED \$6.3 MILLION PENDING MPO APPROVAL	2110	13010	right of way	L	2650																	
							construction	STPDA	3920																	
							construction	S	250																	
							construction	L		3100																
							construction	L	980																	
EB-5514	DURHAM	NC 751 / SR 1183 / SR 2220 / NON-SYSTEM (UNIVERSITY DRIVE)	SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD) IN DURHAM. ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		1025	construction	STPEB	1025																	
EB-5703	DURHAM	LASALLE STREET	KANGAROO DRIVE TO SPRUNT AVENUE IN DURHAM. CONSTRUCT SIDEWALKS ON BOTH SIDES FROM KANGAROO DRIVE TO US 70 BUSINESS (HILLSBOROUGH ROAD) AND ON ONE SIDE FROM HILLSBOROUGH ROAD TO SPRUNT AVENUE.			611	construction	TAP			420															
							construction	L			105															
							PE	TAP		69																
							PE	L		17																
EB-5704	DURHAM	RAYNOR STREET	NORTH MIAMI BOULEVARD TO NORTH HARDEE STREET IN DURHAM. CONSTRUCT SIDEWALK ON ONE SIDE OF STREET.			300	PE	L		10																
							construction	TAP			200															
							PE	TAP		40																
							construction	L			50															
EB-5708	DURHAM	NC 54	NC 55 TO RESEARCH TRIANGLE PARK WESTERN LIMIT IN DURHAM. CONSTRUCT SECTIONS OF SIDEWALK ON SOUTH SIDE.			300	PE	SRTS			50															
							construction	SRTS				250														
EB-5715	DURHAM	US 501 BYPASS (NORTH DUKE STREET)	MURRAY AVENUE TO US 501 BUSINESS (NORTH ROXBORO ROAD) IN DURHAM. CONSTRUCT SIDEWALK ON EAST SIDE TO FILL IN EXISTING GAPS.			1324	PE	SRTS					170													
							construction	SRTS						1154												
EB-5720	DURHAM	BRYANT BRIDGE TRAIL	NC 55 TO KELLY BRYANT BRIDGE IN DURHAM.			1235	construction	TAP						849												
							construction	L					212													
							PE	TAP					139													
							PE	L					35													
EB-5738	CHATHAM	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1008 (OLD FARRINGTON POINT ROAD) TO ORANGE COUNTY LINE. CONSTRUCT BICYCLE LANES.			435	construction	L			82															
EE-4905	DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	IN PROGRESS	15563	15563																				
EL-2921E	DURHAM	AMERICAN TOBACCO TRAIL	NC 54 IN DURHAM TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	PARTS A-D COMPLETE; PART E UNDER CONSTRUCTION BY CITY OF DURHAM	7497	7497																				
FS-1205A	DURHAM, WAKE, ORANGE	I-40	NC 86 IN ORANGE COUNTY TO SR 1728 (WADE AVENUE) IN WAKE COUNTY. CONSTRUCT MANAGED LANES.	FEASIBILITY STUDY IN PROGRESS																						
FS-1205C	DURHAM	NC 147 (DURHAM FREEWAY)	I-40 TO EAST END CONNECTOR. WIDEN TO SIX LANES AND REHABILITATE PAVEMENT.	FEASIBILITY STUDY IN PROGRESS																						

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FS-1305A	WAKE, DURHAM	I-540 NC 540	NC 54 TO US 64-264. CONSTRUCT MANAGED LANES.	FEASIBILITY STUDY IN PROGRESS																
I-3306	ORANGE, DURHAM	I-40	I-85 IN ORANGE COUNTY TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM COUNTY. WIDEN TO SIX LANES AND INSTALL ITS.		87031	175164	construction	NHP										22000	22000	44000
							right of way	NHP									100			
							maintenance	NHP									33			
I-5307	WAKE, DURHAM	I-540	I-40 IN DURHAM COUNTY TO NC 50 IN WAKE COUNTY. PAVEMENT REHABILITATION AND SHOULDER SEALS.	UNDER CONSTRUCTION - LET WITH I-5310 - COST INCLUDES I-5310	10442	10442														
I-5702	WAKE, DURHAM	I-40	US 15 / US 501 IN DURHAM COUNTY TO I-440 / US 64 IN WAKE COUNTY. CONSTRUCT MANAGED LANES.			1776158	utilities	T										980	980	
							construction	BOND R												7230
							right of way	T										795	794	
							right of way	T										26480	26480	
							utilities	T										920	920	
							construction	T												457550
							construction	T												671650
							right of way	T										18995	18995	
							construction	T												439409
							construction	BOND R												29400
							utilities	T										600	600	
I-5702	WAKE, DURHAM	I-40	US 15 / US 501 IN DURHAM COUNTY TO I-440 / US 64 IN WAKE COUNTY. CONSTRUCT MANAGED LANES.			1776158	construction	BOND R												73380
I-5707	DURHAM	I-40	NC 55 (ALSTON AVENUE) TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM. CONSTRUCT WESTBOUND AUXILIARY LANE.	PLANNING / DESIGN IN PROGRESS - COORDINATE WITH I-5702A	500	15969	construction	NHP							15169					
							right of way	NHP						268						
							utilities	NHP						32						
I-5729	DURHAM	I-85	0.5 MILES WEST OF US 501 TO 0.1 MILES EAST OF SR 1827 (MIDLAND TERRACE ROAD) IN DURHAM. PAVEMENT REHABILITATION.			5074	construction	NHPIM		5074										
P-2918	GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	TRAIN 74 / 75 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY.	ADDITIONAL PROJECT FUNDING INCLUDES ANTICIPATED \$6.6 MILLION / YR LEGISLATIVE APPROPRIATION FROM STATE	113083	120583	O	CMAQ	3750	3750										
P-4405	GUILFORD, ALAMANCE, CABARRUS, DAVIDSON, DURHAM, MECKLENBURG, ORANGE, ROWAN, WAKE	VARIOUS	PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.	IN PROGRESS	11673	21625	PE	STHSR	64											
							right of way	STHSR	712	474										
							construction	O	881	880										
							construction	STHSR	3000	3000	941									
TA-4818B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUS		3605	6491	capital	FUZ	962			962			962					
TA-4923	DURHAM	DURHAM AREA TRANSIT AUTHORITY	REPLACEMENT BUS.			4923	A	L	805	180										
							A	STPDA	3218	720										
TA-5019A	DURHAM	CHAPEL HILL TRANSIT	REPLACEMENT PARATRANSIT VEHICLES.			685	A	L	67	71										
							A	STPDA	260	287										
TA-5123B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	EXPANSION BUS		11710	19546	capital	FUZ	1352	1621		1621		1621		1621				
TA-5135	DURHAM	TRIANGLE TRANSIT AUTHORITY	BUS REHABILITATION			277	capital	L	55											
							capital	FBUS	222											
TA-5144	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BATTERY REPLACEMENT - HYBRID BUSES - 20			800	capital	FBUS		640										
							capital	L		160										
TA-5145	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BUS REFURBISHMENT - 6			98	capital	FBUS		98										
TA-5146	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BUS REPOWER - 3			177	capital	FBUS				177								

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR
TA-5147	DURHAM	DURHAM AREA TRANSIT AUTHORITY	BUS REFURBISHMENT - 3			51	capital	L			10									
							capital	FBUS			41									
TA-5148	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	VANPOOL VANS - REPLACEMENT (8)			224	capital	FBUS	178											
							capital	L	46											
TA-5154	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT PARATRANSIT VEHICLES			269	capital	L	54											
							capital	STPDA	215											
TA-6246	DURHAM	DURHAM COUNTY ACCESS	CAPITAL		50	200	capital	FNU	150											
TD-5267	DURHAM	TRIANGLE TRANSIT AUTHORITY	MAINTENANCE FACILITY RENOVATION			94	capital	FBUS	75											
							capital	L	19											
TD-5273	DURHAM	VARIOUS	TRIANGLE TRANSIT. ROUGEMONT PARK-AND-RIDE. PROFESSIONAL SERVICES AND PROPERTY ACQUISITION.			249	A	L	24	109										
							A	STPDA	24	92										
TE-5205	DURHAM, ORANGE	DURHAM-ORANGE LIGHT RAIL LINE	UNC HOSPITALS IN CHAPEL HILL TO NC 55 (ALSTON AVENUE) IN DURHAM. CONSTRUCT LIGHT RAIL SYSTEM.			977986	right of way	T				3306	3306							
							construction	L					12405	12405	12405	12404				
							right of way	L				7379	7379	7379						
							right of way	FBUS				14759	14758	14758						
							construction	T											55375	110750
							construction	T						12405	12405	12405	12404			
							construction	L											55375	110750
							construction	FBUS						24812	24811	24811	24811			
							right of way	FBUS					6613	6612						
							right of way	L					3306	3306						
right of way	T					7379	7379	7379												
construction	FBUS												110752	221503						
TG-4738	DURHAM	DURHAM AREA TRANSIT AUTHORITY	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.		2865	9065	construction	CMAQ	260											
							capital	FUZ	1188	594	594	594	594	594	594	594	594			
TG-4738A	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PREVENTIVE MAINTENANCE		14566	51860														
TG-4821B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC INCLUDES ADA, PM AND SERVICE VEHICLES	see March 2012 handout 2012-2018 STIP	5373	24490	capital	FUZ	3548	1849	1909	1966	1969	1969	1969	1969	1969			
TG-4958	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PASSENGER AMENITIES - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.		108	379	capital	FUZ	217											
							capital	L	54											
TG-5250	DURHAM	TRIANGLE TRANSIT AUTHORITY	SHOP EQUIPMENT			87	capital	FBUS	70											
							capital	L	17											
TG-5251	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL			277	capital	FBUS	222											
							capital	L	55											
TG-5255	DURHAM	VARIOUS	TRIANGLE TRANSIT - ESTABLISH NEIGHBORHOOD TRANSIT CENTERS IN DURHAM.			1320	I	FED		528										
							I	L		66										
							I	L		66										
							I	FED		528										
							I	T		66										
I	T		66																	
TK-6126	DURHAM	DURHAM COUNTY ACCESS	ADMINISTRATION		289	1058	O	FNU	265	63	63	63	63	63	63	63				
TM-5304	DURHAM	DURHAM AREA TRANSIT AUTHORITY	CAPITAL - TRAVEL TRAINING			125	capital	JARC	100											
							capital	L	25											
TM-5307	DURHAM	CITY OF DURHAM	CITY OF DURHAM PLANNING AND PROGRAM ADMINISTRATION OF 5316 JARC PROJECTS			90														

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR
TM-5310	DURHAM	DURHAM AREA TRANSIT AUTHORITY	EXPANDED SERVICE TO BRIER CREEK			462	O	JARC	231											
							O	L	231											
TM-5311	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	SUNDAY ROUTES (400, 700, & 800)			470	O	JARC	235											
							O	L	235											
TN-5102	DURHAM, ORANGE	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE - NEW FREEDOM - URBAN		504	1764	O	FNF	252	126	126	126	126	126	126	126	126			
TN-5132	DURHAM	DURHAM AREA TRANSIT AUTHORITY	CAPITAL- MEMBERSHIP IN GOTRIANGLE REGIONAL CALL CENTER			131	capital	FNF	105											
							capital	L	26											
TN-5133	DURHAM	DURHAM CENTER FOR SENIOR LIFE	CAPITAL-CONTINUATION OF TRAVEL TRAINING			30	capital	FNF	24											
							capital	L	6											
TN-5134	DURHAM	CITY OF DURHAM	CITY OF DURHAM PLANNING AND PROGRAM ADMINISTRATION of 5317 NEW FREEDOM PROJECTS			14														
TO-5130	DURHAM	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE		11124	39184	O	SMAP	5612	2806	2806	2806	2806	2806	2806	2806	2806			
TO-5130B	DURHAM	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE - NEW ROUTE		1189	2374	O	CMAQ	1185											
							O	FUZ	262											
							O	L	262											
TO-5202	DURHAM	DURHAM AREA TRANSIT AUTHORITY	5307 OPERATING ASSISTANCE			524	capital	FUZ	499											
TO-5203	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PARATRANSIT OPERATING (CAPITAL)			499	capital	FUZ	499											
TP-4732A	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE	see March 2012 handout 2012-2018 STIP	1256	8429														
TP-5108	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PLANNING ASSISTANCE - 5303		560	1960	capital	FMPL	280	140	140	140	140	140	140	140	140			
TP-5109	DURHAM	DURHAM AREA TRANSIT AUTHORITY	PLANNING ASSISTANCE - 5307		1598	6262	capital	FUZ	824	480	480	480	480	480	480	480	480			
TQ-3000	DURHAM	DURHAM AREA TRANSIT AUTHORITY	RESERVATION, SCHEDULING SY AND MOBILITY SERVICES			136	capital	FEPD	109											
							capital	L	27											
TQ-3001	DURHAM	DURHAM COUNTY ACCESS	ONBOARD ACCESS - PURCHASE OF DEMAND RESPONSE SERVICE			125	capital	FEPD	100											
							capital	L	25											
							capital	S	46											
TQ-6158	DURHAM	DURHAM COUNTY ACCESS	OPERATING ASSISTANCE - PURCHASE OF SERVICE			463	capital	FEPD	371											
							capital	L	46											
TQ-7002	DURHAM	CITY OF DURHAM	ADMINISTRATION OF SECTION 5310 PROGRAM			28														
TS-5119	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	SAFETY & SECURITY - MIN. 1% SET ASIDE		215	353	capital	FUZ	34	22	19	19	19	19	2	2	2			
U-0071	DURHAM	NEW ROUTE	EAST END CONNECTOR, NC 147 (DURHAM FREEWAY) TO NORTH OF NC 98 IN DURHAM. FOUR-LANE DIVIDED FREEWAY WITH AUXILIARY LANES, PART ON NEW LOCATION.	RIGHT OF WAY IN PROGRESS	65468	206465	construction	T	35175	35175	35175	35175								
							construction	L	59											
							construction	STPDA	238											
U-3308	DURHAM	NC 55 (ALSTON AVENUE)	NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS / NC 98 (HOLLOWAY STREET) IN DURHAM. WIDEN TO FOUR-LANE DIVIDED FACILITY FROM NC 147 TO MAIN STREET AND REPLACE NORFOLK SOUTHERN RAILROAD BRIDGES. MODERNIZE FROM MAIN STREET TO US 70 BUSINESS-NC 98 (HOLLOWAY STRE	RIGHT OF WAY IN PROGRESS	7584	38770	construction	STPDA	229											
							construction	STP	15450	15450										
							construction	L	57											
U-4716	DURHAM, WAKE	VARIOUS PIEDMONT CORRIDOR	VARIOUS ROUTES AND NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD IN DURHAM AND MORRISVILLE, SOUTH OF I-40 TO NORTH OF MCCRIMMON PARKWAY. CONSTRUCT A GRADE SEPARATION AT SR 1978 (HOPSON ROAD), EXTEND CHURCH STREET TO HOPSON ROAD, CLOSE CHURCH STREET C		25751	30037	right of way	O												1126
							construction	O												3160

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U-4724	DURHAM	SR 1158 (CORNWALLIS ROAD)	ROXBORO ROAD TO SR 1183 (UNIVERSITY DRIVE) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM		5432	PE	L	91															
							PE	STPDA	363															
							construction	L				1124												
							construction	STPDA				3854												
U-4726	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) – ELIGIBLE PROJECTS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY OTHERS - IN PROGRESS; TAP FUNDING REFLECTS UNPROGRAMMED BALANCE - PROGRAMMING SUBJECT TO	6047	12233	PE	STPDA	304															
							PE	L	76															
							construction	TAP		277	277	277	277	277	277	277	277	277	277	277	277	277		
							construction	STPDA	2076	353														
construction	L	519	88																					
U-4727	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.	IN PROGRESS	12377	14716	PE	L	468															
							PE	STPDA	1871															
U-4763	DURHAM, WAKE	NEW ROUTE / NC 147 (TRIANGLE EXPRESSWAY / TRIANGLE PARKWAY)	MCCRIMMON PARKWAY TO I-40 IN RESEARCH TRIANGLE PARK AND MORRISVILLE. MULTI-LANE FACILITY ON NEW LOCATION.		177163	177163																		
U-5023	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) STPDA FUNDS - RESERVED FOR FUTURE PROGRAMMING.			21748	construction	STPDA							4288	4365	4365	4365	4365					
U-5516	DURHAM	US 501 (ROXBORO ROAD)	SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) INTERSECTION IN DURHAM. INTERSECTION IMPROVEMENTS.	PLANNING / DESIGN IN PROGRESS - RIGHT OF WAY ACQUISITION FUNDED BY CITY OF DURHAM	110	4210	right of way	L				2000												
							construction	NHP					2100											
U-5543	ORANGE, DURHAM	VARIOUS	VARIABLE MESSAGE SIGNS FOR TRAFFIC MANAGEMENT ON MAJOR CORRIDORS IN CHAPEL HILL.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	94	94																		
U-5717	DURHAM	US 15 / US 501	SR 1116 (GARRETT ROAD) IN DURHAM. CONVERT AT-GRADE INTERSECTION TO INTERCHANGE.			23870	right of way	NHP									4620							
							construction	NHP										19250						
U-5720	DURHAM, WAKE	US 70 (MIAMI BOULEVARD)	LYNN ROAD IN DURHAM TO WEST OF ALEXANDER DRIVE IN RALEIGH. UPGRADE TO CONTROLLED-ACCESS FACILITY AND CONVERT AT-GRADE INTERSECTION WITH SR 1811 / SR 1959 TO INTERCHANGE.			134124	utilities	T								3248								
							construction	T													26235	26235	26235	
							right of way	T																
							right of way	T																
construction	T																							
U-5745	DURHAM	NC 751 (HOPE VALLEY ROAD)	SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.	COORDINATE WITH EB-5514		1005	construction	T			855													
U-5745	DURHAM	NC 751 (HOPE VALLEY ROAD)	SR 1183 (UNIVERSITY DRIVE) INTERSECTION IN DURHAM. CONSTRUCT ROUNDABOUT.	COORDINATE WITH EB-5514		1005	right of way	T			150													

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U-5774	DURHAM, ORANGE	NC 54	US 15 / US 501 IN CHAPEL HILL TO NC 55 IN DURHAM. UPGRADE ROADWAY CORRIDOR.	PARTS A THROUGH F ON EXPANDED NHS		228591	construction	T												33600						
							right of way	NHP														4620				
							right of way	NHP																		3600
							right of way	NHP																		450
							right of way	NHP																		160
							right of way	T																		1800
							right of way	T																		5900
							right of way	T																		2500
							utilities	T																		800
							utilities	NHP																		554
							utilities	T																		2500
							right of way	NHP																		500
							right of way	NHP																		6400
							construction	T																		30600
							construction	T																6600	6600	
							construction	T																		29400
							construction	NHP																1000		
							construction	NHP																		9800
							construction	NHP																	4300	4300
							construction	NHP																	13466	13466
utilities	T																			12600						
construction	NHP																			17300						
construction	NHP																		1875							
right of way	T																			3200						
utilities	T																			10700						
utilities	T													45												
construction	T					2219									1798											
right of way	T													376												
U-5823	DURHAM	WOODCROFT PARKWAY EXTENSION	SR 1116 (GARRETT ROAD) TO NC 751 (HOPE VALLEY ROAD) IN DURHAM. CONSTRUCT ROADWAY ON NEW ALIGNMENT.	STI FUNDING ELIGIBILITY DETERMINATION PENDING		2219																				
W-5205	DURHAM, WAKE, FRANKLIN, GRANVILLE, PERSON, VANCE, WARREN	VARIOUS	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS	3625	3625																				

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B-4962	ORANGE	US 70 BYPASS	REPLACE BRIDGE NO. 46 OVER ENO RIVER.	PLANNING / DESIGN IN PROGRESS	200	6800	right of way construction	HFB			600									
B-5348	ORANGE	SR 1005 (OLD GREENSBORO ROAD)	REPLACE BRIDGE NO. 85 OVER PHIL'S CREEK.	PLANNING / DESIGN IN PROGRESS	100	1145	right of way construction	HFB			95	6000								
B-5720	ORANGE	SR 1336 (HALLS MILL ROAD)	REPLACE BRIDGE NO. 11 OVER ENO RIVER.			1265	right of way construction	HFB				950			115					
B-5733	ORANGE	SR 1010 (EAST FRANKLIN STREET)	REPLACE BRIDGE NO. 39 OVER BOOKER CREEK IN CHAPEL HILL.			1955	right of way construction	HFB								1150	180			1775
BD-5107	ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	DIVISION 7 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)	16387	18387	right of way construction	STPOFF	200											
C-4924	WAKE, DURHAM, ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.	IN PROGRESS BY TRIANGLE J COUNCIL OF GOVERNMENTS	3697	3697														
C-4932A	ORANGE	ORANGE COUNTY PARK-AND-RIDE LOT	PARK AND RIDE FACILITY IN TOWN OF HILLSBOROUGH, INSTALL BUS SHELTERS AND BIKE RACKS.	UNDER CONSTRUCTION BY ORANGE COUNTY	20	20														
C-4932B	ORANGE	ORANGE COUNTY PARK-AND-RIDE LOT	PARK AND RIDE FACILITY IN TOWN OF HILLSBOROUGH. PROVIDE OPERATING ASSISTANCE FOR THREE YEARS.	IN PROGRESS BY ORANGE COUNTY	436	436														
C-5111	MECKLENBURG, ORANGE	CHARLOTTE HILLSBOROUGH	INSTALL TWO STATE MAINTAINED E-85 FUELING SITES IN CHARLOTTE AND HILLSBOROUGH.	IN PROGRESS	250	250														
C-5179	ORANGE	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTIUSE PATH.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	220	2558	right of way construction	CMAQ		240										
C-5179	ORANGE	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTIUSE PATH.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	220	2558	right of way construction	L		60										
C-5179	ORANGE	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTIUSE PATH.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	220	2558	construction	CMAQ			1630									
C-5179	ORANGE	SR 1750 (NORTH ESTES DRIVE)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO CASWELL DRIVE IN CHAPEL HILL. CONSTRUCT FIVE FOOT SIDEWALKS AND FIVE FOOT BIKE LANES. NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO ELLIOTT ROAD IN CHAPEL HILL. CONSTRUCT TEN FOOT MULTIUSE PATH.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	220	2558	construction	L		408										
C-5181	ORANGE	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CARRBORO		320	I construction	L			2									
C-5181	ORANGE	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CARRBORO		320	I construction	CMAQ			10									
C-5181	ORANGE	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CARRBORO		320	I construction	CMAQ		247										
C-5181	ORANGE	JONES CREEK GREENWAY	CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL IN CARRBORO TO FILL GAP BETWEEN THE UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTARY SCHOOL.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CARRBORO		320	I construction	L		61										
C-5184	ORANGE	RIVERWALK TRAIL	RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TRAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF HILLSBOROUGH - IN PROGRESS	60	610	construction	L		90										
C-5184	ORANGE	RIVERWALK TRAIL	RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TRAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF HILLSBOROUGH - IN PROGRESS	60	610	right of way construction	CMAQ	80											
C-5184	ORANGE	RIVERWALK TRAIL	RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TRAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF HILLSBOROUGH - IN PROGRESS	60	610	right of way construction	L	20											
C-5184	ORANGE	RIVERWALK TRAIL	RIVERWALK TRAIL, PHASE III IN HILLSBOROUGH. CONSTRUCT A PAVED OFF-ROAD TRAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA, AND CONSTRUCT SIDEWALK TO PROVIDE PEDESTRIAN AND BICYCLE CONNECTIONS TO THE GREENWAY.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF HILLSBOROUGH - IN PROGRESS	60	610	construction	CMAQ		360										
C-5565	WAKE, DURHAM, ORANGE, JOHNSTON, FRANKLIN, CHATHAM, GRANVILLE	VARIOUS	TRIANGLE J COUNCIL OF GOVERNMENTS TRANSPORTATION DEMAND MANAGEMENT PROGRAM - PHASE II.			4422	I construction	CMAQ	482	572	620	640								
C-5565	WAKE, DURHAM, ORANGE, JOHNSTON, FRANKLIN, CHATHAM, GRANVILLE	VARIOUS	TRIANGLE J COUNCIL OF GOVERNMENTS TRANSPORTATION DEMAND MANAGEMENT PROGRAM - PHASE II.			4422	I construction	L	430	496	579	603								
C-5605	DURHAM, ORANGE, CHATHAM	VARIOUS	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE DURHAM / CHAPEL HILL / CARRBORO MPO.			5030	construction	CMAQ		2515	2515									
EB-4707	DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD)	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	DIVISION DESIGN / CENTRAL LET; STPDA PARTICIPATION FOR PART B NOT TO EXCEED \$6.3 MILLION PENDING MPO APPROVAL	2110	13010	right of way construction	L	2650											
EB-4707	DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD)	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	DIVISION DESIGN / CENTRAL LET; STPDA PARTICIPATION FOR PART B NOT TO EXCEED \$6.3 MILLION PENDING MPO APPROVAL	2110	13010	construction	STPDA	3920											
EB-4707	DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD)	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	DIVISION DESIGN / CENTRAL LET; STPDA PARTICIPATION FOR PART B NOT TO EXCEED \$6.3 MILLION PENDING MPO APPROVAL	2110	13010	construction	S	250											
EB-4707	DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD)	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	DIVISION DESIGN / CENTRAL LET; STPDA PARTICIPATION FOR PART B NOT TO EXCEED \$6.3 MILLION PENDING MPO APPROVAL	2110	13010	construction	L		3100										
EB-4707	DURHAM, ORANGE	SR 2220 (OLD CHAPEL HILL ROAD) SR 1838 (OLD DURHAM ROAD)	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	DIVISION DESIGN / CENTRAL LET; STPDA PARTICIPATION FOR PART B NOT TO EXCEED \$6.3 MILLION PENDING MPO APPROVAL	2110	13010	construction	L	980											
EB-5721	ORANGE	ORANGE COUNTY BICYCLE ROUTE 1	CLELAND DRIVE TO WILLOW DRIVE IN CHAPEL HILL. UPGRADE EXISTING OFF-ROAD PATH AND CONSTRUCT NEW SECTION OF PATH.			558	PE construction	SRTS							89					
EB-5721	ORANGE	ORANGE COUNTY BICYCLE ROUTE 1	CLELAND DRIVE TO WILLOW DRIVE IN CHAPEL HILL. UPGRADE EXISTING OFF-ROAD PATH AND CONSTRUCT NEW SECTION OF PATH.			558	construction	SRTS								469				
EB-5721	ORANGE	ORANGE COUNTY BICYCLE ROUTE 1	CLELAND DRIVE TO WILLOW DRIVE IN CHAPEL HILL. UPGRADE EXISTING OFF-ROAD PATH AND CONSTRUCT NEW SECTION OF PATH.			558	construction	L			82									
EB-5738	CHATHAM	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1008 (OLD FARRINGTON POINT ROAD) TO ORANGE COUNTY LINE. CONSTRUCT BICYCLE LANES.			435	PE construction	TAP		20										
EB-5738	CHATHAM	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1008 (OLD FARRINGTON POINT ROAD) TO ORANGE COUNTY LINE. CONSTRUCT BICYCLE LANES.			435	PE construction	L		5										
EB-5738	CHATHAM	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1008 (OLD FARRINGTON POINT ROAD) TO ORANGE COUNTY LINE. CONSTRUCT BICYCLE LANES.			435	construction	TAP			328									
EB-5738	CHATHAM	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1008 (OLD FARRINGTON POINT ROAD) TO ORANGE COUNTY LINE. CONSTRUCT BICYCLE LANES.			435	PE construction	L		8										
EB-5739	CHATHAM	SR 1532 (MANN'S CHAPEL ROAD)	SR 1534 (POYTHRESS ROAD) TO US 15 / US 501. CONSTRUCT BICYCLE LANES.			705	PE construction	TAP			532									
EB-5739	CHATHAM	SR 1532 (MANN'S CHAPEL ROAD)	SR 1534 (POYTHRESS ROAD) TO US 15 / US 501. CONSTRUCT BICYCLE LANES.			705	PE construction	TAP		32										
EB-5739	CHATHAM	SR 1532 (MANN'S CHAPEL ROAD)	SR 1534 (POYTHRESS ROAD) TO US 15 / US 501. CONSTRUCT BICYCLE LANES.			705	construction	L			133									
EE-4907	ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	IN PROGRESS	17824	17824														

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR	
EL-4601	ORANGE	MORGAN CREEK GREENWAY	EASTERN SECTION, US 15-501 AT SR 1994 (CULBRETH ROAD TO SR 1919 (SMITH LEVEL ROAD) IN CHAPEL HILL. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	1141	1141															
EL-4828	ORANGE	MORGAN CREEK GREENWAY	WESTERN SECTION, SR 1919 (SMITH LEVEL ROAD) TO UNIVERSITY LAKE IN CARRBORO. CONSTRUCT GREENWAY AND CONNECTIONS.	PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CARRBORO - IN PROGRESS	784	2068	construction	L	182												
							construction	L	74												
							construction	STPDA	298												
							construction	TAP	730												
EL-5103	ORANGE	VARIOUS	CARRBORO, INSTALL BUS SHELTERS AT SELECTED LOCATIONS.	UNDER CONSTRUCTION BY TOWN OF CARRBORO	76	76															
FS-1205A	DURHAM, WAKE, ORANGE	I-40	NC 86 IN ORANGE COUNTY TO SR 1728 (WADE AVENUE) IN WAKE COUNTY. CONSTRUCT MANAGED LANES.	FEASIBILITY STUDY IN PROGRESS																	
I-3306	ORANGE, DURHAM	I-40	I-85 IN ORANGE COUNTY TO NC 147 (DURHAM FREEWAY / TRIANGLE EXPRESSWAY) IN DURHAM COUNTY. WIDEN TO SIX LANES AND INSTALL ITS.		87031	175164	construction	NHP										22000	22000	44000	
							right of way	NHP										100			
							maintenance	NHP										33			
I-5312	ORANGE	I-85	EAST OF I-40 TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION.	UNDER CONSTRUCTION	2604	2604															
I-5822	ORANGE	I-40	1.6 MILES EAST OF NC 86 TO 0.8 MILE EAST OF SR 1734 (ERWIN ROAD). PAVEMENT REHABILITATION.			1792	construction	NHPIM					1792								
P-2918	GUILFORD, DAVIDSON, ROWAN, ALAMANCE, CABARRUS, ORANGE, WAKE, DURHAM, MECKLENBURG, RANDOLPH	PIEDMONT CORRIDOR	TRAIN 74 / 75 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY.	ADDITIONAL PROJECT FUNDING INCLUDES ANTICIPATED \$6.6 MILLION / YR LEGISLATIVE APPROPRIATION FROM STATE HIGHWAY FUND, TO BE USED FOR OPERATIONS	113083	120583	O	CMAQ	3750	3750											
P-4405	GUILFORD, ALAMANCE, CABARRUS, DAVIDSON, DURHAM, MECKLENBURG, ORANGE, ROWAN, WAKE	VARIOUS	PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.	IN PROGRESS	11673	21625	PE	STHSR	64												
							right of way	STHSR	712	474											
							construction	O	881	880											
							construction	STHSR	3000	3000	941										
P-5701	ORANGE	NORFOLK SOUTHERN H LINE	MILEPOST 41.7 IN HILLSBOROUGH. CONSTRUCT PLATFORM, PASSENGER RAIL STATION BUILDING, SITE ACCESS, UTILITIES AND PARKING.	"OTHER" FUNDING REFLECTS PARTICIPATION BY TRIANGLE TRANSIT		7200	construction	O					285	285							
							construction	T					3315	3315							
TA-4726	ORANGE	CHAPEL HILL TRANSIT	REPLACEMENT BUS - ARTICULATED		29334	51141	capital	FUZ	2423	2423	2423	2423	2423	2423	2423	2423	2423	2423			
TA-4726A	ORANGE	CHAPEL HILL TRANSIT	3 REPLACEMENT BUSES.			2235	A	L	362	180											
								STPDA	973	720											
TA-4748	ORANGE	CHAPEL HILL TRANSIT	REPLACEMENT - PARATRANSIT VEHICLE		1820	4421	capital	FUZ	1025	197	197	197	197	197	197	197	197	197			
TA-4818B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUS		3605	6491	capital	FUZ	962			962			962						
TA-4979	ORANGE	CHAPEL HILL TRANSIT	REPLACEMENT VAN		1685	4061	capital	FUZ		792			792				792				
TA-5019A	ORANGE	CHAPEL HILL TRANSIT	REPLACEMENT PARATRANSIT VEHICLES.		685		A	L	67	71											
							A	STPDA	260	287											
TA-5123B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	EXPANSION BUS		11710	19546	capital	FUZ	1352	1621		1621		1621		1621					
							capital	FBUS	160												
TA-5143	ORANGE	CHAPEL HILL TRANSIT	PURCHASE SUPPORT AND PARATRANSIT VEHICLES			200		L	20												
								S	20												
TA-5148	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	VANPOOL VANS - REPLACEMENT (8)			224	capital	FBUS	178												
							capital	L	46												
TA-5154	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT PARATRANSIT VEHICLES			269	capital	L	54												
							capital	STPDA	215												
TA-6526	ORANGE	ORANGE COUNTY DEPARTMENT OF AGING	CAPITAL			5	capital	S	1												
							capital	FEPD	3												
							capital	L	1												
TD-4710B	ORANGE	CHAPEL HILL TRANSIT	FACILITY - PARK & RIDE		878	878															
TD-5155	ORANGE	ORANGE PUBLIC TRANSIT	1 REPLACEMENT LTV (25') AND RADIO, VEHICLE LETTERING AND LOGOS, AND ON-BOARD CAMERA.			77	A	L		15											
							A	STPDA		62											
TD-5271	ORANGE	CHAPEL HILL TRANSIT	RENOVATE BUS RELATED FACILITIES			50	capital	FBUS	50												

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR							
TE-5205	DURHAM, ORANGE	DURHAM-ORANGE LIGHT RAIL LINE	UNC HOSPITALS IN CHAPEL HILL TO NC 55 (ALSTON AVENUE) IN DURHAM. CONSTRUCT LIGHT RAIL SYSTEM.			977986	right of way	T				3306	3306														
							construction	L					12405	12405	12405	12404											
							right of way	L				7379	7379	7379													
							right of way	FBUS				14759	14758	14758													
							construction	T																	55375	110750	
							construction	T											12405	12405	12405	12404					
							construction	L																	55375	110750	
							construction	FBUS												24812	24811	24811	24811				
							right of way	FBUS										6613	6612								
												3306	3306														
												7379	7379	7379													
							construction	FBUS											110752	221503							
TG-4731B	ORANGE	CHAPEL HILL TRANSIT	PREVENTIVE MAINTENANCE		4849	28557																					
TG-4732A	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC		1220	3920	capital	FUZ	540	540		540		540		540											
TG-4732B	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - SERVICE VEHICLE		300	888	capital	FUZ	196	196							196										
TG-4821B	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC INCLUDES ADA, PM AND SERVICE VEHICLES	see March 2012 handout 2012-2018 STIP	5373	24490	capital	FUZ	3548	1849	1909	1966	1969	1969	1969	1969	1969										
TG-5227	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - PURCHASE BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SUPPORT VEHICLES, REPLACE/REPAIR LIFTS			329	capital	FBUS	263																		
							capital	L	66																		
TG-5247	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - RESURFACE PARK & RIDE LOTS			71	capital	S	7																		
							capital	L	7																		
							capital	FUZ	57																		
TG-5248	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL-RESURFACE PARK & RIDE LOTS			100	capital	L	20																		
							capital	FBUS	80																		
TG-5249	ORANGE	CHAPEL HILL TRANSIT	ROUTINE CAPITAL - RESURFACE PARK & RIDE LOTS			70	capital	L	14																		
							capital	FUZ	56																		
TG-5251	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL			277	capital	FBUS	222																		
							capital	L	55																		
TM-5132	ORANGE	CHAPEL HILL TRANSIT	OPERATING ASSISTANCE		216	414	O	JARC	99																		
							O	L	99																		
TM-5305	ORANGE	CHAPEL HILL TRANSIT	OPERATING - NIGHT SERVICE			136	O	L	68																		
							O	JARC	68																		
TM-5306	ORANGE	CHAPEL HILL TRANSIT	OPERATING ASSISTANCE - CONTINUATION OF SERVICE HOUR EXTENSIONA			144	O	JARC	72																		
							O	L	72																		
TM-5311	DURHAM, ORANGE, WAKE	TRIANGLE TRANSIT AUTHORITY	SUNDAY ROUTES (400, 700, & 800)			470	O	JARC	235																		
							O	L	235																		
TN-5102	DURHAM, ORANGE	DURHAM AREA TRANSIT AUTHORITY	OPERATING ASSISTANCE - NEW FREEDOM - URBAN		504	1764	O	FNF	252	126	126	126	126	126	126	126	126	126									
TO-5133	ORANGE	CHAPEL HILL TRANSIT	OPERATING ASSISTANCE		14381	50081	O	SMAP	7140	3570	3570	3570	3570	3570	3570	3570	3570	3570									
TP-4732A	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE	see March 2012 handout 2012-2018 STIP	1256	8429																					
TQ-3002	ORANGE	ORANGE COUNTY DEPARTMENT OF AGING	SENIOR TRANSPORTATION EXPANSION, ASSESSMENT AND MOBILITY MANAGER INCLUDING PURCHASE OF SERVICE			163	capital	FEPD	163																		
TQ-5104	ORANGE	CHAPEL HILL TRANSIT	EZ RIDER SENIOR SHUTLE			216	O	FEPD	216																		
							capital	L	15																		
TQ-6165	ORANGE	ORANGE COUNTY DEPARTMENT OF AGING	MOBILITY MANAGEMENT			150	capital	S	15																		
							capital	FEPD	120																		
TS-5106	ORANGE	CHAPEL HILL TRANSIT	SAFETY & SECURITY - MIN. 1% SET ASIDE		239	506	capital	FUZ	55	35	35	35	35	18	18	18	18										
TS-5119	DURHAM, ORANGE	TRIANGLE TRANSIT AUTHORITY	SAFETY & SECURITY - MIN. 1% SET ASIDE		215	353	capital	FUZ	34	22	19	19	19	19	2	2	2										
TT-6107	ORANGE	CHAPEL HILL TRANSIT	PURCHASE MOBILE DATA TERMINALS			80	capital	L	16																		
							capital	STPDA	64																		
U-0624	ORANGE	NC 86 (SOUTH COLUMBIA STREET)	PUREFOY ROAD TO SR 1902 (MANNING DRIVE) IN CHAPEL HILL. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	UNDER CONSTRUCTION	9357	9357																					
U-2803	ORANGE	SR 1919 (SMITH LEVEL ROAD)	ROCK HAVEN ROAD TO BRIDGE NO. 88 IN CARRBORO. WIDEN TO ADD BICYCLE LANES, SIDEWALKS, AND TURN LANES WITH A CENTER MEDIAN.	UNDER CONSTRUCTION	9061	9061																					
U-3306	ORANGE	SR 1733 (WEAVER DAIRY ROAD)	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO SR 1734 (ERWIN ROAD) IN CHAPEL HILL. CORRIDOR UPGRADE, PART ON NEW LOCATION.	UNDER CONSTRUCTION	19377	19377																					
U-4716	DURHAM, WAKE	VARIOUS PIEDMONT CORRIDOR	VARIOUS ROUTES AND NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD IN DURHAM AND MORRISVILLE, SOUTH OF I-40 TO NORTH OF MCCRIMMON PARKWAY. CONSTRUCT A GRADE SEPARATION AT SR 1978 (HOPSON ROAD), EXTEND CHURCH STREET TO HOPSON ROAD, CLOSE CHURCH STREET C		25751	30037	right of way	O													1126						
							construction	O													3160						
U-4726	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) - ELIGIBLE PROJECTS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY OTHERS - IN PROGRESS; TAP FUNDING REFLECTS UNPROGRAMMED BALANCE - PROGRAMMING SUBJECT TO	6047	12233	PE	STPDA	304																		
							PE	L	76																		
							construction	TAP		277	277	277	277	277	277	277	277	277	277	277	277						
							construction	STPDA	2076	353																	
							construction	L	519	88																	
U-4727	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.	IN PROGRESS	12377	14716	PE	L	468																		
							PE	STPDA	1871																		
U-5023	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) STPDA FUNDS - RESERVED FOR FUTURE PROGRAMMING.			21748	construction	STPDA							4288	4365	4365	4365	4365	4365							

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR						
U-5304	ORANGE	US 15 / US 501 (FORDHAM BOULEVARD)	NC 86 (SOUTH COLUMBIA STREET) TO EASTOWNE DRIVE / LAKEVIEW DRIVE IN CHAPEL HILL. UPGRADE CORRIDOR.	SCHEDULED FOR FEASIBILITY STUDY		100717	right of way	T											18465	18465	18465					
							construction	T															1875			
							construction	T																1000		
							construction	T																2052		
							construction	T																		33288
							utilities	T																2216	2216	2215
							right of way	T															160			
																	300									
U-5543	ORANGE, DURHAM	VARIOUS	VARIABLE MESSAGE SIGNS FOR TRAFFIC MANAGEMENT ON MAJOR CORRIDORS IN CHAPEL HILL.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL - IN PROGRESS	94	94																				
U-5549	ORANGE	VARIOUS	DOWNTOWN ACCESS IMPROVEMENTS IN HILLSBOROUGH. CONSTRUCT CURB RELOCATIONS AND ADA-COMPLIANT INTERSECTION IMPROVEMENTS, AND REMOVE ON-STREET PARKING.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF HILLSBOROUGH		156	construction	L			31															
							construction	STPDA			125															
U-5550	ORANGE	US 15 / US 501 (FORDHAM BOULEVARD)	SR 1742 (EPHESUS CHURCH ROAD) IN CHAPEL HILL. INTERSECTION IMPROVEMENTS.	FY 2018 PROGRAMMING REFLECTS REIMBURSEMENT TO TOWN OF CHAPEL HILL		2170	construction	NHP				2170														
U-5720	DURHAM, WAKE	US 70 (MIAMI BOULEVARD)	LYNN ROAD IN DURHAM TO WEST OF ALEXANDER DRIVE IN RALEIGH. UPGRADE TO CONTROLLED-ACCESS FACILITY AND CONVERT AT-GRADE INTERSECTION WITH SR 1811 / SR 1959 TO INTERCHANGE.			134124	utilities	T									3248									
							construction	T												26235	26235	26235				
							right of way	T													2190					
							right of way	T													27067					
							construction	T										22914								
U-5774	DURHAM, ORANGE	NC 54	US 15 / US 501 IN CHAPEL HILL TO NC 55 IN DURHAM. UPGRADE ROADWAY CORRIDOR.	PARTS A THROUGH F ON EXPANDED NHS		228591	construction	T												33600						
							right of way	NHP													4620					
							right of way	NHP																3600		
							right of way	NHP															450			
							right of way	NHP															160			
							right of way	T																	1800	
							right of way	T															5900			
							right of way	T																		2500
							utilities	T																		800
							utilities	NHP																554		
							utilities	T																2500		
							right of way	NHP																500		
							right of way	NHP																		6400
							construction	T																		30600
							construction	T															6600	6600		
							construction	T																		29400
							construction	NHP																1000		
							construction	NHP																		9800
							construction	NHP																4300	4300	
construction	NHP																13466	13466								
utilities	T																		12600							
construction	NHP																		17300							
construction	NHP																1875									
right of way	T																		3200							
utilities	T																		10700							
U-5845	ORANGE	SR 1009 (SOUTH CHURTON STREET)	I-40 TO ENO RIVER IN HILLSBOROUGH. WIDEN TO MULTILANES.	COORDINATE WITH U-5848		26240	utilities	T												234						
							construction	T														24054				
							right of way	T											1952							
U-5846	ORANGE	SR 1772 (GREENSBORO STREET)	SR 1780 (ESTES DRIVE) IN CARRBORO. CONSTRUCT ROUNDABOUT.			775	right of way	T			150															
							construction	T				625														
U-5847	ORANGE	SR 1010 (WEST FRANKLIN STREET / EAST MAIN STREET)	SR 1771 / SR 1927 (MERRITT MILL ROAD) / BREWER LANE INTERSECTION IN CHAPEL HILL AND CARRBORO. INTERSECTION IMPROVEMENTS.			775	construction	T					625													
							right of way	T				150														
U-5848	ORANGE	SR 1006 (ORANGE GROVE ROAD)	EXISTING SR 1006 (ORANGE GROVE ROAD) TO US 70 BUSINESS IN HILLSBOROUGH. EXTEND ORANGE GROVE ROAD ON NEW LOCATION WITH SIDEWALKS AND BICYCLE LANES.	COORDINATE WITH U-5845		5299	construction	T												4104						
							right of way	T										1067								
							utilities	T											128							
U-5854	ORANGE	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1913 (BENNETT ROAD) IN CHAPEL HILL. CONSTRUCT ROUNDABOUT AND RELATED SAFETY IMPROVEMENTS.			775	construction	T				625														
							right of way	T			150															
W-5207	ALAMANCE, CASWELL, GUILFORD, ORANGE, ROCKINGHAM	VARIOUS	DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS	3482	3482																				

TIP #	COUNTIES	ROUTES	DESCRIPTION	COMMENT	PRIOR YEARS FUNDING (All \$ in 1000s)	TOTAL PROJECT COST (All \$ in 1000s)	PROJECT PHASE	FUNDING TYPE	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	POST YEAR	
BD-5108	CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	DIVISION 8 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)	21645	23645	construction	STPOFF	1800												
							right of way	STPOFF	200												
C-5176	CHATHAM	AMERICAN TOBACCO TRAIL (ATT)	AMERICAN TOBACCO TRAIL IN CHATHAM COUNTY, NEW HOPE CHURCH ROAD TRAILHEAD PARK AND RIDE LOT.	UNDER CONSTRUCTION BY TOWN OF CARY	1192	1192															
C-5565	WAKE, DURHAM, ORANGE, JOHNSTON, FRANKLIN, CHATHAM, GRANVILLE	VARIOUS	TRIANGLE J COUNCIL OF GOVERNMENTS TRANSPORTATION DEMAND MANAGEMENT PROGRAM - PHASE II.			4422	I	CMAQ	482	572	620	640									
							I	L	430	496	579	603									
EB-5738	CHATHAM	SR 1008 (MT. CARMEL CHURCH ROAD)	SR 1008 (OLD FARRINGTON POINT ROAD) TO ORANGE COUNTY LINE. CONSTRUCT BICYCLE LANES.			435	construction	L			82										
							PE	TAP		20											
							PE	L		5											
							construction	TAP			328										
EB-5739	CHATHAM	SR 1532 (MANN'S CHAPEL ROAD)	SR 1534 (POYTHRESS ROAD) TO US 15 / US 501. CONSTRUCT BICYCLE LANES.			705	PE	L		8											
							construction	TAP			532										
							PE	TAP		32											
							construction	L			133										
EE-4908	CHATHAM, HOKE, LEE, RICHMOND, MONTGOMERY, MOORE, RANDOLPH, SCOTLAND	VARIOUS	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	IN PROGRESS	25842	25842															
U-4726	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO. BICYCLE, PEDESTRIAN, AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) – ELIGIBLE PROJECTS.	PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY OTHERS - IN PROGRESS; TAP FUNDING REFLECTS UNPROGRAMMED BALANCE - PROGRAMMING SUBJECT TO MPO APPROVAL	6047	12233	PE	STPDA	304												
							PE	L	76												
							construction	TAP		277	277	277	277	277	277	277	277	277	277	277	
							construction	STPDA	2076	353											
							construction	L	519	88											
U-4727	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) PLANNING ALLOCATION AND UNIFIED WORK PROGRAM.	IN PROGRESS	12377	14716	PE	L	468												
							PE	STPDA	1871												
U-5023	DURHAM, ORANGE, CHATHAM	VARIOUS	DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHCMPO) STPDA FUNDS - RESERVED FOR FUTURE PROGRAMMING.			21748	construction	STPDA						4288	4365	4365	4365	4365			
W-5208	CHATHAM, MONTGOMERY, MOORE, RANDOLPH, HOKE, LEE, RICHMOND, SCOTLAND	VARIOUS	DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS	3951	3951															

**MEMORANDUM**

**To:** DCHC MPO Board  
**From:** DCHC MPO Lead Planning Agency  
**Date:** December 10, 2014  
**Subject:** **Lead Planning Agency (LPA) Staff Report**

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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 2014-2015 Unified Planning Work Program (UPWP) – Projects**

**Comprehensive Transportation Plan (CTP)**

- 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**

- ✓ Field verification – Complete
- ✓ Consultant Selection – October 2014
- Focus Groups/Delphi Process – FY 2015
- Model update and testing – FY 2015
- Model/Scenario Building – FY 2015

**2014/2015 Base Year Data Collection (Traffic/Travel Time/Crash/Transit)**

- ✓ Data collection (Volume/Trucks/Travel Time/Speed) – Fall 2014
- Data collection (Volume/Trucks/Travel Time/Speed) – Spring 2015
- Transit data collection – Fall 2014/Spring 2015 – underway

**GIS Online (AGOL)/Data Management**

- ✓ AGOL integration with the DCHCMPO Website – September 2014
- Portal for public interactive mapping –On going
- Maintenance and updates – On gong

**MPO Congestion Management Process CMP**

- ✓ 2014 Report – Under review
- ✓ Mobility Report Card – Draft report under review
- Congestion monitoring – Continuously – On going

**MPO Website Update**

- ✓ Mapping integration – September 2014
- ✓ Content Editor & System Administration Training – September/October 2014
- ✓ Quality Assurance & Technology Transfer
- ✓ Agenda Portal – September/October 2014
- Launch Stage/Testing – Underway
- Post Launch Services

**Triangle Regional Model Update**

- Household Survey – Pilot October 2014-March 2015
- Onboard Transit Survey – Pilot October 2014-March 2015
- Parking Survey – underway
- Household Survey – October 2015-January 2016
- Onboard Transit Survey – October 2015-January 2016

**Prioritization 3.0/STI/ FY 2016-22 TIP**

- ✓ Approval of points – August 13, 2014
- ✓ Submission of points to NCDOT – August 29, 2014

**MAP-21 Performance Measurement**

**Draft TIP**

**Regional Freight Plan**

**Regional/State Coordination**

<p><b>Contract Number:</b> C202507  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 15  <b>Length:</b> 18.8 miles  <b>Resident Engineer:</b> George C. Gibson, PE  <b>Location Description:</b> NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.  <b>Type of Work:</b> DESIGN-BUILD LANDSCAPING.  <b>Contractor Name:</b> SOUTHERN GARDEN, INC.  <b>Contract Amount:</b> \$4,800,000.00  <b>Availability Date:</b> 8/15/2011  <b>Completion Date:</b> 7/1/2015  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> I-540  <b>County:</b> Durham  <b>TIP Number:</b> R-2635, U-4763B  <b>Federal Aid Number:</b> TIFIA-540(2)  <b>RE Phone Number:</b> (919)571-3000  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> C202875  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 17.133 miles  <b>Resident Engineer:</b> Michelle H. Gaddy, PE  <b>Location Description:</b> I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.  <b>Type of Work:</b> MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.  <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY  <b>Contract Amount:</b> \$8,384,157.45  <b>Availability Date:</b> 2/27/2012  <b>Completion Date:</b> 11/15/2012  <b>Revised Completion Date:</b> 4/4/2013  <b>Last Estimate Thru:</b> 3/22/2014  <b>Last Estimate Paid:</b> 3/27/2014</p>	<p><b>Route:</b> I-540  <b>County:</b> Durham  <b>TIP Number:</b> I-5307, I-5310  <b>Federal Aid Number:</b> IM-0540(23)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b> -4%  <b>Letting Date:</b> 1/17/2012  <b>Work Began:</b> 2/27/2012  <b>Estimated Completion:</b> 10/1/2014  <b>Scheduled Progress:</b> 100%  <b>Actual Progress:</b> 98.56%</p>
<p><b>Contract Number:</b> C203128  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 4.203 miles  <b>Resident Engineer:</b> Michelle H. Gaddy, PE  <b>Location Description:</b> CLEGG PASSING SIDING &amp; HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.  <b>Type of Work:</b> GRADING, DRAINAGE, PAVING, STRUCTURE &amp; TRACKBED.  <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY  <b>Contract Amount:</b> \$10,900,447.15  <b>Availability Date:</b> 12/31/2012  <b>Completion Date:</b> 12/28/2015  <b>Revised Completion Date:</b> 10/21/2016  <b>Last Estimate Thru:</b> 11/7/2014  <b>Last Estimate Paid:</b> 11/20/2014</p>	<p><b>Route:</b> SR-1978  <b>County:</b> Durham  <b>TIP Number:</b> U-4716, U-4716A, U-4716B, U-4716C  <b>Federal Aid Number:</b> FRA-FR-HSR-0006-10-01-00  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b> 22.52%  <b>Letting Date:</b> 11/20/2012  <b>Work Began:</b> 1/30/2013  <b>Estimated Completion:</b> 10/21/2016  <b>Scheduled Progress:</b> 92%  <b>Actual Progress:</b> 84.43%</p>
<p><b>Contract Number:</b> C203273  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 1.189 miles  <b>Resident Engineer:</b> E. Boyd Tharrington, PE  <b>Location Description:</b> REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.  <b>Type of Work:</b> DESIGN BUILD.  <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY  <b>Contract Amount:</b> \$8,800,000.00  <b>Availability Date:</b> 4/29/2013  <b>Completion Date:</b> 9/30/2016  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 11/30/2014  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b>  <b>County:</b> Durham  <b>TIP Number:</b>  <b>Federal Aid Number:</b>  <b>RE Phone Number:</b> (919)562-7000  <b>Cost Overrun/Underrun:</b> 0%  <b>Letting Date:</b> 3/19/2013  <b>Work Began:</b> 4/29/2013  <b>Estimated Completion:</b> 9/30/2016  <b>Scheduled Progress:</b> 20.65%  <b>Actual Progress:</b> 20.65%</p>
<p><b>Contract Number:</b> C203473  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 20.44 miles</p>	<p><b>Route:</b> US-70  <b>County:</b> Durham  <b>TIP Number:</b>  <b>Federal Aid Number:</b></p>

**Resident Engineer:** Alan W. Shapiro, 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:** 5.43%  
**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:** 12/23/2014  
**Last Estimate Thru:** 10/31/2014      **Scheduled Progress:** 99.2%  
**Last Estimate Paid:** 11/6/2014      **Actual Progress:** 86.61%

**Contract Number:** C203512      **Route:** SR-1671  
**Physical Division:** 5      **County:** Durham  
**Administrative Division:** 5      **TIP Number:**  
**Length:** 0.034 miles      **Federal Aid Number:**  
**Resident Engineer:** Alan W. Shapiro, PE      **RE Phone Number:** (919)220-4680  
**Location Description:** BRIDGE #193 ON SR-1671 (E CLUB BLVD) OVER I-85.  
**Type of Work:** BRIDGE REHABILITATION.  
**Contractor Name:** PALMETTO INFRASTRUCTURE INC  
**Contract Amount:** \$1,250,683.35      **Cost Overrun/Underrun:** 19.73%  
**Availability Date:** 5/1/2014      **Letting Date:** 3/18/2014  
**Completion Date:** 11/30/2014      **Work Began:** 5/7/2014  
**Revised Completion Date:**      **Estimated Completion:** 12/31/2014  
**Last Estimate Thru:** 10/31/2014      **Scheduled Progress:** 99%  
**Last Estimate Paid:** 11/6/2014      **Actual Progress:** 76.02%

**Contract Number:** DE00100      **Route:** SR-1110  
**Physical Division:** 5      **County:** Durham  
**Administrative Division:** 5      **TIP Number:** W-5205X, EB-4411D  
**Length:** 2.633 miles      **Federal Aid Number:** STPEB-000S(752)  
**Resident Engineer:** Michelle H. Gaddy, PE      **RE Phone Number:** (919)840-0914  
**Location Description:** SR 1110 (BARBEE CHAPEL RD/FARRINGTON RD) AND SR 1107 (STAGECOACH RD)  
**Type of Work:** SR 1110 WIDENING FOR BIKE LANES  
**Contractor Name:** BARNHILL CONTRACTING COMPANY  
**Contract Amount:** \$1,645,601.25      **Cost Overrun/Underrun:** 2.34%  
**Availability Date:** 8/18/2014      **Letting Date:** 7/23/2014  
**Completion Date:** 11/21/2014      **Work Began:** 8/26/2014  
**Revised Completion Date:**      **Estimated Completion:** 11/21/2014  
**Last Estimate Thru:** 10/31/2014      **Scheduled Progress:** 93%  
**Last Estimate Paid:** 11/10/2014      **Actual Progress:** 61.51%

**Contract Number:** LE00008      **Route:**  
**Physical Division:** 5      **County:** Durham  
**Administrative Division:** 5      **TIP Number:** EL-2921E  
**Length:** 0 miles      **Federal Aid Number:** STP-0505(17)  
**Resident Engineer:** Mark W. Luther, PE      **RE Phone Number:** (919)220-4600  
**Location Description:** NC 54 to Chatham County Line  
**Type of Work:** American Tobacco Trail - Phase E  
**Contractor Name:** BLYTHE CONSTRUCTION, INC.  
**Contract Amount:** \$7,448,449.87      **Cost Overrun/Underrun:**  
**Availability Date:** 6/11/2012      **Letting Date:** 2/22/2012  
**Completion Date:** 2/20/2014      **Work Began:**  
**Revised Completion Date:**      **Estimated Completion:**  
**Last Estimate Thru:**      **Scheduled Progress:**  
**Last Estimate Paid:**      **Actual Progress:**

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Status</u>
09/14	C-5178	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-4724	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000		
10/14	U-4726HL	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	\$39,400		
11/14	U-0071	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NORTH OF NC 98 TO NC 147 (BUCK DEAN FREEWAY)	\$159,400,000	\$24,950,000	
01/15	EB-4707B	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	NON - DOT LET (Bicycle and Pedestrian)	UNIVERSITY DRIVE (SR 2220, NC 751, SR 1183) FROM SR 2220 OLD CHAPEL HILL ROAD) TO SR 1158 (WEST CORNWALLIS ROAD)	\$1,025,000		
04/15	U-3308	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	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE	\$45,600		
09/15	C-5183A	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000		
09/15	C-5183B	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000		
01/16	EB-4707A	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	\$3,100,000	\$2,650,000	
02/16	W-5601E	Division POC Let (DPOC)	NC 157 (GUESS ROAD) AT NORTH POINTE DRIVE/ALBANY STREET			
09/16	C-4928	NON - DOT LET (Congestion Mitigation)	CONSTRUCT BIKE LANES AND SIDEWALKS ON SR 1317 (MORREENE RD)IN DURHAM FROM NEAL ROAD TO ERWIN ROAD	\$555,000		
09/16	C-5182	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	
06/17	B-4943	Raleigh Letting (LET)	RELPACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	\$700,000	\$92,000	
08/17	U-5516	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	
02/15	Small Constr.	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	\$630,000	\$150,000	Need Muni. Agrmt. with City
03/15	SS-4905BI	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	\$375,000	\$44,000	R/W 90%, Utility Agrmt. with City
05/15	SS-4905BM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	R/W 20%, Duke revising PUE
08/15	SS-4905CJ	Division POC Let (DPOC)	US 70 at Peyton Ave. (SR 1957) - construct island and revise pm's	\$30,000	N/A	Survey completed

<b>Let (B)</b>	<b>TIP Sub No.</b>	<b>Let Type</b>	<b>Description</b>	<b>Con Est</b>	<b>ROW Est</b>	<b>Status</b>
	SS 4906BP 43696.1.1 43696.3.1	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 Revised Scope to (1) SR 1327 (Gregson St) at Peabody Install traffic signal (2) SR 1327 (Gregson St) between I-85 NB off ramp and Entrance to Northgate Mall	\$36,000	N/A	Signal work and concrete work is complete at Gregson and Club. Waiting on striping. 11/3/14 Plans received for Gregson and Peabody. Awaiting NCRR permission to place poles in RW
	SS 4905BT 43783.1.1 43783.3.1	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accommodations on all legs of the intersection. Scope changed to add US 15-501 Bus (Roxboro St) at Pettigrew St At US 15-501 Bus/Pettigrew - revise traffic signal to include over height Preempt, LED Blankout sign and metal poles and mast arms	\$36,000	N/A	EB Club Blvd and Duke St 100% Complete waiting for final inspection Waiting for plans for Roxboro and Pettigrew Awaiting NCRR permission to place poles in RW
	Developer 36249.3312	Developer	Signal upgrade/modifications as part of BCBS TIA requirements	000 review cost	N/A	Plans not yet reviewed
	SS-4905CF	Division annual needs contract	Signal at SR 1443 (Horton Rd.) at Stadium Dr.	\$100,000	\$16,000	Signal plans received, construction not yet started 11/3/14
	SS-4905CH	Division annual needs contract	Close crossover on US 15-501 at SR 1333 and install signal at SR 1116 (Garrett Rd) at Falls Mountain Way.	\$200,000	\$16,000	Island Plans Needed Signal Plans in Hand
	SS-4905CK	Division annual needs contract	Flashing Yellow Arrow and pedestrian accommodations for 8 signals along US 501 Bus.			Need plans

**NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO**

Technical Committee 12/17/2014 Attachment 12

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in <b>Chapel Hill</b> .	9/8/14	12/12/14	Whitley Contracting, Inc.	Start Nov. 12th.	\$30,000	Division Enhancement; MA w/TOCH, LGA
SS-4907AZ 43987.1.FR1 43987.3.1 44227 44247	Churton Street Access Improvements - Traffic signal and curb ramp revisions on east side of NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Grading, curb & gutter, crosswalks and signal modifications on the west side of NC 86 /US 70 Bus.(Churton Street) from Tryon Street to just south of Margaret Street. Grading, curb & gutter, crosswalk and bus pull-out on NC 86 / US 70 Bus. (Churton Street) from south of Margaret Street to just south of Nash and Koolock Street in Hillsborough.	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO		Design in progress (75% complete), STIP amendment?, <b>PCE due Feb. 2015.</b>	\$15,000 PE \$37,600 CON \$245,000 CON \$120,000 CON \$150,000 CON	Spot Safety-State (ADA curb ramp). Combine with Small Construction, Contingency, STP-DA. <b>LAP-Town of Hillsborough</b>
SS-4907V 42423.1 42423.2 42423.3	Four-way stop installation at intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)		Spring 2015	State Forces	Coordinating with utilities	\$33,000 PE \$15,000 ROW \$150,000 CON	State Spot Safety, Need Public Outreach (letter) first of 2015.
SS-4907BE 44194.3.1	SR 1010 (Franklin Street) between Boundary Street and Deming Road in <b>Chapel Hill</b> . Initial construction funds are needed for installation of curve warning signs, chevrons, pavement markings, snowplowable markers, and sign post delineators.		Fall 2014	State Forces	90% Complete, additional work (sign flasher) pending approved funding	\$12,800	State Spot Safety
SS-4907BF 44271.1.FD1 44271.2.1 44271.3.1	Radius and sight distance improvements at the intersection of SR 1567 (Pleasant Green Road) and SR 1569 (Cole Mill Road) in <b>Orange Co.</b>		7/1/2015	State Forces	Surveys complete	\$15000 PE \$80,000 R/W \$53,600 CON	State Spot Safety
SS-4907BG 44270.1.FD1 44270.2.1 44270.3.1	All way stop installation and flasher revisions at the intersection of SR 1710 (Old NC 10) at SR 1713 (Mount Hermon Church Road) in <b>Orange Co.</b>		7/1/2015	State Forces	R/W pending for sight triangle.	\$3000 PE \$6400 R/W \$15,208 CON	State Spot Safety
U-0624 C203175 34762.3.4	Widening , Grading, Drainage, Paving & Signals on NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr) in <b>Chapel Hill</b> .	10/16/2012	Anticipate 1/1/2015	Triangle Grading & Paving, Inc.	100%Complete	\$4,565,147	TIP
U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek in <b>Carrboro</b> .	12/18/2012	5/14/2015	Yates Construction, Inc.	45% Complete 87% Schedule	\$4,946,197	TIP, Utility conflicts cleared

W-52071 45337.1.9 45337.2.FD9 45337.3.FD9	SR 1005 (Jones Ferry Road) and Davie Street in Carrboro. Sidewalks, intersection improvements, traffic signal, median on Jones Ferry with bike lanes.	11/1/2014	Fall 2015	Technical Services and Construction	R/W acquisition and paving (20% Complete), Availability in Spring 2015.	\$50,000 R/W \$75,000 R/W \$600,000 CON	12 High Hazard Safety, Need more PE funding
W-5318 46141.3.1	Remedial paving on NC 86 from NC 57 to Caswell Co. line.	8/7/2014	11/15/14	Carolina Sunrock, LLC	50% Complete 50% Schedule	\$84,754	High Hazard Safety
44229	Signal modification, enlarge radius and construct taper for right turn lane at the intersection of US 70 onto SR 1567 (Mt Hermon Church Rd)		10/30/2014	State Forces	100% Complete	\$100,000	Small Construction
<b>NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO</b>							
<b>TIP/WBS #</b>	<b>Description</b>	<b>Let Date</b>	<b>Completion Date</b>		<b>Status</b>	<b>Cost</b>	<b>Comments</b>

**DIV 7 LOCAL GOVERNMENT AGENCY PROJECTS IN DCHCMPO**

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46243.3.1	Riverwalk Trail Phase III - Construct a paved off-road trail along Eno River connecting River Park, Gold Park and the Occoneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the <b>Greenway in Hillsborough</b>	Fall 2014	TBD	Design in progress, R/W authorization pending	\$450,000 CON	CMAQ \$360,000 Fed \$90,000 Local
C-5179 46240.1.F1 46240.2.F1 46240.3.F1	Design & construction of sidewalk and bicycle lanes along Estes Drive from Martin Luther King Jr. Blvd to Caswell Drive and the construction of a multi-use path on the north side of Estes Drive from Martin Luther King Jr. Blvd through the Estes Drive Elementary site to Elliot Road in <b>Chapel Hill</b> .	TBD	TBD	Design in progress	\$220,000 PE \$2,337,500 CON	STP-DA - PE \$176,000 Fed \$44,000 Local CMAQ -R/W, CONS. \$1,870,000 Fed \$467,500 Local MA w/TOCH
EB-4707A (Orange) 38664.3.FD1	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County EB-4707B (Durham)	EB-4707A(C Hill) FFY15 EB-4707B(D5DRL) FFY15	TBD	Design in progress, R/W -FFY 2015	\$2,950,000 CON	Enhancement - Bike and Ped., STP-DA
EL-4828 / 40245.1.1 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood in <b>Carrboro</b>	Spring 2015	TBD	Design in progress	\$316,610 PE \$468,000 CON	STP-DA; MA w/TOC
SR-5001AR 40924.3.43	Construct 320' of 5' sidewalk on Culbreth Road between Cobble Ridge Rd. in Chapel Hill and Rossburn Rd. in <b>Chapel Hill</b>	4/12/12	9/30/13	Construction complete; Final M&T closeout pending	\$50,000 SRTS \$108,000 STPDA	SRTS/STP-DA; MA w/TOCH
U-4726DC 36268.3.4	Wilson Park Multi-Use Path in <b>Carrboro</b>	6/7/12	11/26/12	Construction complete; Final review complete, M&T closeout pending	\$221,399	STP-DA; MA w/TOC
U-4726DD 36268.1.25 36268.3.F25	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in <b>Carrboro</b>	TBD	TBD	Design in progress	\$102,278 PE \$542,600 CON	STP-DA; MA w/TOC
U-4726DE 36268.1.26 36268.3.26	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in <b>Carrboro</b> (replaces EL-4994)	Fall 2014	TBD	Design complete, Construction authorization pending	\$130,486 PE \$737,500 CON	STP-DA; MA w/TOC
U-4726DF 36268.1.27 36268.3.27	Bicycle detection at Signalized Intersections in <b>Carrboro</b>	12/31/14	TBD	R/W certification pending. District office providing assistance to municipality and R/W research	\$18,525 PE \$30,000 CON	STP-DA; MA w/TOC

DIV 7 LOCAL GOVERNMENT AGENCY PROJECTS IN DCHCMPO						
TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
U-4726IF 36268.1.21 36268.3.21	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in <b>Chapel Hill</b>	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$25,000 PE \$115,000 CON	STP-DA; MA w/TOCH
U-4726IG 36268.3.24	Morgan Creek Trail Phase 2 - Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase 1 in <b>Chapel Hill</b>	9/12/12	11/1/2013, Anticipated 6/1/14	100% Complete. Project record review pending.	\$1,492,500 CON	STP-DA; MA w/TOCH
U-5543 50109.1.F1	Design for variable message signs for traffic management on major corridors in <b>Chapel Hill</b>	TBD	TBD	MA execution pending	\$93,750 PE	STP-DA; MA w/TOCH

**DCHC MPO Meeting Dates 2015**  
Durham City Hall, Committee Room

MPO Board  
2<sup>nd</sup> Wednesday of the month, 9 am

Technical Committee  
4<sup>th</sup> Wednesday of the month, 9 am

January 14	January 28
February 11	February 25
March 11	March 25
April 8	April 22
May 13	May 27
June 10	June 24
No Meeting this month	July 22
August 12	August 26
September 9	September 23
October 14	October 28
November 11	November 18**
December 9	December 16**

\*\* One week earlier than usual (3<sup>rd</sup> Wednesday of the month)

TAC meetings are occasionally moved to 7 pm to accommodate public hearings.  
Appropriate notice will be provided for schedule changes.

# MPO/ RPO Important Dates

## July 1, 2014 – June 30, 2016

Technical Committee 12/17/2014 Attachment 15

**Dates**

**Tasks**

**Updated 11/19/2014**

**\*\*\*\*\*Note: All (U)PWP and invoices submitted online via the MPO/RPO Planning Grants Site\*\*\*\*\***

July 1, 2014	State FY 15 begins
August 15, 2014	4 <sup>th</sup> Quarter (Final) invoice, work summary, and annual performance report due for FY 14
October 1, 2014	Federal FY 15 begins  (U)PWP/Section 5303 Application Package sent to eligible applicants
November 10, 2014	1 <sup>st</sup> Quarter invoice and work summary due
December 2014	NCDOT releases Draft STIP  MPOs begin approval of MTIPs, including AQ Conformity on Draft MTIP (if required)
December 31, 2014	MPO Evaluation Report required by NCGS 136-200.4
January 2015	TPB provides MPO/RPO planning fund allocations for FY 16
January 9, 2015	CTP Study Priority List due (Extended from December 15, 2014)
January 30, 2015	Draft (U)PWP/Section 5303 budget due to PTD  2 <sup>nd</sup> Quarter 5303 Claim due (Oct. 1, 2014 to Dec. 31, 2014) due
February – April 2015	TIP Unit holds public meetings on Draft STIP ( <b><u>subject to change</u></b> )
February 10, 2015	2 <sup>nd</sup> Quarter invoice and work summary due
February 27, 2015	Draft (U)PWP for FY 16 due to TPB
Spring 2015	TPB meets with RPOs to discuss performance evaluations
March 27, 2015	Final TAC approved PWP and Resolution, with original signatures of the TAC Chair <u>and</u> final Section 5303 Budget submitted online
April 17, 2015	Last day to submit (U)PWP revisions to TPB for FY 15
April 29 – May1, 2015	MPO/RPO Conference in Raleigh
April 30, 2015	3 <sup>rd</sup> Quarter 5303 Claim (Jan. 1, 2015 to March 31, 2015) due
May 1, 2015	Adopted FY 16 (U)PWP with resolution, 5-year planning calendar, list of deliverables (included in (U)PWP), and MPO self-certification of long range planning. Documents are to be submitted online with separate uploads for (U)PWP, self- certification, and 5-year work plan.
May 10, 2015	3 <sup>rd</sup> Quarter invoice and work summary due

MPO-only tasks are in blue.

RPO-only tasks are in red.

# MPO/ RPO Important Dates July 1, 2014 – June 30, 2016

Technical Committee 12/17/2014 Attachment 15

Dates	Tasks	Updated 11/19/2014
May 31, 2015	Revised PWP's with signatures are due to TPB no later than May 31, 2015	
June 26, 2015	TPB Approves (U)PWP for FY 16	
Summer 2015	NCDOT adopts Final 2016-2025 STIP	
	MPOs and RPOs submit projects for <i>Prioritization 4.0</i> ( <b><u>Subject to change</u></b> )	
August 10, 2015	4 <sup>th</sup> Quarter (Final) invoice, work summary and annual performance report due for FY 15	
September 30, 2015	Last date for MPOs to complete AQ conformity process on MTIP (if applicable) and adopt MTIP;	
	Last date to submit 4th Quarter 5303 Claim (April 1, 2015 – June 30, 2015)	
October 1, 2015	FHWA/FTA approves STIP;	
	Federal FY 16 begins	
October 31, 2015	1st Quarter 5303 Claim (July 1, 2015 to Sept. 30 2015) due	
November 10, 2015	1 <sup>st</sup> Quarter invoice and work summary due	
December 15, 2015	CTP Study Priority List due	
January 2016	TPB provides PL/RPO planning fund allocations for FY 17	
January 30, 2016	2 <sup>nd</sup> Quarter 5303 Claim (Oct 1, 2015 to Dec. 31, 2015) due	
February 10, 2016	2 <sup>nd</sup> Quarter invoice and work summary due	
February 28, 2016	Draft (U)PWP for FY 17 due to TPB	
April 15, 2016	Last day to submit adopted FY 17 (U)PWP with resolution, 5-year planning calendar, and MPO self-certification of long range planning. Documents are to be submitted with separate uploads for (U)PWP, self-certification, and 5-year work plan.	
April 18, 2016	Last day to submit revisions to TPB for FY 16 (U)PWP	
April 30, 2016	3 <sup>rd</sup> Quarter 5303 Claim (January 1, 2016 to March 31, 2016) due	
May 10, 2016	3 <sup>rd</sup> Quarter invoice and work summary due	
May 31, 2016	Revised PWP's with signatures are due to TPB no later than May 31, 2016	
June 30, 2016	TPB approves FY 17 (U)PWP's	
September 30, 2016	4 <sup>th</sup> Quarter 5303 Claim (April 1, 2016 to June 30, 2016) due	