

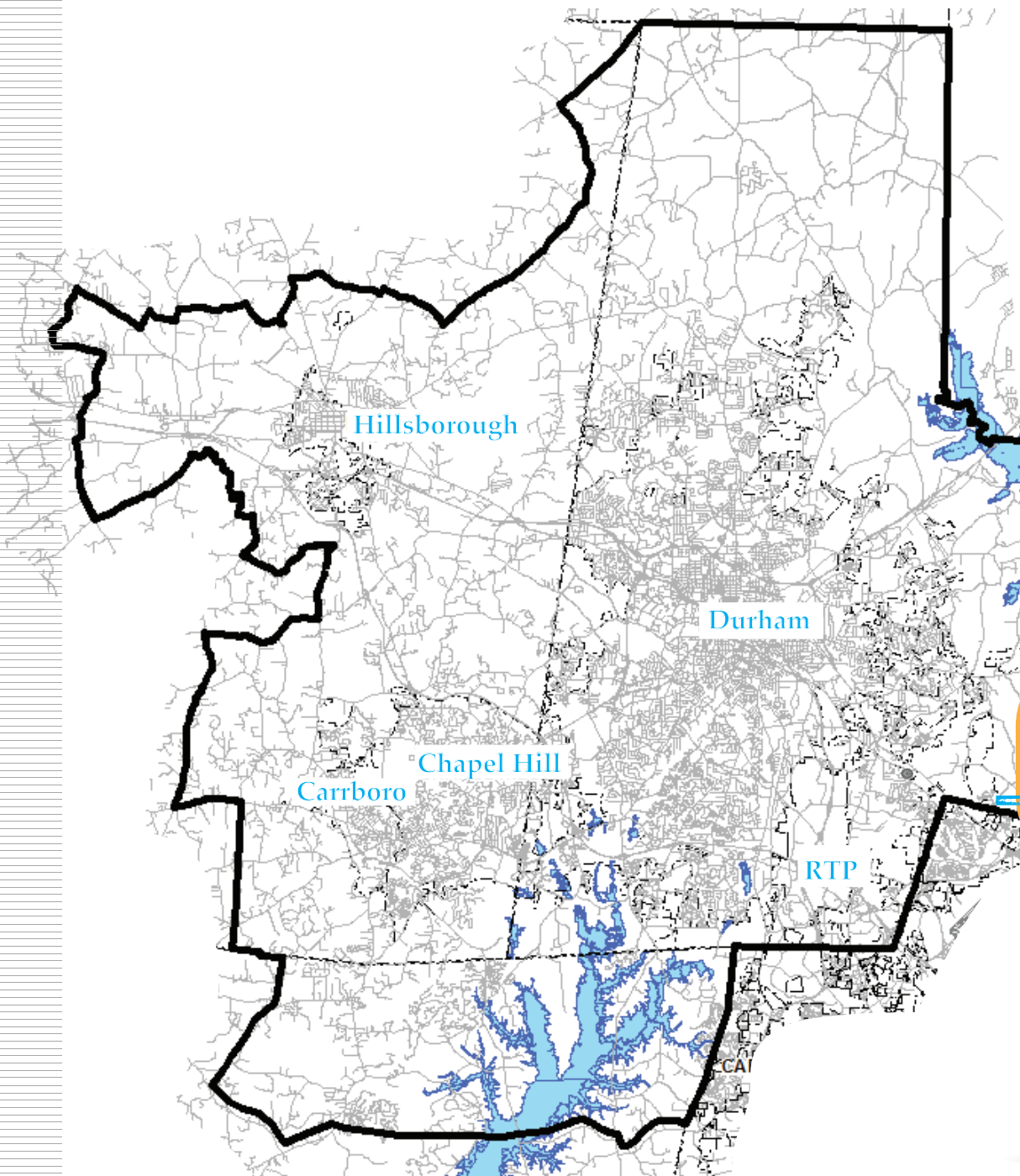
# DCHC- MPO

TC 1/28/15 Attachment 5  
MPO Board 1/14/2015 Attachment 12

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

\_\_\_\_\_  
Mark Kleinschmidt,  
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.

\_\_\_\_\_  
Mark Kleinschmidt, 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**

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Mark Kleinschmidt,  
MPO Board Chair

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

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Mark Kleinschmidt, MPO Board Chair

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Date

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Felix Nwoko, PhD.  
DCHC MPO Administrator

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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 Board 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. Modeling for this task is conducted by ITRE.

**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>FHWA</b>        | <b>FTA Transit Planning</b> |                    |                    |
|----------------------|--------------------|-----------------------------|--------------------|--------------------|
| <b>Agency</b>        | <b>Planning</b>    | <b>5303</b>                 | <b>5307</b>        | <b>Total</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             |
| Total          | \$337,372            |

### **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.<br>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.<br>NCDOT/PTD will submit UPWP to FTA for approval.    |

**MPO Funding Table - Distribution by Agency**

| Receiving Agency | STP-DA<br>Sec. 133(b)(3)(7) |             | Section 104(f)<br>PL |           | Section 5303<br>Highway/Transit |          |           | Section 5307<br>Transit |           |             | Funding Summary |           |             |             |
|------------------|-----------------------------|-------------|----------------------|-----------|---------------------------------|----------|-----------|-------------------------|-----------|-------------|-----------------|-----------|-------------|-------------|
|                  | Local                       | FHWA        | Local                | FHWA      | Local                           | NCDOT    | FTA       | Local                   | NCDOT     | FTA         | Local           | NCDOT     | Federal     | Total       |
|                  | 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         |
| Totals           | \$375,021                   | \$1,500,081 | \$101,773            | \$407,090 | \$34,719                        | \$34,717 | \$277,744 | \$135,250               | \$135,250 | \$1,082,000 | \$876,763       | \$169,967 | \$3,266,915 | \$4,313,645 |

MPO Wide - Detail Funding Tables - All Funding Sources

|       | Task Description                       | STP-DA<br>133(b)(3)(7) |             | Sec. 104(f)<br>PL |             | Section 5303<br>Highway/Transit |              |            | Section 5307<br>Transit |              |             | Task Funding Summary |           |             |             |
|-------|--|------------------------|-------------|-------------------|-------------|---------------------------------|--------------|------------|-------------------------|--------------|-------------|----------------------|-----------|-------------|-------------|
|       |  | Local<br>20%           | FHWA<br>80% | Local<br>20%      | FHWA<br>80% | Local<br>10%                    | NCDOT<br>10% | FTA<br>80% | Local<br>10%            | NCDOT<br>10% | FTA<br>80%  | Local                | NCDOT     | Federal     | Total       |
| II-A  | Surveillance of Change                 |                        |             |                   |             |                                 |              |            |                         |              |             |                      |           |             |             |
|       | 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      |
| II-B  | Long Range Transp. Plan                |                        |             |                   |             |                                 |              |            |                         |              |             |                      |           |             |             |
|       | 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 the 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      |
| II-C  | Short Range Transit Planning           |                        |             |                   |             |                                 |              |            |                         |              |             |                      |           |             |             |
|       | 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     |
| III-A | Planning Work Program                  |                        |             |                   |             |                                 |              |            |                         |              |             |                      |           |             |             |
|       | 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      |
| III-B | Transp. Improvement Plan               |                        |             |                   |             |                                 |              |            |                         |              |             |                      |           |             |             |
|       | 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     |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs.         |                        |             |                   |             |                                 |              |            |                         |              |             |                      |           |             |             |
|       | 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           |                      |           |             |             |
| III-D | Incidental Plng./Project Dev.          |                        |             |                   |             |                                 |              |            |                         |              |             |                      |           |             |             |
|       | 1 Transportation Enhancement Plng.     | 0                      | 0           | 0                 | 0           | 0                               | 0            | 0          | 0                       | 0            | 0           | -                    | -         | -           | -           |
|       | 2 Enviro. Analysis & Pre-TIP Plng.     | 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     |
| III-E | Management & Operations                |                        |             |                   |             |                                 |              |            |                         |              |             |                      |           |             |             |
|       | 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     |
|       | Totals                                 | \$375,021              | \$1,500,081 | \$101,773         | \$407,090   | \$34,719                        | \$34,717     | \$277,744  | \$135,250               | \$135,250    | \$1,082,000 | \$876,763            | \$169,967 | \$3,266,915 | \$4,313,645 |

## LPA Task Funding Table

|              | Task Description                       | STP-DA<br>133(b)(3)(7) |             | Sec. 104(f)<br>PL |             | Section 5303<br>Highway/Transit |              |            | Section 5307<br>Transit |              |            | Task Funding Summary |       |             |             |
|--------------|--|------------------------|-------------|-------------------|-------------|---------------------------------|--------------|------------|-------------------------|--------------|------------|----------------------|-------|-------------|-------------|
|              |  | Local<br>20%           | FHWA<br>80% | Local<br>20%      | FHWA<br>80% | Local<br>10%                    | NCDOT<br>10% | FTA<br>80% | Local<br>10%            | NCDOT<br>10% | FTA<br>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 the L RTP         | \$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 L RTP        | \$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 L RTP | \$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 L RTP | \$1,120                | \$4,480     | \$200             | \$800       | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$1,320              | \$0   | \$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              | \$0   | \$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              | \$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   |
|              | Totals                                 | \$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.

| <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 |
| 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**

MPO Board 1/14/2015 Attachment 12

|        | 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   |
| 1      | Surveillance of Change/<br>Data monitoring   | Surveillance of Change/<br>Data monitoring   | Surveillance of Change/<br>Data monitoring   | Surveillance of Change/<br>Data monitoring   | Surveillance of Change/<br>Data monitoring   |
| 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 passegmer activities and ground transportation                           | Air travel. Continual monitoring of RDU passegmer activities and ground transportation                           | Air travel. Continual monitoring of RDU passegmer activities and ground transportation                           | Air travel. Continual monitoring of RDU passegmer activities and ground transportation                           | Air travel. Continual monitoring of RDU passegmer 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   |
| 2      | <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.  |
| 3      | <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>                                 |

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|        | 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   |  |   |   |
|        |  |  |  |   |   |
| 4      | <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    |  |  |  |   |   |

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|-------------|--|---|--|--|--|
| 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>   |
| <b>5.1</b>  | 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  |
| <b>5.2</b>  |  | Update of the Comprehensive Pedestrian Plan                                     | Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan                           | on-going implementation of the bike and pedestria plans  | on-going implementation of the bike and pedestria plans  |
| <b>5.3</b>  |  | On-going bike-pedstrian programs monitoring of strategies & effectiveness       | On-going bike-pedstrian programs monitoring of strategies & effectiveness                            | On-going bike-pedstrian programs monitoring of strategies & effectiveness                            | On-going bike-pedstrian programs monitoring of strategies & effectiveness                            |
| <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>  |
| <b>6.1</b>  | 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  |
| <b>6.2</b>  | 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>   |
| <b>7.1</b>  |  |   |  |  |  |
| <b>7.2</b>  | 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  |
| <b>7.3</b>  |  | Establishment of Area of application & reevaluation of definition of congestion |  | Establishment of Area of application & reevaluation of definition of congestion                      |  |
| <b>7.4</b>  |  | Transportation system definition (modes & networks)                             |  | Transportation system definition (modes & networks)  |  |
| <b>7.5</b>  |  | Transportation system definition (modes & networks)                             |  | Transportation system definition (modes & networks)  |  |
| <b>7.6</b>  | 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  |
| <b>7.7</b>  | Update Performance monitoring Plan   | Develop Performance monitoring Plan   | Update Performance monitoring Plan   | Develop Performance monitoring Plan  | Develop Performance monitoring Plan  |
| <b>7.8</b>  | 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  |
| <b>7.9</b>  |  | Action plan for monitoring effectiveness of strategies                          |  | Action plan for monitoring effectiveness of strategies   |  |
| <b>7.10</b> |  | 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  |

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|--------|--|--|--|--|--|
| 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   |
| 9      | <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   |
| 10     | <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   |
| 11     | <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  |
| 12     | <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                 |
| 13     | <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   |
| 14     | <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                   |
| 15     | <b>Freight Planning</b>  | <b>Freight Planning</b>  | <b>Freight Planning</b>  | <b>Freight Planning</b>  | <b>Freight Planning</b>  |
|        |  |  |  |  |  |

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|--------|---|---|---|---|---|
| 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   |
| 16     | <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              |
| 17     | <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                  |
| 18     | <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  |
| 19     | <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 | \$73                 | \$0   | \$290    | \$363    |
| 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          | \$0   | \$0 | \$0                  | \$0   | \$0      | \$0      |
| 6             | Dwelling Unit, Pop. & Emp. Change    | \$109        | \$436    | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$109                | \$0   | \$436    | \$545    |
| 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                              | \$581        | \$2,324  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$581                | \$0   | \$2,324  | \$2,905  |
| 11            | Central Area Parking Inventory       | \$200        | \$799    | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$200                | \$0   | \$799    | \$999    |
| 12            | Bike & Ped. Facilities Inventory     | \$36         | \$146    | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$36                 | \$0   | \$146    | \$182    |
| 13            | Bike & Ped. Counts                   | \$36         | \$146    | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$36                 | \$0   | \$146    | \$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 | \$429                | \$0   | \$1,714  | \$2,143  |
| 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     | \$410        | \$1,642  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$410                | \$0   | \$1,642  | \$2,052  |
| 6             | Community Goals & Objectives         | \$189        | \$756    | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$189                | \$0   | \$756    | \$945    |
| 7             | Forecast of Future Travel Patterns   | \$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      |
| 9             | Highway Element of the LRTP          | \$121        | \$482    | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$121                | \$0   | \$482    | \$603    |
| 10            | Transit Element of the LRTP          | \$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 | \$121                | \$0   | \$482    | \$603    |
| 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 Planning   | \$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      |
| 17            | Congestion Management Strategies     | \$189        | \$756    | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$189                | \$0   | \$756    | \$945    |
| 18            | Air Qual. Planning/Conformity Anal.  | \$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 | \$450                | \$0   | \$1,802  | \$2,252  |
| <b>III-A</b>  | <b>Planning Work Program</b>         |              |          |             |      |                 |       |     |              |       |     |                      |       |          |          |
|               | Planning Work Program                | \$490        | \$1,962  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$490                | \$0   | \$1,962  | \$2,452  |
| <b>III-B</b>  | <b>Transp. Improvement Plan</b>      |              |          |             |      |                 |       |     |              |       |     |                      |       |          |          |
|               | TIP                                  | \$443        | \$1,773  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$443                | \$0   | \$1,773  | \$2,216  |
| <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 | \$158                | \$0   | \$632    | \$790    |
| 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  | \$271        | \$1,082  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$271                | \$0   | \$1,082  | \$1,353  |
| 5             | Safety/Drug Control Planning         | \$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 | \$338                | \$0   | \$1,351  | \$1,689  |
| 7             | Private Sector Participation         | \$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      |
| 2             | Enviro. Analysis & Pre-TIP Plng.     | \$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 | \$469                | \$0   | \$1,874  | \$2,343  |
| 4             | Regional or Statewide Planning       | \$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 | \$1,689              | \$0   | \$6,756  | \$8,445  |
| <b>Totals</b> |                                      | \$6,802      | \$27,205 | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$6,802              | \$0   | \$27,205 | \$34,007 |

**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<br/>20%</b> | <b>FHWA<br/>80%</b> | <b>Total</b> |
|-------------------------|----------------------|---------------------|--------------|
| II-A-1 - Traffic counts | \$73                 | \$290               | \$363        |

**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  
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**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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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

## TASK DESCRIPTIONS & NARRATIVES

### FY 2015-2016 UPWP

#### 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.

| Task Code-Title                        | Local<br>20% | FHWA<br>80% | Total |
|--|--------------|-------------|-------|
| 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

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

**TOWN OF CARRBORO**  
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**FY 2015-2016 UPWP**

**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<br/>20%</b> | <b>FHWA<br/>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)

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

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

## **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



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

| <b>Task Code-Title</b>                | <b>Local<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

**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<br/>20%</b> | <b>FHWA<br/>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)

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

**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<br/>20%</b> | <b>FHWA<br/>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 OCBRIIP 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)

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

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<br/>20%</b> | <b>FHWA<br/>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)

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

### 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

| Task Code-Title                 | Local<br>20% | FHWA<br>80% | Total   |
|---------------------------------|--------------|-------------|---------|
| 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

# TOWN OF CARRBORO

## TASK DESCRIPTIONS & NARRATIVES

### FY 2015-2016 UPWP

#### 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

| Task Code-Title                      | Local<br>20% | FHWA<br>80% | Total   |
|--------------------------------------|--------------|-------------|---------|
| 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

| Task Code-Title    | Local<br>20% | FHWA<br>80% | Total |
|--------------------|--------------|-------------|-------|
| 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.

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

### 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

| Task Code-Title                          | Local<br>20% | FHWA<br>80% | Total   |
|--|--------------|-------------|---------|
| 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)

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

**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

| <b>Task Code-Title</b>       | <b>Local<br/>20%</b> | <b>FHWA<br/>80%</b> | <b>Total</b> |
|------------------------------|----------------------|---------------------|--------------|
| 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  
TASK DESCRIPTIONS & NARRATIVES  
FY 2015-2016 UPWP**

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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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<br>133(b)(3)(7) |             | Sec. 104(f)<br>PL |             | Section 5303<br>Highway/Transit |              |            | Section 5307<br>Transit |              |            | Task Funding Summary |          |           |           |
|--------------|---|------------------------|-------------|-------------------|-------------|---------------------------------|--------------|------------|-------------------------|--------------|------------|----------------------|----------|-----------|-----------|
|              |   | Local<br>20%           | FHWA<br>80% | Local<br>20%      | FHWA<br>80% | Local<br>10%                    | NCDOT<br>10% | FTA<br>80% | Local<br>10%            | NCDOT<br>10% | FTA<br>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       |
| 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        | \$3,500                 | \$3,500      | \$28,000   | \$3,500              | \$3,500  | \$28,000  | \$35,000  |
| 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</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       |
| 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 the L RTP            | \$710                  | \$2,840     | \$0               | \$0         | \$365                           | \$365        | \$2,920    | \$0                     | \$0          | \$0        | \$1,075              | \$365    | \$5,760   | \$7,200   |
| 10           | Transit Element of the L RTP            | \$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 L RTP     | \$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 L RTP     | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0      | \$0       | \$0       |
| 13           | Collector Street Element of L RTP       | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0      | \$0       | \$0       |
| 14           | Rail, Water or other mode of L RTP      | \$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</b>  | <b>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</b> | <b>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</b> | <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</b> | <b>Civil Rgts. Cmp./Otr .Reg. Regs.</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</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       |
| 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</b> | <b>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  |
| Totals       |   | \$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 |

## **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  |
|         |           |                    |      |      |          |
| Total   | \$7,580   | \$41,190           | \$0  | \$0  | \$48,770 |

**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.

| Task II-B:9 |           | Highway Element of the LRTP |      |      |         |
|-------------|-----------|-----------------------------|------|------|---------|
|             | FHWA      | FTA Planning Funds          |      |      |         |
|             | PL/STP-DA | 5303                        | 5307 | 5309 | Total   |
| Federal     | \$2,840   | \$2,920                     |      |      | \$5,760 |
| Local       | \$710     | \$365                       |      |      | \$1,085 |
| State       | \$0       | \$365                       |      |      | \$355   |
|             |           |                             |      |      |         |
| Total       | \$3,550   | \$3,650                     | \$0  | \$0  | \$7,200 |

**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                 |      |      |          |
|              | PL/STP-DA | 5303                               | 5307 | 5309 | Total    |
| Federal      | \$69,812  | \$8,424                            |      |      | \$78,795 |
| Local        | \$17,453  | \$1,053                            |      |      | \$18,506 |
| State        | \$0       | \$1,053                            |      |      | \$1,053  |
|              |           |                                    |      |      |          |
| Total        | \$87,265  | \$10,530                           | \$0  | \$0  | \$97,795 |

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

**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     |
|  |           |                    |      |      |         |
| Total  | \$3,050   | \$0                | \$0  | \$0  | \$3,050 |

**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 |      |      |         |
|---------|-----------|--------------------|------|------|---------|
|         | PL/STP-DA | 5303               | 5307 | 5309 | Total   |
| Federal | \$2,440   |                    |      |      | \$2,440 |
| Local   | \$610     |                    |      |      | \$610   |
| State   | \$0       |                    |      |      | \$0     |
|         |           |                    |      |      |         |
| Total   | \$3,050   | \$0                | \$0  | \$0  | \$3.050 |

**Task III-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  |
|               |           |                    |      |      |          |
| Total         | \$3,050   | \$15,520           | \$0  | \$0  | \$18,570 |

**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             |      |      |          |
|               | PL/STP-DA | 5303                           | 5307 | 5309 | Total    |
| Federal       | \$3,660   | \$12,392                       |      |      | \$16,052 |
| Local         | \$915     | \$ 1,549                       |      |      | \$2,464  |
| State         | \$0       | \$1,549                        |      |      | \$1,549  |
|               |           |                                |      |      |          |
| Total         | \$4,575   | \$15,490                       | \$0  | \$0  | \$20,065 |

**Funding Commitments from Other Entities:**

None.

**Task III-E: Management and Operations**

The Town will assist and support the DCHCMPO efforts in complying to the federal 3-C process. The Town of Chapel Hill staff will attend both DCHCMPO and regional meetings. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds.

***Objective:***

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding.

***Previous Work:***

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

***Proposed Activities:***

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

***Work Product Expected:***

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

Task III-E-1: Management & Operations

|         | FHWA      | FTA Planning Funds |      |      |          |
|---------|-----------|--------------------|------|------|----------|
|         | PL/STP-DA | 5303               | 5307 | 5309 | Total    |
| Federal | \$9,184   | 20,040             |      |      | \$29,224 |
| Local   | \$2,296   | 2,505              |      |      | \$4,801  |
| State   | \$0       | 2,505              |      |      | \$2,505  |
|         |           |                    |      |      |          |
| Total   | \$11,480  | \$25,050           | \$0  | \$0  | \$36,530 |

**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      |
|               | 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          | \$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      |
|               | 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                             | \$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      |
|               | 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</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      |
|               | 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     | \$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      |
|               | 7 Forecast of Future Travel Patterns   | \$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      |
|               | 9 Highway Element of the LRTP          | \$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      |
|               | 11 Bicycle & Ped. Element of the LRTP  | \$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      |
|               | 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 Planning  | \$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      |
|               | 17 Congestion Management Strategies    | \$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      |
| <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                  | \$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      |
| <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      |
|               | 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 | \$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      |
|               | 6 Public Involvement                   | \$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      |
| <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      |
|               | 2 Enviro. Analysis & Pre-TIP Plng.     | \$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      |
| <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      |
| <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<br/>20%</b> | <b>FHWA<br/>80%</b> | <b>Total</b>    |
|---------------------------|----------------------|---------------------|-----------------|
| III-D-3 - Special Studies | <b>\$8,748</b>       | <b>\$34,995</b>     | <b>\$43,743</b> |

**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       |
| 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  | \$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       |
| 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                               | \$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       |
| 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</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       |
| 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      | \$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       |
| 7             | Forecast of Future Travel Patterns    | \$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       |
| 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       |
| 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 Planning    | \$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       |
| 18            | Air Qual. Planning/Conformity Anal.   | \$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       |
| 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       | \$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       |
| 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       |
| <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       |
| 2             | Enviro. Analysis & Pre-TIP Plng.      | \$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       |
| 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**  
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**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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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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**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<br/>20%</b> | <b>FHWA<br/>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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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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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.

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

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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<br/>20%</b> | <b>FHWA<br/>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

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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<br/>20%</b> | <b>FHWA<br/>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      |
|               | 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          | \$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    |
|               | 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                             | \$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      |
|               | 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</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      |
|               | 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     | \$3,324      | \$13,296 | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$3,324              | \$0   | \$13,296 | \$16,620 |
|               | 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         | \$0          | \$0      | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$0                  | \$0   | \$0      | \$0      |
|               | 9 Highway Element of the LRTP          | \$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 |
|               | 11 Bicycle & Ped. Element of the LRTP  | \$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      |
|               | 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 Planning  | \$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      |
|               | 17 Congestion Management Strategies    | \$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      |
| <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                  | \$360        | \$1,440  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$360                | \$0   | \$1,440  | \$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      |
| <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      |
|               | 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 | \$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      |
|               | 6 Public Involvement                   | \$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      |
| <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      |
|               | 2 Enviro. Analysis & Pre-TIP Plng.     | \$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  |
|               | 4 Regional or Statewide Planning       | \$1,130      | \$4,520  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$1,130              | \$0   | \$4,520  | \$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  |
| <b>Totals</b> |  | \$10,389     | \$41,556 | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$10,389             | \$0   | \$41,556 | \$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<br/>20%</b> | <b>FHWA<br/>80%</b> | <b>Total</b> |
|---|----------------------|---------------------|--------------|
| II-A-6 - Dwelling Unit, Pop. & Emp. Cha | <b>\$132</b>         | <b>\$528</b>        | <b>\$660</b> |

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

### 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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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

## DURHAM COUNTY 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

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

### 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

**DURHAM COUNTY**  
**TASK DESCRIPTIONS & NARRATIVES**  
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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<br/>20%</b> | <b>FHWA<br/>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       |
|               | 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          | \$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       |
|               | 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                             | \$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       |
|               | 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</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       |
|               | 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     | \$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       |
|               | 7 Forecast of Future Travel Patterns   | \$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       |
|               | 9 Highway Element of the LRTP          | \$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       |
|               | 11 Bicycle & Ped. Element of the LRTP  | \$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       |
|               | 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 Planning  | \$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       |
|               | 17 Congestion Management Strategies    | \$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       |
| <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                  | \$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       |
| <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       |
|               | 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 | \$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       |
|               | 6 Public Involvement                   | \$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       |
| <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       |
|               | 2 Enviro. Analysis & Pre-TIP Plng.     | \$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 |
|               | 4 Regional or Statewide Planning       | \$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       |
| <b>Totals</b> |  | \$20,000     | \$80,000 | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$20,000             | \$0   | \$80,000 | \$100,000 |

**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.

| Task Code-Title           | Local<br>20% | FHWA<br>80% | Total     |
|---------------------------|--------------|-------------|-----------|
| 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      |
| 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                  | \$313        | \$1,254  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$313                | \$0   | \$1,254  | \$1,567  |
| 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                              | \$366        | \$1,462  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$366                | \$0   | \$1,462  | \$1,828  |
| 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</b>   | <b>Long Range Transp. Plan</b>       |              |          |             |      |                 |       |     |              |       |     |                      |       |          |          |
| 1             | Collection of Base Year Data         | \$498        | \$1,992  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$498                | \$0   | \$1,992  | \$2,490  |
| 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     | \$498        | \$1,992  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$498                | \$0   | \$1,992  | \$2,490  |
| 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         | \$313        | \$1,254  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$313                | \$0   | \$1,254  | \$1,567  |
| 9             | Highway Element of the LRTP          | \$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      |
| 11            | Bicycle & Ped. Element of the LRTP   | \$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      |
| 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 Planning   | \$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      |
| 17            | Congestion Management Strategies     | \$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      |
| <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 | \$1,210              | \$0   | \$4,838  | \$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 | \$290                | \$0   | \$1,160  | \$1,450  |
| <b>III-B</b>  | <b>Transp. Improvement Plan</b>      |              |          |             |      |                 |       |     |              |       |     |                      |       |          |          |
|               | TIP                                  | \$2,218      | \$8,872  | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$2,218              | \$0   | \$8,872  | \$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      |
| 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 | \$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      |
| 6             | Public Involvement                   | \$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      |
| <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      |
| 2             | Enviro. Analysis & Pre-TIP Plng.     | \$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      |
| 4             | Regional or Statewide Planning       | \$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 | \$300                | \$0   | \$1,201  | \$1,501  |
| <b>Totals</b> |                                      | \$6,006      | \$24,025 | \$0         | \$0  | \$0             | \$0   | \$0 | \$0          | \$0   | \$0 | \$6,006              | \$0   | \$24,025 | \$30,031 |

## 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 |
|------------------------------|-------|---------|---------|

**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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>80%</b> | <b>Total</b> |
|---------------------------------------|----------------------|---------------------|--------------|
| II-B-8 - Capacity Deficiency Analysis | \$313                | \$1,254             | \$1,567      |

**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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>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<br/>20%</b> | <b>FHWA<br/>80%</b> | <b>Total</b> |
|-------------------------------------|----------------------|---------------------|--------------|
| III-E-1 - Management and Operations | \$300                | \$1,201             | \$1,501      |

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

# Triangle J COG

|        |   | Task Description                      | STP-DA<br>133(b)(3)(7) |             | Sec. 104(f)<br>PL |             | Section 5303<br>Highway/Transit |              |            | Section 5307<br>Transit |              |            | Task Funding Summary |       |          |          |
|--------|---|---------------------------------------|------------------------|-------------|-------------------|-------------|---------------------------------|--------------|------------|-------------------------|--------------|------------|----------------------|-------|----------|----------|
|        |   |                                       | Local<br>20%           | FHWA<br>80% | Local<br>20%      | FHWA<br>80% | Local<br>10%                    | NCDOT<br>10% | FTA<br>80% | Local<br>10%            | NCDOT<br>10% | FTA<br>80% | Local                | NCDOT | Federal  | Total    |
| II     | A | Surveillance of Change                |                        |             |                   |             |                                 |              |            |                         |              |            |                      |       |          |          |
|        |   | 1 Traffic Volume Counts               | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0   | \$0      | \$0      |
|        |   | 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                     | \$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      |
|        |   | 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                            | \$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      |
|        |   | 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      |
| II     | B | Long Range Transp. Plan               |                        |             |                   |             |                                 |              |            |                         |              |            |                      |       |          |          |
|        |   | 1 Collection of Base Year Data        | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0   | \$0      | \$0      |
|        |   | 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    | \$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      |
|        |   | 7 Forecast of Future Travel Patterns  | \$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      |
|        |   | 9 Highway Element of th LRTP          | \$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      |
|        |   | 11 Bicycle & Ped. Element of the LRTP | \$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      |
|        |   | 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         | \$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      |
|        |   | 18 Air Qual. Planning/Conformity Anal | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0   | \$0      | \$0      |
| II     | C | Short Range Transit Planning          |                        |             |                   |             |                                 |              |            |                         |              |            |                      |       |          |          |
|        |   | 1 Short Range Transit Planning        | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0   | \$0      | \$0      |
| III-A  |   | Planning Work Program                 |                        |             |                   |             |                                 |              |            |                         |              |            |                      |       |          |          |
|        |   | 1 Planning Work Program               | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0   | \$0      | \$0      |
| III-B  |   | Transp. Improvement Plan              |                        |             |                   |             |                                 |              |            |                         |              |            |                      |       |          |          |
|        |   | 1 TIP                                 | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0   | \$0      | \$0      |
| III-C  |   | Cvl Rgts. Cmp./Otr .Reg. Reqs.        |                        |             |                   |             |                                 |              |            |                         |              |            |                      |       |          |          |
|        |   | 1 Title VI                            | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0   | \$0      | \$0      |
|        |   | 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        | \$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      |
|        |   | 6 Public Involvement                  | \$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      |
| III-D  |   | Incidental Plng./Project Dev.         |                        |             |                   |             |                                 |              |            |                         |              |            |                      |       |          |          |
|        |   | 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                     | \$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 |
| III-E  |   | Management & Operations               |                        |             |                   |             |                                 |              |            |                         |              |            |                      |       |          |          |
|        |   | 1 Management & Operations             | \$0                    | \$0         | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$0                  | \$0   | \$0      | \$0      |
| Totals |   |                                       | \$13,750               | \$55,000    | \$0               | \$0         | \$0                             | \$0          | \$0        | \$0                     | \$0          | \$0        | \$13,750             | \$0   | \$55,000 | \$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<br/>20%</b> | <b>FHWA<br/>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</b>  | <b>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       | \$3,500              | \$3,500   | \$28,000  | \$3,500              | \$3,500  | \$28,000  | \$35,000  |
|              | 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</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       |
|              | 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 the L RTP         | \$710               | \$2,840   | \$0            | \$0      | \$365                        | \$365     | \$2,920   | \$0                  | \$0       | \$0       | \$1,075              | \$365    | \$5,760   | \$7,200   |
|              | 10 Transit Element of the L RTP        | \$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 L RTP | \$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 L RTP | \$0                 | \$0       | \$0            | \$0      | \$0                          | \$0       | \$0       | \$0                  | \$0       | \$0       | \$0                  | \$0      | \$0       | \$0       |
|              | 13 Collector Street Element of L RTP   | \$0                 | \$0       | \$0            | \$0      | \$0                          | \$0       | \$0       | \$0                  | \$0       | \$0       | \$0                  | \$0      | \$0       | \$0       |
|              | 14 Rail, Water or other mode of L RTP  | \$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</b>  | <b>Short Range Transit Planning</b>    |                     |           |                |          |                              |           |           |                      |           |           |                      |          |           |           |
|              | Short Range Transit Planning           | \$0                 | \$0       | \$0            | \$0      | \$520                        | \$520     | \$4,160   | \$0                  | \$0       | \$0       | \$520                | \$520    | \$4,160   | \$5,200   |
| <b>III-A</b> | <b>Planning Work Program</b>           |                     |           |                |          |                              |           |           |                      |           |           |                      |          |           |           |
|              | 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</b> | <b>Transp. Improvement Plan</b>        |                     |           |                |          |                              |           |           |                      |           |           |                      |          |           |           |
|              | 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</b> | <b>Cvl Rgts. Cmp./Otr .Reg. Regs.</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</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       |
|              | 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</b> | <b>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  |
|              | Totals                                 | \$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 |



# 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  |
|     |  |  |  |  |  | 122  |  |  |  |   |   |

# 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 |
|     |  |   |  |  |   | 123  |   |   |  |           |

## 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 |
|---------|-------------------------|------------------------------|------------|----------|----------|

**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       |
| 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  | \$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       |
| 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                               | \$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       |
| 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</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       |
| 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      | \$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       |
| 7             | Forecast of Future Travel Patterns    | \$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       |
| 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       |
| 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 Planning    | \$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       |
| 18            | Air Qual. Planning/Conformity Anal.   | \$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       |
| 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       | \$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       |
| 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       |
| <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       |
| 2             | Enviro. Analysis & Pre-TIP Plng.      | \$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       |
| 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**

TC 1/28/15 Attachment 5  
MPO Board 1/14/2015 Attachment 12

| 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  | II-A-5  | II-B-10   | II-B-16   | II-C1  | 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   | \$6,472   | \$64,778  | \$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- | Completion   |   |   |   |  |  |   |   |  |
| 13- | HPR - Highway - NCDOT 20%  |   |   |   |  |  |   |   |  |
| 14- | HPR - Highway - FHWA 80%   |   |   |   |  |  |   |   |  |
| 15- | Section 104 (f) PL Local 20%   |   |   |   |  |  |   |   |  |
| 16- | Section 104 (f) PL FHWA 80%  |   |   |   |  |  |   |   |  |
| 17- | Section 5303 Local 10%   | \$2,434   | \$326   | \$326   | \$2,610  | \$658  | \$326   | \$326   | \$5,307  |
| 18- | Section 5303 NCDOT 10%   | \$2,434   | \$326   | \$326   | \$2,610  | \$658  | \$326   | \$326   | \$5,307  |
| 19- | Section 5303 FTA 80%   | \$63,468  | \$7,608   | \$7,608   | \$20,880   | \$5,230  | \$2,608   | \$2,608   | \$41,656   |
| 20- | Section 5307 Transit - Local 10%   | \$5,278   | \$483   | \$9,364   | \$10,058   | \$969  | \$350   | \$937   | \$2,061  |
| 21- | Section 5307 Transit - FTA 80%   | \$47,224  | \$3,864   | \$74,912  | \$80,464   | \$7,752  | \$7,800   | \$7,496   | \$16,488   |

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

TC 1/28/15 Attachment 5  
MPO Board 1/14/2015 Attachment 12

|     |  |           |
|-----|--|-----------|
| 1-  | MPO  |           |
| 2-  | FTA Code   |           |
| 3-  | Task Code  |           |
| 4-  | Title of Planning Task   | TOTALS    |
| 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%   | \$141,654 |
| 19- | Section 5307 Transit - Local 10%   | \$29,500  |
| 20- | Section 5307 Transit - NCDOT 10%   | \$29,500  |
| 21- | Section 5307 Transit - FTA 80%   | \$236,000 |

## ATTACHMENT #7

### Anticipated DBE Contracting Opportunities for 2015-2016

Name of MPO: DCHC X Check here if no anticipated DBE opportunities

Person Completing Form: Tamika Hackney Telephone Number: (919) 560-1535 ext. 36218

| 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:**

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



# **Triangle Transit**

## **FTA Funding Table and Supporting Documents**

**Triangle Transit (TTA)**

|               | Task Description                             | Section 5303<br>Highway/Transit |              |            | Section 5307<br>Transit |                 |                  | Task Funding Summary |                 |                  |                    |
|---------------|--|---------------------------------|--------------|------------|-------------------------|-----------------|------------------|----------------------|-----------------|------------------|--------------------|
|               |  | Local<br>10%                    | NCDOT<br>10% | FTA<br>80% | Local<br>10%            | NCDOT<br>10%    | FTA<br>80%       | Local                | NCDOT           | Federal          | Total              |
| <b>II A</b>   | <b><u>Surveillance of Change</u></b>         |                                 |              |            |                         |                 |                  |                      |                 |                  |                    |
|               | 1 Traffic Volume Counts                      | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 2 Vehicle Miles of Travel                    | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 3 Street System Changes                      | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 4 Traffic Accidents                          | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 5 Transit System Data                        | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$140,000            | \$0             | \$0              | \$140,000          |
|               | 6 Dwelling Unit, Pop. & Emp. Change          | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 7 Air Travel                                 | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 8 Vehicle Occupancy Rates                    | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 9 Travel Time Studies                        | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 10 Mapping                                   | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 11 Central Area Parking Inventory            | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 12 Bike & Ped. Facilities Inventory          | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 13 Bike & Ped. Counts                        | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
| <b>II B</b>   | <b><u>Long Range Transp. Plan</u></b>        |                                 |              |            |                         |                 |                  |                      |                 |                  |                    |
|               | 1 Collection of Base Year Data               | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 2 Collection of Network Data                 | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 3 Travel Model Updates                       | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$90,000             | \$0             | \$0              | \$90,000           |
|               | 4 Travel Surveys                             | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 5 Forecast of Data to Horizon year           | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 6 Community Goals & Objectives               | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 7 Forecast of Future Travel Patterns         | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 8 Capacity Deficiency Analysis               | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  |                 | \$0              |                    |
|               | 9 Highway Element of th LRTP                 | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  |                 |                  | \$0                |
|               | 10 Transit Element of the LRTP               | \$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                |
|               | 12 Airport/Air Travel Element of LRTP        | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 13 Collector Street Element of LRTP          | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 14 Rail, Water or other mode of LRTP         | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 15 Freight Movement/Mobility Planning        | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 16 Financial Planning                        | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 17 Congestion Management Strategies          | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 18 Air Qual. Planning/Conformity Anal.       | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
| <b>III C</b>  | <b><u>Short Range Transit Planning</u></b>   |                                 |              |            |                         |                 |                  |                      |                 |                  |                    |
|               | 1 Short Range Transit Planning               | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
| <b>III-A</b>  | <b><u>Planning Work Program</u></b>          |                                 |              |            |                         |                 |                  |                      |                 |                  |                    |
|               | Planning Work Program                        | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
| <b>III-B</b>  | <b><u>Transp. Improvement Plan</u></b>       |                                 |              |            |                         |                 |                  |                      |                 |                  |                    |
|               | TIP  | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
| <b>III-C</b>  | <b><u>Cvl Rgts. Cmp./Otr .Reg. Reqs.</u></b> |                                 |              |            |                         |                 |                  |                      |                 |                  |                    |
|               | 1 Title VI                                   | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 2 Environmental Justice                      | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  |                 |                  |                    |
|               | 3 Minority Business Enterprise               | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  |                 |                  |                    |
|               | 4 Planning for the Elderly & Disabled        | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 5 Safety/Drug Control Planning               | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 6 Public Involvement                         | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 7 Private Sector Participation               | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
| <b>III-D</b>  | <b><u>Incidental Plng./Project Dev.</u></b>  |                                 |              |            |                         |                 |                  |                      |                 |                  |                    |
|               | 1 Transportation Enhancement Plng.           | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 2 Enviro. Analysis & Pre-TIP Plng.           | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
|               | 3 Special Studies                            | \$0                             | \$0          | \$0        | \$85,500                | \$85,500        | \$684,000        | \$85,500             | \$85,500        | \$684,000        | \$855,000          |
|               | 4 Regional or Statewide Planning             | \$0                             | \$0          | \$0        | \$0                     | \$0             | \$0              | \$0                  | \$0             | \$0              | \$0                |
| <b>III E</b>  | <b><u>Management &amp; Operations</u></b>    |                                 |              |            |                         |                 |                  |                      |                 |                  |                    |
|               | 1 Management & Operations                    | \$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<br>20% | FHWA<br>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<br>20% | FHWA<br>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<br>20% | FHWA<br>80% | Total    |
|-----------------|--------------|-------------|----------|
| II-A-5          | \$90,000     | \$0         | \$90,000 |

