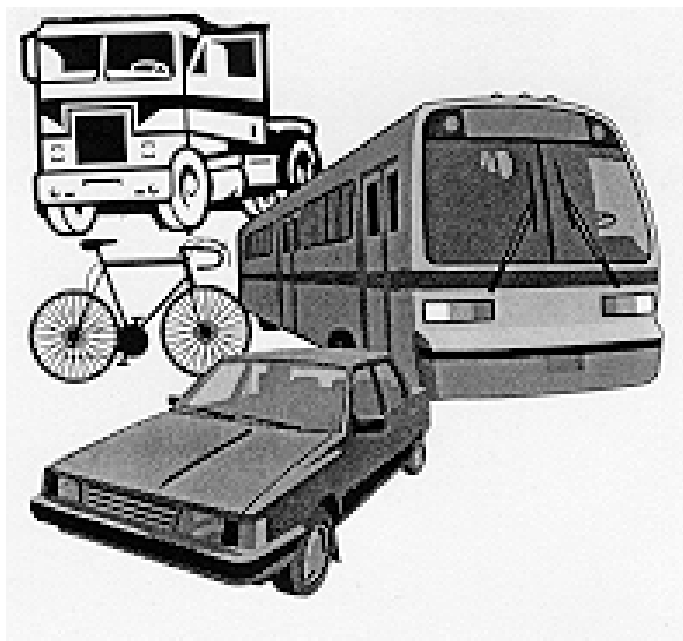


**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**



DRAFT

2006-2007
Unified Planning Work Program (UPWP)

May 10, 2006

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**

FY 2006-2007 Unified Planning Work Program

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Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2006-2007 Unified Planning Work Program

May 10, 2006

A motion was made by _____ and seconded by _____
for the adoption of the following resolution, and upon being put to a vote was duly adopted.

Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization;
and

Whereas, the City of Durham Department of Transportation has been designated as the recipient of Section 104(f) Planning and Technical Studies Planning grant funds; and

Whereas, members of the Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning for FY 2006-2007.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2006-2007 Unified Planning Work Program*.

I, _____, TAC Chair do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 10th day of May, 2006.

TAC Chair

Subscribed and sworn to me this _____ day of _____, 2006.

(Notary seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires _____

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

RESOLUTION (Transit)

Approving the FY 2006-2007 Unified Planning Work Program (UPWP) of the
DCHC Urban Area

May 10, 2006

A motion was made by _____ and seconded by _____
for the adoption of the following resolution, and upon being put to a vote was duly adopted.

Whereas, a comprehensive and continuing transportation planning program must be carried out
cooperatively in order to ensure that funds for transportation projects are effectively
allocated to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization;
and

Whereas, the City of Durham Department of Transportation has been designated as the recipient
of Federal Transit Administration (FTA) Metropolitan Planning Program funds; and

Whereas, members of the Transportation Advisory Committee agree that the Unified Planning
Work Program will effectively advance transportation planning for FY 2006-2007.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses
the *FY 2006-2007 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization.*

I, _____, Chair of the DCHC MPO Transportation Advisory Committee (TAC)
do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a
meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on
the 10th day of May, 2006.

William V. "Bill" Bell
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this _____ day of _____, 2006.

(Notary seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires _____

**RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN PLANNING ORGANIZATION'S
TRANSPORTATION PLANNING PROCESS FOR FY 2006-07**

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in compliance with Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations;

WHEREAS, the Durham-Chapel Hill-Carrboro Urban Area Metropolitan Transportation Improvement Program is a subset of the currently conforming DCHC MPO 2030 Long Range Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2030, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the Transportation Advisory Committee certifies the transportation planning process for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this the 10th day of May, 2006.

Chair, Transportation Advisory Committee

Clerk/Planner (Transportation Planning Manager)

STATE of: North Carolina

COUNTY of: Durham

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____, 2006 to affix his/her signature to the foregoing document.

Notary Public

101City Hall Plaza
Durham, NC 27701

Overview

Durham-Chapel Hill Carrboro
Metropolitan Planning Organization
FY 2006-2007 Unified Planning Work Program

Overview

Federal legislation (SAFETEA-LU) and implementing regulations mandate that each Metropolitan Planning Organization prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* is hereby referenced as an element of the UPWP and is available upon request from any member agency of the DCHC MPO.

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

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N. C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Federal Highway Administration (FHWA) Section 104(f) funds, FHWA Section 133(b)(3)(7) funds, FTA Section 5303 (formerly Section 8) funds, FTA Section 5307 (formerly Section 9) funds, and Section 5309 (formerly Section 3) funds are designated for MPO use. The Section 5303 and Section 5307 funds have historically been used for transit planning tasks while other MPO transportation planning tasks have been funded with Section 104(f) and Section 133(b)(3)(7) funds. The Section 104(f) funds and the Section 133(b)(3)(7) funds, also known as Surface Transportation Program – Direct Attributable (STP-DA) funds are set by congressional authorization on an annual basis. With the exception of FTA Section 5307 and 5309 funds, these funds can only be used for MPO transportation planning purposes. FTA Section 5309 funds are used for transit capital expenses, and Section 5307 funds are used for transit capital and operating expenses as reflected in the Transportation Improvement Program.

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative, and comprehensive. This certification was traditionally a part of the MTIP development until the NCDOT transitioned to a 2 year TIP in order to bolster public involvement. The certification resolution was included as part of the FY 2005-2006 UPWP and is also included in this work program.

Introduction

INTRODUCTION

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and includes a local matching share.

The Unified Planning Work Program (UPWP) is a narrative description of the annual technical work program for a continuing, cooperative and comprehensive (3C) transportation planning process in the DCHC metropolitan area. As the Lead Planning Agency (LPA) for the DCHC Metropolitan Planning Organization (MPO), the City of Durham, Transportation Division is responsible for developing the UPWP in cooperation with other members of the MPO including the Town of Chapel Hill, the Town of Carrboro, Orange County, Triangle Transit Authority (TTA), MPO local transit operators, and the North Carolina Department of Transportation (NCDOT).

The UPWP provides an indication of regional long and short-range transportation planning objectives, the manner in which these objectives will be achieved, the budget necessary to sustain the overall planning effort, and the sources of funding for each specific program element. All tasks will be performed by the MPO member agencies in cooperation with appropriate agencies, unless otherwise stated.

The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state and local levels. The 2004-2005 UPWP departs from the previous work programs in that it is product driven and emphasis is placed on "results-oriented" tasks. Several UPWP tasks are specifically targeted to implement provisions of several pieces of federal legislation, particularly the Transportation Equity Act for the 21st Century (TEA-21), the Clean Air Act Amendments of 1990 (CAAA), the Americans with Disabilities Act (ADA), and the North Carolina General Statute.

Federal regulations require Metropolitan Planning Organizations like the DCHC MPO develop an annual UPWP in cooperation with State and publicly-owned transit services. The annual work program is required to serve as a framework for collaborative planning among the Lead Planning Agency staff and staffs of the MPO member agencies. Also, the UPWP is intended to advance a strategic, integrated planning process within the metropolitan area.

The descriptions of the tasks to be accomplished and the budgets for these tasks are based on the best estimate of what can be accomplished within the confines of available resources. If, in the performance of this work program, it becomes apparent that certain tasks cannot be accomplished due to changing or unforeseen circumstances, redefining the scope of the tasks and/or reallocating funds among tasks will adjust the UPWP. Such adjustments are handled through UPWP amendments, and are developed in cooperation with NCDOT, the Federal Highway Administration (FHWA), the Federal Transit

Administration (FTA), the transit agencies, and other concerned agencies as appropriate.

SOURCES OF FUNDS

There are three main sources of funds used for transportation Planning UPWP:

- 1 Federal funds - US Department of Transportation (FHWA & FTA)
- 2 State funds - North Carolina Department of Transportation - NCDOT
- 3 Local Match (Durham, Chapel Hill and Carrboro)

Federal Funds

FHWA Funds - Two principle FWHA funds used for UPWP funding are the Section 104(f) – PL funds and STP-DA.

Other Funding Sources - Other funding sources available are typically sought to conduct specific planning activities. These funds include highway funds such as Congestion Mitigation Air Quality (CMAQ) funds and HPR funds, grant from FHWA to NCDOT for highway planning and research.

State Funds (NCDOT)

NCDOT provides 10% match for FTA 5303 and 5307 planning funds received by the MPO transit operators – Chapel Hill Transit, DATA, and TTA.

Local Funds

Recipients of FHWA funds are required to provide 20% local match. The City of Durham, Town of Chapel Hill, Town of Carrboro, and Orange County provide 20% local match for Section 104(f) – PL and STP-DA funds. Also, the City of Durham and the Town of Chapel Hill provide 10% local match for FTA section 5303 and 5307 funds.

FY 2006-07 UPWP funding levels as well as the descriptions of funding sources are summarized below.

Section 104(f) also known as PL funds are FHWA funds for urbanized areas, administered by NCDOT. These funds require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funding level is based on the SAFETEA-LU Section 104(f) allocation as well as new PL distribution approved by NCDOT Board of Transportation in June 2005. The statewide section 104(f) funds are distributed among the 17 MPOs based on the following formula: All MPOs get an equal share of \$130,000 (hold harmless) and the rest of the funds are distributed based on the MPO urbanized area

population. The DCHC MPO PL fund allocation for FY 2006-07 is \$373,549. The unobligated balance available from previous years is \$133,388. Additional PL funds in the amount of \$109,604 have been de-obligated through Amendment #1 of the 2005-06 UPWP and are available in FY 2006-07.

Federal (PL funds)	\$612,491
Local (20% match)	<u>\$153,123</u>
Total	\$765,614

STP-DA – These funds are the Direct Attributable Allocation portion of the federal Surface Transportation Program (STP) funds provided to Transportation Management Areas (TMAs are MPOs over 200,000 population). By agreement with the DCHC MPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. STP-DA funds earmarked for programming in the FY 2006-2007 UPWP are shown below.

Federal (STP-DA)	\$1,762,244
Local (20% match)	<u>\$ 440,561</u>
Total	\$2,202,805

State Planning and Research Funds (SPR Funds) – These are FHWA funds allocated to the Transportation Planning Branch (TPB) of NCDOT. NCDOT determines the allocation of these funds among tasks in the UPWP and is responsible for contributing 20% of non federal matching funds. SPR funds programmed in the 2006-2007 UPWP are as follows:

Federal	\$55,2000
NCDOT-TPB	\$13,800
Total SPR funds	\$69,000

FTA Funds -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9) of the Federal Transit Act Amendments of 1991.

Section 5303 funds are grant monies from FTA that provide assistance to urbanized areas for transit planning. Essentially, the funds are earmarked for use in planning and technical studies related to urban public transportation. They are provided from the Federal Transit Administration through the NCDOT-PTD to the MPO transit operators (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

	CHT	DATA	TTA	MPO Total
Federal	\$94,456	\$98,312		\$191,071
State	\$11,807	\$12,289		\$ 23,884
<u>Local</u>	<u>\$11,807</u>	<u>\$12,289</u>		<u>\$ 23,884</u>
Total	\$118,070	\$122,890		\$240,960

Section 5307 funds can be used for planning as well as other purposes, and are distributed by the formula by FTA. The DATA, CHT, and TTA use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 10% local match, which is provided by the City of Durham, the Town of Chapel Hill, and TTA; and 10% State match provided the Public Transportation Division of NCDOT

	CHT	DATA	TTA	MPO Total
Federal	\$120,000	\$351,445	\$1,225,000	\$1,696,445
State	\$15,000	\$ 43,931	\$153,125	\$ 212,056
Local	\$15,000	\$ 43,931	\$153,125	\$ 212,056
Total	\$150,000	\$439,306	\$1,531,250	\$2,120,556

DCHC MPO – UPWP Funding Sources (FY 2006-07)

Funding Type	Federal	State	Local	Total
Section 104(f)	\$612,419	\$0	\$153,123	\$765,614
STP-DA	\$1,762,244	\$0	\$440,561	\$2,202,805
FTA 5303	\$192,768	\$24,096	\$24,096	\$240,960
FTA 5307	\$1,696,445	\$212,056	\$212,056	\$2,120,556

Synopsis of Routine and On-Going Projects

SYNOPSIS OF ROUTINE AND ONGOING PROJECTS

Management and certification of Transportation Planning (3-C) Process

This work element encompasses the administration and support of the 3-C transportation planning process as mandated and required by federal regulations.

Objective:

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

Previous Work:

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

Proposed Activities:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. 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.
3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
4. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

Work Product Expected:

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

Model Maintenance/Air Quality Planning

Objective:

To maintain and improve the regional travel demand model and the MPO sub-area model as a tool for transportation planning and air quality conformity. To develop certification documents, reports, and other materials that meet the goals of the Clean Air Act Amendments (CAAA), TEA-21 as it pertains to air quality planning, the State Implementation Plan (SIP), and the goals and objectives of the DCHC MPO.

Previous Work:

1. Development of the Triangle Regional Model (TRM).
2. Air quality conformity determinations for the LRTP, TIP and sub-area modeling.
3. Modeling for project forecasting for NEPA projects e.g., East End Connector.

Proposed Activities:

1. Continue maintenance and improvements of the regional model (TRM).
2. Rebuild future network horizon years with new data and updated versions of TransCad.
3. Continue the refinement of TRM using the TransCAD to improve forecasts of highway and transit demand with consideration for changes in land use.
4. Work with NCDOT, DENR and the statewide Modeling Users Group for necessary improvements to the travel demand model for conformity determination purposes.
5. Coordinate air quality planning efforts with DENR, NCDOT, EPA, FHWA, FTA, and other appropriate agencies.
6. Work with the Division of Air Quality in the development of the State Implementation Plans (SIP).

Expected Work Products:

1. On-going maintenance of the model.
2. Quality and error checks.
3. Model forecasts for the development of the SIP.
4. Travel demand forecasts for NEPA projects, including the East End Connector.

Unified Planning Work Program - 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 DCHC MPO planning area for the FY 2006-2007. 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 2004-2005 Unified Planning Work Programs adopted by the TAC on April 14, 2004 and FY 2005-06 UPWP expected to be approved by the TAC on April 13, 2005.
2. Amendments of the UPWP as requested by member agencies.

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 at its January 2005 meeting.

Expected Work Products:

1. Amendments to the current UPWP as necessary.
2. Development of the FY 2006-07 Unified Planning Work Program (UPWP).

Public Involvement Process

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 federal Certification Team, and to develop and enhance the process of public dissemination of information.

Previous Work:

1. MPO Public Involvement Process.
2. MPO website.
4. News Letters
5. News paper advertisements.

Proposed activities:

1. Refine the current 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 website.
2. Update and maintenance of mailing list database
3. Quarterly MPO News letters, and project specific news letters.
4. Support of Citizen Advisory Committee

Transportation Improvement Program (TIP) Development

Objectives:

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

Previous Work:

2006-2012 Regional Priority List and DCHC Metropolitan Transportation Improvement Programs (MTIP). Development MPO Issue paper for One-on-One sessions with NCDOT.

Proposed Activities:

1. Solicit transportation improvement projects from municipalities and transit providers.
2. Develop 2007-2013 MPO Regional Priority Lists and 2007-13 MTIP.
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 federal, state and local officials.
7. Attend regular meetings with NCDOT to exchange information regarding transportation improvement projects.

Expected Work Product:

1. Amendments to the 2006 - 2012 Metropolitan Transportation Improvement Program.
2. 20097-2015 Regional Priority Lists ranking methodology
3. 2007 - 2013 Metropolitan Transportation Improvement Program
4. Develop and refine procedures necessary for TIP preparation and amendment as necessary.
5. TIP Amendments and Adjustments as necessary.

Environmental Justice

Objectives:

To ensure that minority and low-income communities are ; 1) not adversely affected by transportation projects and policies; 2) treated equitably in the provision of transportation services and projects; and 3) provided full opportunity for participation in MPO transportation planning and decision making process.

Previous Work:

Demographic profiles based on 1990 Census- 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.

Proposed activities:

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
2. Update demographic profiles based on 2000 Census and MPO 2002 base year data - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2000 Census.
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
6. Review existing public outreach and involvement plan.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular.

Expected Products:

1. Updated maps utilizing information from the 2000 Census and 2002 base year data.
2. Increased involvement of low-income and minority populations in the transportation planning process.
3. Technical assistance memoranda, reports, and workshops as needed.
4. Protocol for responding to issues and concerns regarding Environmental Justices
5. MPO Environmental Justice plan

Major Emphasis Areas & Special Projects

SPECIAL EMPHASIS PROJECTS SUMMARY DESCRIPTION

GIS Data Integration and Automation

Currently the DCHC MPO does not have a unified GIS database for the metropolitan planning area. Lack of integrated GIS data has impeded effective transportation planning such as the **L RTP alternative analysis, environmental justice analysis, TIP project ranking, and prioritization**. Over the years, it has become increasingly apparent that transportation models, land use analysis, and long range transportation plan, TIP and CMS development processes are critically dependent on comprehensive, integrated, high quality spatial data. The Lead Planning Agency (LPA) does not have a GIS-Transportation for the entire metropolitan area. The LPA, like most agencies, is heavily dependent upon spatial data for a host of transportation planning activities and public information dissemination. Due to concerns and comments expressed by the public and the TAC regarding the quality of GIS, access to information, etc., the GIS data integration and automation task was proposed and approved by the TAC.

The proposed GIS data integration will create a geo-spatial warehouse within the LPA and automate GIS functions. Various MPO agencies use separate GIS and database systems. While these systems share certain standards and formats, they have no physical relationship. As a result, there are inconsistencies and overlap problems.

This project will eliminate redundancies, reduce costs of data collection (over 70% of the CMS cost is attributed to data collection), and, most importantly, improve GIS functions and public access to MPO spatial information.

The majority of data and spatial analyses required to meet and support the planning requirements of SAFETEA-LU, especially for the development of the LRTP, TIP and congestion mitigation system will come from the proposed GIS data integration project.

Summary of Project Scope

1. Design and implement a GIS data warehouse for the MPO, including designing a relational database and single enterprise-wide base layers. The system and database design will involve a needs assessment, conceptual and logical design, physical design, automation plan, maintenance strategy, and final implementation.
2. Testing the system for functionality, performance, and flexibility will involve evaluating the automation plan (procedures, validity, and system), the application's design, the hardware and software configurations, and the organizational and administrative procedures. It is anticipated that existing data will be used to populate the database and test system and database design.
3. Develop a protocol for linking attributes from member agencies' GIS systems. This will include a data dictionary and location table to support transit spatial feature portability and storing transit feature data. Essentially, this is a mechanism for converting data fields from other systems to a unique attribute for the MPO. Data standards and protocol are also especially important for data sharing and exchange. As such, this should be thought of carefully to insure all regional agencies and potential data sources are taken into cognizant when establishing a protocol.

4. Develop a MPO-wide master line layer or “base map” (a foundation for spatial and attribute data). Develop master line layer to integrate transportation GIS applications. The line layer shall be linked to other layers of information, such as zip codes, Census geography orthophotos, etc.

5. Develop a relational database that captures the following (this item is linked to tasks 1 and 4):
 - Functional classification
 - TIP
 - LRTP
 - CMS
 - TIP priority lists
 - Environmental data
 - Census PUMS, CTPP, ACS
 - Model input data, results and intermediate outputs
 - Land use and parcel data
 - Property tax
 - Employment data
 - Centerline data and attributes
 - NCDOT roadway attributes
 - Transit data and attributes
 - Sidewalk and pedestrian attributes
 - Bicycle facilities attributes
 - Previous completed improvements
 - Monitoring results based on completed improvements
 - Traffic count data, including TMCs
 - Accident information
 - TRM networks data
 - ITS information
 - Additional data sources as needed

6. Create customized applications for the LPA and MPO agencies using standard open source scripting languages.

7. Develop a user-friendly graphical interface and interactive web application. The interface is vital for staff, the public, and decision-makers in terms accessing information and improving spatial analytical capabilities. Also, it would enhance decision-makers’ understanding of complex issues and facilitate the quick response to transportation GIS requests.

8. Develop a data maintenance strategy

Applications

This project will be very invaluable in the development of the CTP and 2035 LRTP. Sample applications and analyses are summarized as follows.

- Highway and transit projects assumed in 2008, 2011, and 2016 air quality analysis.
- Differences in future transportation system performance with or without certain projects
- Indirect and cumulative impacts of CTP or LRTP projects
- Quantifying the environmental impacts of LRTP or TIP projects (useful also for developing project priority lists).
- Base and future year environmental justice demographic profile (see federal certification EJ questions).
- Effectiveness and efficiency of planning, analysis and graphical display.
- Land use scenario testing and analysis (this has been a major comment on previous LRTPs).
- Visualization requirement of SAFETEA-LU.

LPA staff resources:

Jeremy Raw - 100 hours

Felix Nwoko – 100 hours

Brian Rhodes - 175 hours

MPO Technical Team will be constituted to provide oversight

Development of the Land Use Model

The linkage between land use and transportation is fundamental to understanding transportation system performance. It has been well established that trip-making patterns, volumes, and modal distributions are largely a function of the distribution and use of land. Thus, exercising control over the trip generating characteristics of individual development sites (e.g., development density) can be used to ensure that the resulting travel demand is consistent with the existing transportation infrastructure and the level of service desired.

Over the long run, the spatial distribution of land use can greatly influence regional travel patterns. In turn, this land use distribution can be influenced by the level of accessibility provided by the transportation system.

Federal planning regulations have reinforced the importance of the linkage between transportation planning and land use. For example, the metropolitan transportation planning process should “consider the likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans...”.

The plan itself should “reflect, to the extent that they exist, consideration of the area’s comprehensive long-range land use plan and metropolitan development objectives; national, state, and local housing goals and strategies; community development and employment plans and strategies; and employment plans and strategies...”.

Origin of Project

During the development of the first TRM model, the TAC raised two issues regarding representing the interaction of land use and transportation in the model as well as the need to incorporate non-motorized trips. Staff was directed to prepare a white paper dealing with the DCHC model goals. Based on the white paper, the TAC adopted the following goals and model needs:

- The forecast model should be capable of analyzing multimodal alternatives (i.e. it should be a tool that can provide demand estimates for both motorized and non-motorized options).
- The model should provide a feedback process for analyzing various land use scenarios.
- The model should have the ability to provide air quality evaluation.
- The model should be flexible and easily updated.
- Policy Relevance: A model that is sensitive and capable of analyzing relevant policy options (pricing, land use, TDM, etc).
- Flexibility: A model that allows analysis at varying level of detail and spatial and time scales (i.e. subarea, corridor, development impact, what ifs, long range, short range, etc.)
- Comprehensiveness: A model that represents a full range of travel decisions and potential options.

The TAC also approved the allocation of nearly \$1 million of STP-DA funds for these efforts. At the national level, Portland, Oregon in cooperation with TMIP, initiated the first symposium on land use-transportation model integration. The results from the national discussion on this subject matter will inform the MPO process. In recent years, due to requests by the TAC, the

LPA conducted a survey and review of land use model implementation at the MPO level. The effort resulted in the recommendation to use the UrbanSim platform.

Objectives:

Two policy objectives motivate this project:

1. Recent guidance from EPA and FHWA that encourages all MPO's to model interactions between land use development and transportation system enhancements
2. Request from the DCHC MPO TAC to include analysis of transportation system changes that may promote, discourage, or modify land development patterns as part of the LRTP analysis and other planning initiatives

These policy objectives will be met by implementing an integrated land use and transportation model system.

Synopsis of benefits:

- Land use scenario analysis and testing
- Evaluation of land use impacts on transportation and vice versa (received comments both from elected officials and the public during the previous LRTP update).
- Addresses the insensitivity of TRM to changes in "4D" (density, diversity, design and destination) characteristics. The insensitivities or "blind spots" are: 1) No consideration is given to the distances between land uses within a given TAZ; 2) Interaction between different non-residential land uses (e.g. offices and restaurants) not well represented; 3) Treatment of density largely ignored (e.g. a TAZ with a dense development in one corner is treated the same as a TAZ with the same population spread evenly throughout the area (uniform zonal distribution of SE data); and 4) Travel models grossly underestimate benefits of smart growth and transit – things that cannot be measured are lumped into bias constants.
- Land use model provides a useful tool for consistent and effective analysis of indirect and cumulative impacts, needed for the CTP and stressed in the SAFETEA-LU requirements.
- Land use model can better assess the benefits of smart growth and neo-traditional developments or new urbanism.
- Provides a better tool for analyzing induced traffic.

Applications:

UrbanSim is a decision support tool land use model that will be useful for examining the interactions between land use, transportation, the economy, and the environment (including air quality) for the DCHC MPO. Like any tool, it must be appropriate for the task for which it will be used. It should be able to, among other things, provide the DCHC MPO decision-makers and technical staff with information that is useful for the types of problems facing the metropolitan area. Some of these questions include the effect of the following actions on future travel patterns, air quality, and land use development:

- Pricing (e.g., land use tax/subsidies, road tolls, parking fees, vehicle ownership/licensing tax, fuel costs).

- Infrastructure and services (e.g., building of public housing, availability of land for schools and parks, providing public utilities, and transport system investment).
- Regulatory (e.g., Land-use, zoning, parking regulations, road speeds, environmental air quality/noise/safety restrictions).
- Education and marketing (e.g., changes in traveler behavior, value of time).
- Accessibility and Transit Oriented Developments (TOD) and non-motorized travel.
- Induced demand from highway expansion that might undermine the capacity expansion or alter travel patterns and thus future land use patterns.
- Equity analysis (various household income groups and industries), consumer surplus.
- Economic effects (e.g., indirect costs and benefits of investments, economic competitiveness and market accessibility to trade partners).

The proposed land use model must integrate with the Triangle Regional Model (TRM), a travel forecasting model for the region.

Proposed Approach:

A two-phased approach is proposed for the development and implementation of UrbanSim for the DCHC MPO:

1. Phase 1 will involve the development and implementation of UrbanSim at the “neighborhood” level. Essentially, this entails implementing a short term land use-transportation modeling capability for the DCHC MPO. This would be a version of UrbanSim modeling at a higher geographic level which should implement most, if not all, of the desired capabilities. It is anticipated that this would take about six (6) to nine (9) months and could be accomplished alongside the current TRM TransCad model enhancement. This will include effective benchmarks, back-casting and visualization tools. The thrust of this phase is three-fold: 1) to allow the MPO to review and evaluate the model performance; 2) propose any refinements; and 3) reassess resource requirements. Such a model would allow planners to explore land use-transport interactions on either a MPO or neighborhood/transit station-area basis, test various development scenarios, and examine likely land use impacts of a rapidly growing region and associated travel patterns. Such an implementation would provide experience with political and institutional agencies and constraints and data collection efforts at an early stage which would be helpful in long term model design and development.
2. Phase 2 will involve the development and implement of the full blown model at the parcel level or in grid cells. A more comprehensive and complex modeling system can be developed over the longer term. It would be capable of addressing the entire requirements of the UrbanSim model. It would incorporate or operate in tandem with the TRM major travel demand model update. The development time for such a model is expected to be between 18 and 24 months, and will depend upon the capabilities required, manpower and data availability, and deadlines imposed by the MPO transportation planning initiatives.

A phased development process will permit a continual review of model objectives throughout the life of the project, allowing mid-course corrections and additional data collection as required. The consultant should make recommendations regarding the utility of establishing a peer review for this project. Would a peer review panel result in a substantially better product, bring valuable

experience from projects to supplement the consulting team, and provide many invaluable suggestions for the proposed land model development and implementation? If a peer review is deemed vital for the success and oversight of this project, the consultant should propose potential candidates to be considered for a review panel for the model development work.

LPA staff resources:

Jeremy Raw – 96 hours

Felix Nwoko – 72 hours

Chao Wang – 48 hours

MPO Technical Team will be consulted to provide oversight

MPO Model Enhancements

1) Sub-area analysis tool

The purpose of this sub-area model enhancement is essentially to develop a tool that would allow for an in-depth evaluation of a multi-modal transportation system in relatively small geographic area or within a corridor. Generally, three techniques can be used to implement sub-area or to create subsets of the regional model:

1. Region-wide abstraction
2. Sub-area windowing
3. Sub-area focusing

Region-wide Abstraction

This technique is simply uniform aggregation of networks and zone information across the TRM boundary to create a coarse hierarchy – usually a district system.

Sub-area Windowing

Windowing is simply the extraction of the sub-area of interest (window) from the TRM and collapsing trip ends outside the window onto the window boundary much like the treatment of external stations in the original network.

In essence, this involves drawing a cordon around the focus area of analysis – e.g. Carolina North, and designating external stations outside the cordon. Within the focus area, network and zone details will be added, and trip tables that correspond to the revised network will be derived from the regional model trip table. Because the trip table is constant, this technique can only be used if the network, land use, and policy changes are not expected to significantly change trip generation, trip distribution, or mode split patterns.

Sub-area Focusing

Focusing is the abstraction of the focus of interest (e.g. Carolina North) from the regional model and abstraction of zones and network information outside the planning area boundary. In this technique, the current Triangle Regional Model (TRM) networks will be retained either in its entirety or in some detailed form within the sub-area. Likewise, zones will be represented in more detail where possible, especially along transit service areas. Outside the study or influence area, networks will be collapsed in some skeleton form, and zones will be aggregated into progressively larger zones as distance from the sub-area increases.

The resulting zone and network structure enable the modeling of the effects of SE data and policy changes, as well as network changes, because the entire travel forecast model chain can be run with the “focused” data set.

Recommended Technique

Sub-area focusing is recommended as a technique for creating subsets from the regional model for sub-area analysis. This technique is best suited for local and corridor analyses and major updates of the regional model when only a small sub-area is under investigation. The Federal Highway Administration (FHWA) sponsored the development of a sub-area focusing tool called

SAF. The program converts large regional datasets into focused datasets that can be output into any computer package format the user chooses.

Task involves the development of scripts and user interface within the TRM environment to permit sub-area analysis.

2) *Select Link Analysis Tool.*

MPO staff members are often asked to ascertain the origin and destination of trips along specific links. This is done through what is called select link analysis. The LPA staff was requested to conduct this analysis for Weaver Dairy Road in Chapel Hill and the erstwhile Eno Drive. Select link analysis is also used as a tool in the determination of the “Purpose and Need” of a project. This tool will be extremely useful tool for the CTP and 2035 LRTP update as well as fulfilling SAFETEA-LU planning requirements for metropolitan transportation plans.

Task involves development of scripts and user interface within the TRM environment to permit select link analysis.

3) *LRTP and AQ Performance Measures.*

As part of the development of the 2025 LRTP, the TAC approved performance measures and targets for evaluation of LRTP alternatives. The measures are as follows: travel time, average speed, total VMT, total VHT, VMT and VMT per capita, percent network experiencing congestion, hours of delay, mode share (SOV, HOV, rail, buses, bike and pedestrian), daily transit ridership, v/c ratio, etc. The TAC requested that the measures be summarized by county, district, and major activity center.

Task involves the development of scripts and user interface within the TRM environment to permit extraction of model results and intermediate outputs. Tasks will link the LRTP with mobile6 and air quality results.

Staff Resources

Jeremy Raw – 72 hours

Felix Nwoko – 72 hours

Chao Wang – 40 hours

ITS Deployment Plan Update)

Intelligent Transportation Systems (ITS) are applications of advanced transportation operation and communication technologies used to improve safety, relieve congestion and provide better information to travelers. The Federal Highway Administration (FHWA) issued a final rule to implement Section 5206(e) of the Transportation Equity Act for the 21st Century (TEA-21) in January of 2001. This final rule required that States develop regional ITS strategies which conform to the National ITS Architecture and applicable standards. To meet these requirements and ensure future federal funding eligibility, the North Carolina Department of Transportation (NCDOT), in cooperation with CAMPO and DCHC MPO, developed the Triangle regional ITS architectures and deployment plan. Update of the ITS deployment plan is required to provide a framework for Long Range Transportation Plan (LRTP) integration as well as to identify specific projects for TIP programming.

Objectives:

1. To update the Triangle regional ITS architecture and deployment plan.
2. To estimate the benefits and costs of ITS investments.

Previous Work:

1. Triangle regional ITS deployment plan in 2000

Proposed Activities:

1. Identify ITS needs and issues in the Triangle region.
2. Map the needs to the national ITS architecture to determine work scope.
3. Update the regional ITS architecture.
4. Update the deployment plan using Turbo Architecture 3.2 (the existing plan was developed with 1.0).
5. Develop communication plans and system engineering plans.
6. Evaluate the effectiveness of ITS strategies using software ITS Deployment Analysis System (IDAS).
7. Assess air quality benefits of ITS strategies.

Products:

1. Updated regional ITS architecture.
2. Updated regional ITS deployment plan.
3. Detailed cost estimates
4. Performance evaluation and Measures of effectiveness of ITS strategies
5. Reports of cost-benefit evaluation on ITS deployment plan.

Relationship to Other Plans and MPO Activities:

Update of the ITS deployment plan is required to provide a framework for LRTP integration as well as to identify specific projects for TIP programming. It is also closely related to CMS and air quality analysis etc.

Staff Resources

Felix Nwoko – 120

2006-2007 UPWP Major Emphasis Projects - Local Matching Funds Distribution

				Local	FHWA	Total
1	Bicycle and Pedestrian Trip (non-motorized) Model Enhancement	250,000				
			Durham	38,622	200,000	
			Town of Chapel Hill	8,463		
			Town of Carrboro	2,915		
			Orange County	0		
			Total	50,000	200,000	250,000
2	Travel Demand Model Major Update and Enhancement	187,500				
			Durham	28,966	150,000	
			Town of Chapel Hill	6,347		
			Town of Carrboro	2,187		
			Orange County	0		
			Total	37,500	150,000	187,500
3	Travel Survey Phase II: On-Board, External trips & Travel time/speed surveys	243,750				
			Durham	37,656	195,000	
			Town of Chapel Hill	8,251		
			Town of Carrboro	2,843		
			Orange County	0		
			Total	48,750	195,000	243,750
4	MPO Transportation Data Management/Automation & GIS Integration	200,000				
			Durham	30,897	160,000	

2006-2007 UPWP Major Emphasis Projects - Local Matching Funds Distribution

				Local	FHWA	Total
			Town of Chapel Hill	6,771		
			Town of Carrboro	2,332		
			Orange County	0		
			Total data automation/GIS	40,000	160,000	200,000
5	Land Use / Transportation/AQ Integration Model	250,000				
			Durham	38,622	200,000	
			Town of Chapel Hill	8,463		
			Town of Carrboro	2,915		
			Orange County	0		
			Total	50,000	200,000	250,000
6	Collector Street Plans	50,000				
			Durham	7,724	40,000	
			Town of Chapel Hill	1,693		
			Town of Carrboro	583		
			Orange County	0		
			Total	10,000	40,000	50,000
7	ITS Deployment Plan Update	70,000				
	Triangle Regional Architecture		Durham	10,814	56,000	
			Town of Chapel Hill	2,370		
			Town of Carrboro	816		

2006-2007 UPWP Major Emphasis Projects - Local Matching Funds Distribution

				Local	FHWA	Total
			Orange County	0		
			Total	14,000	56,000	70,000

8	Total matching funds	1,251,250				
			Durham	193,301	1,001,000	
			Town of Chapel Hill	42,357		
			Town of Carrboro	14,592		
			Orange County	0		
			Total	250,250	1,001,000	1,251,250

Funding Distribution & Agency Allocation Tables

MPO Funds Distribution by Agency

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Funding Distribution by Agency & Funding Sources**

MPO Summary
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Receiving Agency	SPR		STP-DA		Section 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
	Highway		Sec. 133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
	NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA				
	20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%				
Durham/DATA			372,650	1,490,600	116,162	464,647	12,289	12,289	98,312	43,931	43,931	351,445	753,913	0	0	1,204,268	56,220	2,405,004	3,665,491
Carrboro			0	0	9,016	36,064	45,080	0	0	0	0	0	0	0	0	54,096	-	36,064	90,160
Chapel Hill/CHT			80,000	320,000	26,499	105,996	18,364	18,364	146,912	34,132	34,132	273,056	0	0	0	270,175	52,496	845,964	1,168,635
Orange County			0	0	2,401	9,604	12,005	0	0	0	0	0	0	0	0	14,406	-	9,604	24,010
TJCOG			0	0	2,720	10,880	27,200	0	0	0	0	0	0	0	0	-	-	10,880	27,200
TTA			27,916	111,664	9,000	36,000	184,580	0	0	166,875	166,875	1,335,000	1,712,500	0	0	1,555,875	194,791	1,372,664	3,109,580
NCDOT	21300	85200	0	0	106,500	0	0	0	0	0	0	0	0	0	0	38,500	21,300	55,200	107,500
Totals	\$21,300	\$85,200	\$480,566	\$1,922,264	\$272,298	\$663,191	\$299,518	\$30,653	\$245,224	\$244,938	\$244,938	\$1,959,501	\$1,712,500	\$0	\$0	\$3,137,320	\$324,807	\$4,735,380	\$8,192,576

Summary MPO Funding Source Tables

MPO Summary (FHWA/FTA Funds)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Summary Funding Source Tables - FHWA/FTA Fund:															MPO Summary 4/5/2006 12:14			
Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	II A	Surveillance of Change																		
1	1,500	6,000	0	0	3,404	13,617	0	0	0	0	0	0	0	0	0	3,404	1,500	19,617	24,521	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	0	0	0	0	50	200	0	0	0	0	0	0	0	0	0	50	-	200	250	
4	0	0	500	2,000	550	2,200	0	0	0	0	0	0	0	0	0	1,050	-	4,200	5,250	
5	0	0	0	0	300	1,200	7,289	7,289	58,312	0	0	0	0	0	0	7,589	7,289	59,512	74,390	
6	0	0	1,000	4,000	1,000	4,000	0	0	0	0	0	0	0	0	0	2,000	-	8,000	10,000	
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
9	0	0	12,400	49,600	14,000	56,000	0	0	0	0	0	0	0	0	0	26,400	-	105,600	132,000	
10	0	0	2,319	9,274	150	600	1,875	1,875	15,000	1,250	1,250	10,000	0	0	0	5,594	3,125	34,874	43,593	
11	0	0	800	3,200	0	0	0	0	0	0	0	0	0	0	0	800	-	3,200	4,000	
12	0	0	1,333	5,331	60	240	0	0	0	0	0	0	0	0	0	1,393	-	5,571	6,964	
13	0	0	1,333	5,331	0	0	0	0	0	0	0	0	0	0	0	1,333	-	5,331	6,664	
II B	Long Range Transp. Plan																			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	0	0	0	0	60	240	0	0	0	0	0	0	0	0	0	60	-	240	300	
3	2,100	8,400	185,842	743,367	0	0	0	0	0	12,500	12,500	100,000	0	0	0	198,342	14,600	851,767	1,064,709	
4	0	0	49,881	199,525	0	0	0	0	0	1,250	1,250	10,000	0	0	0	51,131	1,250	209,525	261,906	
5	0	0	0	0	4,369	17,474	625	625	5,000	0	0	0	0	0	0	4,994	625	22,474	28,093	
6	0	0	0	0	5,615	22,460	0	0	0	0	0	0	0	0	0	5,615	-	22,460	28,075	
7	0	0	0	0	1,546	6,184	0	0	0	0	0	0	0	0	0	1,546	-	6,184	7,730	
8	0	0	0	0	9,892	39,566	307	307	2,456	0	0	0	0	0	0	10,199	307	42,022	52,528	
9	0	0	0	0	3,969	15,877	0	0	0	0	0	0	0	0	0	3,969	-	15,877	19,846	
10	0	0	40,000	160,000	11,769	47,077	2,500	2,500	20,000	775	775	6,202	0	0	0	55,045	3,275	233,279	291,599	
11	0	0	3,044	12,177	6,044	24,177	0	0	0	0	0	0	0	0	0	9,089	-	36,354	45,443	
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
13	200	800	16,224	64,897	8,075	32,300	0	0	0	0	0	0	0	0	0	24,299	200	97,997	122,496	
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
15	0	0	0	0	659	2,634	0	0	0	0	0	0	0	0	0	659	-	2,634	3,293	
16	0	0	0	0	4,449	17,797	625	625	5,000	0	0	0	0	0	0	5,074	625	22,797	28,496	
17	800	3,200	47,848	191,393	19,926	79,705	0	0	0	1,785	1,785	14,283	0	0	0	69,560	2,585	288,581	360,726	
18	200	800	0	0	5,489	21,957	0	0	0	0	0	0	0	0	0	5,489	200	22,757	28,446	
III C	Short Range Transit Planning																			
1	0	0	0	0	250	1,000	125	125	1,000	121,250	121,250	970,000				121,625	121,375	972,000	1,215,000	
III-A	Planning Work Program																			
	400	1,600	0	0	3,830	15,321	375	375	3,000	3,524	3,524	28,191	0	0	0	7,729	4,299	48,112	60,140	
III-B	Transp. Improvement Plan																			
	400	1,600	0	0	8,397	33,587	0	0	0	464	464	3,711	0	0	0	8,861	864	38,898	48,623	
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																			
1	0	0	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	
2	0	0	0	0	6,683	26,733	0	0	0	375	375	3,000	0	0	0	7,058	375	29,733	37,166	
3	0	0	0	0	40	160	0	0	0	1,250	1,250	10,000	0	0	0	1,290	1,250	10,160	12,700	
4	0	0	0	0	1,416	5,662	5,000	5,000	40,000	1,250	1,250	10,000	0	0	0	7,666	6,250	55,662	69,578	
5	0	0	0	0	625	2,500	0	0	0	625	625	5,000	0	0	0	625	625	5,000	6,250	
6	0	0	0	0	7,032	28,126	0	0	0	5,454	5,454	43,632	0	0	0	12,486	5,454	71,758	89,698	
7	0	0	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	
III-D	Incidental Png./Project Dev.																			
1	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	100	400	500	
2	1,000	4,000	0	0	3,482	13,926	0	0	0	0	0	0	0	0	0	3,482	1,000	17,926	22,408	
3	1,000	4,000	66,153	264,612	1,250	5,000	0	0	0	19,375	19,375	155,000	0	0	0	86,778	20,375	428,612	535,765	
4	2,100	8,400	0	0	2,122	8,488	625	625	5,000	6,250	6,250	50,000	0	0	0	8,997	8,975	71,888	89,860	
III-E	Management & Operations																			
1	4,000	16,000	11,889	47,557	17,246	68,983	4,750	4,750	38,000	38,928	38,928	311,426	0	0	0	72,813	47,678	481,966	602,458	
Totals	\$13,800	\$55,200	\$440,566	\$1,762,264	\$153,123	\$612,491	\$24,096	\$24,096	\$192,768	\$217,056	\$217,056	\$1,736,445	\$0	\$0	\$0	\$834,840	\$254,952	\$4,359,168	\$5,448,960	

MPO PL and STP-DA Tasks Funding Tables

FHWA Planning Funds MPO PL & STP-DA Total		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program MPO PL & STP-DA Funding Tables								
Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds			
	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	
	II A	Surveillance of Change								
1	0	0	0	3,404	13,617	17,021	3,404	13,617	17,021	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	50	200	250	50	200	250	
4	500	2,000	2,500	550	2,200	2,750	1,050	4,200	5,250	
5	0	0	0	300	1,200	1,500	300	1,200	1,500	
6	1,000	4,000	5,000	1,000	4,000	5,000	2,000	8,000	10,000	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	
9	12,400	49,600	62,000	14,000	56,000	70,000	26,400	105,600	132,000	
10	2,319	9,274	11,593	150	600	750	2,469	9,874	12,343	
11	800	3,200	4,000	0	0	0	800	3,200	4,000	
12	1,333	5,331	6,664	60	240	300	1,393	5,571	6,964	
13	1,333	5,331	6,664	0	0	0	1,333	5,331	6,664	
II B	Long Range Transp. Plan									
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	60	240	300	60	240	300	
3	185,842	743,367	929,209	0	0	0	185,842	743,367	929,209	
4	49,881	199,525	249,406	0	0	0	49,881	199,525	249,406	
5	0	0	0	4,369	17,474	21,843	4,369	17,474	21,843	
6	0	0	0	5,615	22,460	28,075	5,615	22,460	28,075	
7	0	0	0	1,546	6,184	7,730	1,546	6,184	7,730	
8	0	0	0	9,892	39,566	49,458	9,892	39,566	49,458	
9	0	0	0	3,969	15,877	19,846	3,969	15,877	19,846	
10	40,000	160,000	200,000	11,769	47,077	58,846	51,769	207,077	258,846	
11	3,044	12,177	15,221	6,044	24,177	30,221	9,089	36,354	45,443	
12	0	0	0	0	0	0	0	0	0	
13	16,224	64,897	81,121	8,075	32,300	40,375	24,299	97,197	121,496	
14	0	0	0	0	0	0	0	0	0	
15	0	0	0	659	2,634	3,293	659	2,634	3,293	
16	0	0	0	4,449	17,797	22,246	4,449	17,797	22,246	
17	47,848	191,393	239,241	19,926	79,705	99,631	67,775	271,098	338,873	
18	0	0	0	5,489	21,957	27,446	5,489	21,957	27,446	
II C	Short Range Transit Planning									
1	0	0	0	250	1,000	1,250	250	1,000	1,250	
III-A	Planning Work Program									
	0	0	0	3,830	15,321	19,151	3,830	15,321	19,151	
III-B	Transp. Improvement Plan									
	0	0	0	8,397	33,587	41,984	8,397	33,587	41,984	
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.									
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	6,683	26,733	33,416	6,683	26,733	33,416	
3	0	0	0	40	160	200	40	160	200	
4	0	0	0	1,416	5,662	7,078	1,416	5,662	7,078	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	7,032	28,126	35,158	7,032	28,126	35,158	
7	0	0	0	0	0	0	0	0	0	
III-D	Incidental Plng./Project Dev.									
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	3,482	13,926	17,408	3,482	13,926	17,408	
3	66,153	264,612	330,765	1,250	5,000	6,250	67,403	269,612	337,015	
4	0	0	0	2,122	8,488	10,610	2,122	8,488	10,610	
III-E	Management & Operations									
1	11,889	47,557	59,446	17,246	68,983	86,229	29,135	116,540	145,675	
Totals	440,566	1,762,264	2,202,830	153,123	612,491	765,614	593,689	2,374,755	2,968,444	

Composite Agency Tables - PL and STP-DA

Consulting Services Breakdown (MPO Total)

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Consulting Services Breakdown**

DCHC MPO Total

	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
II A	Surveillance of Change												
II A 1	Traffic Volume Counts	0	0	0	0	0	0	2,000	8,000	1,404	5,617	3,404	13,617
2	Vehicle Miles of Travel	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	200
4	Traffic Accidents	500	2,000	0	0	500	2,000	400	1,600	0	0	400	2,200
5	Transit System Data	0	0	0	0	0	0	0	0	0	0	0	1,200
6	Dwelling Unit, Pop. & Emp. Change	1,000	4,000	0	0	1,000	4,000	1,000	4,000	0	0	1,000	4,000
7	Air Travel	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
9	Travel Time Studies	2,400	9,600	10,000	40,000	12,400	49,600	0	0	14,000	56,000	14,000	56,000
10	Mapping	2,319	9,274	0	0	2,319	9,274	0	0	0	0	0	600
11	Central Area Parking Inventory	800	3,200	0	0	800	3,200	0	0	0	0	0	0
12	Bike & Ped. Facilities Inventory	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	240
13	Bike & Ped. Counts	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	0
II B	Long Range Transp. Plan												
B 1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	240
3	Travel Model Updates	10,142	40,567	175,700	702,800	185,842	743,367	0	0	0	0	0	0
4	Travel Surveys	1,131	4,525	48,750	195,000	49,881	199,525	0	0	0	0	0	0
5	Forecast of Data to Horizon year	0	0	0	0	0	0	2,889	11,554	0	0	2,889	17,474
6	Community Goals & Objectives	0	0	0	0	0	0	5,555	22,220	0	0	5,555	22,460
7	Forecast of Future Travel Patterns	0	0	0	0	0	0	1,546	6,184	0	0	1,546	6,184
8	Capacity Deficiency Analysis	0	0	0	0	0	0	9,892	39,566	0	0	9,892	39,566
9	Highway Element of th LRTP	0	0	0	0	0	0	3,919	15,677	0	0	3,919	15,877
10	Transit Element of the LRTP	0	0	40,000	160,000	40,000	160,000	2,669	10,677	0	0	2,669	47,077
11	Bicycle & Ped. Element of the LRTP	3,044	12,177	0	0	3,044	12,177	5,544	22,177	0	0	5,544	24,177
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
13	Collector Street Element of LRTP	224	897	16,000	64,000	16,224	64,897	2,000	8,000	6,000	24,000	8,000	32,300
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	659	2,634	0	0	659	2,634
16	Financial Planning	0	0	0	0	0	0	4,449	17,797	0	0	4,449	17,797
17	Congestion Management Strategies	120	112,143	19,813	79,250	47,848	191,393	3,576	14,305	15,750	63,000	19,326	79,705
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	1,728	6,913	2,401	9,604	4,129	21,957
II C	Short Range Transit Planning												
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	1,000
III-A	Planning Work Program	0	0	0	0	0	0	3,530	14,121	0	0	3,530	15,321

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Consulting Services Breakdown**

DCHC MPO Total

	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
III-B	Transp. Improvement Plan	0	0	0	0	0	0	7,997	31,987	0	0	7,997	33,587
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.												
1	3 Title VI	0	0	0	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	0	0	0	0	6,623	26,493	0	0	6,623	26,733
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	160
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	1,366	5,462	0	0	1,366	5,662
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0
6	Public Involvement	0	0	0	0	0	0	6,882	27,526	0	0	6,882	28,126
7	Private Sector Participation	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
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	3,382	13,526	0	0	3,382	13,926
3	Special Studies	22,153	48,612	54,000	216,000	66,153	264,612	1,250	5,000	2,327	9,306	3,577	5,000
4	Regional or Statewide Planning	0	0	0	0	0	0	2,122	8,488	0	0	2,122	8,488
III-IE	Management & Operations												
1	Management & Operations	11,889	47,557	0	0	11,889	47,557	14,530	58,119	0	0	14,530	68,983
Totals		\$58,388	\$305,214	\$364,263	\$1,457,050	\$440,566	\$1,762,264	\$95,507	\$382,026	\$41,882	\$167,527	\$137,388	\$612,491

Task Descriptions and Summary

Task Descriptions and Summary Narratives for FY 2006-07 UPWP

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 determine whether previous projections are still valid or whether plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections and agency responsibilities are summarized. Also, expected work products/deliverables and proposed schedule/accomplishment dates are provided as well.

Task II-A-1: Traffic Volume Counts

Automatic traffic counts and turning movement counts at specified locations. Maintain ADT counts and database for model calibration on arterial, minor arterial, and collector streets. Produce 2005-05 count location and traffic volume maps.

Task II-A-2: Vehicle Miles of Travel

The MPO will continue to tabulate VMT by functional classification and County. As specified by the Long Range Transportation Plan (LRTP) Goals and Objectives and, Targets, annual VMT growth will be monitored and compared the LRTP Targets. This information will help determine if the Plan targets are being met.

Task II-A-3: Street System Mileage Change

The MPO will update inventory of improvements to municipal street system. Update inventory of signalization on existing major streets to provide accurate inputs for the Triangle Regional Model (TRM). The MPO will monitor changes in street mileage systems from the previous year and summarize inventory by functional classification. The Town of Chapel Hill, the Town of Carrboro, and the City of Durham will obtain from the NCDOT Division 7 and 5 offices and compile in database, improvements to the state highway system, whether planned, underway, or completed. Each municipality will compile and maintain similar records for its municipal street system. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the proposed MPO Data Integration/Automation and Management Systems. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and current through proposed data automation and management system.

Task II-A-4: Traffic Accidents

The DCHC MPO will collect traffic accident data and prepare summary and analysis of high accident locations. Compare data analysis to previous years' results. Build off of and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Systems (CMS) and the Mobility Report Card.

Task II-A-5: Transit System Data

Short range transit planning efforts will be conducted by the MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), and the Triangle Transit Authority (TTA). This will include a short range transit services plan to evaluate transit service performance, development of cross-town route(s), develop universities/college route(s) and consolidate and develop bus stop 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 reporting requirements

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

Maintain inventory of dwelling units and population to determine needed changes in transportation services to meet current and projected demands. Review developments to assess impacts to the 2030 LRTP, the 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 tasks. The MPO will commence the first phase of Data Automation/Integration and Management System.

Task II-A-7: Air Travel

The MPO will collect travel and passenger data at the Raleigh-Durham International Airport (RDU): Data to be collected and analyzed include but not limited to number of daily flights, number of daily enplaned passengers, number of deplaned passengers, ground transportation, and tons of cargo activities. This purpose of the data collection and monitoring is to determine the influence of Raleigh-Durham International Airport (RDU), as a special generator, on the regional transportation system as well as to identify needs for additional services.

Task II-A-8: Vehicle Occupancy Rates

No activities proposed, therefore no funds programmed.

Task II-A-9: Travel Time Studies

The MPO will conduct travel-time runs on selected links during peak period to provide accurate inputs for applications such as the travel model update and the CMS.

Task II-A-10: Mapping

This task will include but not limited to mapping of and updates to UPWP transportation planning activities such as the CMS, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, and environmental factors. The proposed data and GIS automation/integration will serve as a platform for maintaining and updating of data in GIS format.

Task II-A-11: Central Area Parking Inventory

The MPO will collect, as part of CMS/Mobility Report Card, inventory of on- and off-street parking facilities in the Central Business Districts (CBD) 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.

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

The MPO will conduct inventory of bicycle and pedestrian facilities as part of the CMS/Mobility Report Card. The proposed inventory will to 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.

Task II-A-13: Bicycle and Pedestrian Counts

An inventory of bicycle and pedestrian counts will be conducted as part of the CMS/Mobility Report Card. The proposed inventory will guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan

II-A: Long Range Transportation Plan Activities

Federal Law (as updated by TEA-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, adhere to the MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning

assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years. The following tasks describe long range transportation planning work activities proposed for the 2006-07 UPWP.

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

The MPO will collect and estimate new socio-economic and demographic data for the 2005 base year. Proposed work activities will include inventory, collection and estimation of the following variables for existing conditions, tabulated by traffic analysis zone, is required: (1) population; (2) dwelling units; (3) households; (4) employment by type (number of jobs and establishments) including number of commercial vehicles at business locations; (5) school enrollment; (6) number of university dormitory beds; and (7) median income. 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 will be data verification, reconciliation, quality and error checks.

Task II-B-2: Collection of Network Data

The MPO will collect transportation network data necessary to build the 2005 base year TRM network. The proposed work activities will include collection 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; and 10) 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

Update of the Triangle Regional Model (TRM) including conversion and full implementation of model from Tranplan to TransCad. Proposed tasks include model improvements and enhancements, work associated with the calibration of the 2005 base model, commencement of the first phase of the MPO land use model and non-motorized

trip sub model. The MPO will carry out other tasks needed to support the Triangle Regional Model update, including providing the MPO's share of the Service Bureau funding and 50% FTE.

Task II-B-4: Travel Surveys

The MPO will provide its share of funding for the collection travel surveys proposed for the Triangle region. The central purpose of the survey is to collect information on origins and destinations, traveler behavior, transit ridership, commercial vehicle usage, work place commuting, freight movement, etc. which would provide accurate inputs for the travel model update. The Service Bureau will be conducting following travel surveys for the TRM update: (1) External station/external-internal trip; (2) transit onboard survey; (3) travel time/speed survey; (4) special generators (including universities) survey.

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

The MPO will project demographic and socio-economic factors described in Task II-B-1 into plan horizon year and air quality intermediate years. Forecasts will be generated for County control totals and traffic analysis zones. Forecasts will be made consistent with local land use plans and in corporation with local Planning Departments.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the 2035 Long range Transportation Plan (LRTP) and the Comprehensive Transportation Plan (CTP). The process of formulating and re-evaluating goals will begin with visioning exercise. The MPO will conduct public meetings to assess community vision in terms of transportation, land use, growth, quality of life, etc. The expected work products will be adopted goals and objectives, and targets and policy framework for achieving goals.

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 conduct a capacity deficiency analysis as part of the 2035 LRTP, CTP and CMS. The analysis will be made to determine existing and existing-plus-committed deficiencies.

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

The MPO will begin evaluation of highway elements of the Comprehensive Transportation Plan and the 2035 LRTP. Performance measures will be established for evaluating highway alternatives.

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

The MPO will begin evaluation of transit elements of the Comprehensive Transportation Plan and the 2035 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.

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

The MPO will begin evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2035 LRTP. 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.

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

No activities proposed, therefore no funds programmed. This work task will commence in the FY 2007-08 UPWP period.

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

The MPO will also undertake the development of an MPO wide Collector Street Plan and circulation study. This is envisioned to 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

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.

Task II-B-16: Financial Planning

The MPO, on an as-needed basis, will examine financial options for funding proposed transportation projects and programs, including review the financial planning assumptions/ projections in the 2030 LRTP and refinement of cost estimates as necessary. The Lead Planning Agency (LPA) will participate in regional efforts geared toward identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships.

Task II-B-17: Congestion Management Systems Strategies

The MPO will work to implement and monitor the Congestion Management System (CMS) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue on the development of CMS strategies and State of the Systems Report. This task also includes management of the MPO TDM programs by TTA.

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

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

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

Administer the FY 2005-2006 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2007-2008 UPWP. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2007-2008. 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.

Task III-B: Transportation Improvement Program (TIP)

Amend FY 2006-2012 MTIP as needed. Continue to develop FY 2007 – 2013 MTIP. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2025 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

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

Task III-C-1: Title VI

The federal legislation and regulations requires that the MPO comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR) Title 49, Subtitle A, Part 21), and the assurance by the MPO pursuant thereto. Accordingly, the MPO will continue to provide an update of Civil Rights statistics report to determine MPO compliance to civil rights provisions.

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

In accordance with Federal Action (Executive Order 12898), the will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice: 1) Ensure adequate public

involvement of low-income and minority groups in decision-making; 2) Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and 3) Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO. Tasks include:

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
2. Update demographic profiles based on Census CTPP and PUMS as well as MPO SE data forecasts - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2000 Census.
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
6. Review existing public outreach and involvement plan.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices 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-3: Minority Business Enterprise

The MPO will continue to address and monitor the Minority Business Enterprise (MBE) program as a part of the planning and programming phases of project development. The MPO will monitor transportation projects and programs to ensure that meaningful and full consideration are given to MBEs. The LPA will review and summarize transit operators MBE program and utilization.

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/Drug Control Planning

No funds programmed.

Task III-C-6: Public Involvement

The MPO 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. 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. Proposed tasks include:

1. Refine the current 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.
4. Update and maintenance of website.
5. Update and maintenance of mailing list database
6. Quarterly MPO News letters, and project specific news letters.
7. Support of Citizen Advisory Committee

Task III-C-7: Private Sector Participation

No funds programmed.

III-D Incidental Planning/Project Development

No funds programmed.

Task III-D-1: Transportation Enhancement Planning

No funds programmed

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

The LPA 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 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 NEPA process in the MPO systems planning process.

Task III-D-3 Special Studies

The MPO will be engaged in wide range of studies which will be conducted to meet the transportation planning needs of the area. These studies are expected to include a The Green House Gas Emissions Inventory/Action and MPO Air quality Initiatives, I-40 HOV/HOT Financial feasibility Study, Triangle Parkway Toll Road feasibility study, the East End Connector environmental study, ITS Regional Architecture Deployment Plan, the US15501 Transit Corridor Alignment study, TTA Phase 1 Rail Study, Regional Financing study, etc.

Task III-D-4: Regional or Statewide Planning

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

Task III-E: Management and Operations

This work element encompasses the administration and support of the 3-C 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. 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. Proposed tasks include but not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. 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.

3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
4. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.
6. Prepare and distribute TAC and TCC meeting agendas Attend TAC, TCC and other meetings associated with MPO planning activities.

Appendices

Agency Project Descriptions and Funding Source Tables

City of Durham
Durham/LPA Task Funding Table
Durham/LPA Task description and Narrative
Consulting Services Breakdown
DATA Transit (FTA) Table
DATA Funding Narrative
FTA Disadvantaged Business Contracting Opportunities Form

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		II A	Surveillance of Change															
II A 1	Traffic Volume Counts	0	0	3,404	13,617	0	0	0	0	0	0				3,404	-	13,617	17,021
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	500	2,000	400	1,600	0	0	0	0	0	0				900	-	3,600	4,500
5	Transit System Data	0	0	0	0	7,289	7,289	58,312	0	0	0				7,289	7,289	58,312	72,890
6	Dwelling Unit, Pop. & Emp. Change	1,000	4,000	1,000	4,000	0	0	0	0	0	0				2,000	-	8,000	10,000
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	12,400	49,600	14,000	56,000	0	0	0	0	0	0				26,400	-	105,600	132,000
10	Mapping	2,319	9,274	0	0	0	0	0	0	0	0				2,319	-	9,274	11,593
11	Central Area Parking Inventory	800	3,200	0	0	0	0	0	0	0	0				800	-	3,200	4,000
12	Bike & Ped. Facilities Inventory	1,333	5,331	0	0	0	0	0	0	0	0				1,333	-	5,331	6,664
13	Bike & Ped. Counts	1,333	5,331	0	0	0	0	0	0	0	0				1,333	-	5,331	6,664
II B	Long Range Transp. Plan																	
B 1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Travel Model Updates	185,842	743,367	0	0	0	0	0	0	0	0				185,842	-	743,367	929,209
4	Travel Surveys	49,881	199,525	0	0	0	0	0	0	0	0				49,881	-	199,525	249,406
5	Forecast of Data to Horizon year	0	0	1,639	6,554	0	0	0	0	0	0				1,639	-	6,554	8,193
6	Community Goals & Objectives	0	0	5,555	22,220	0	0	0	0	0	0				5,555	-	22,220	27,775
7	Forecast of Future Travel Patterns	0	0	1,546	6,184	0	0	0	0	0	0				1,546	-	6,184	7,730
8	Capacity Deficiency Analysis	0	0	8,642	34,566	0	0	0	0	0	0				8,642	-	34,566	43,208
9	Highway Element of th LRTP	0	0	2,669	10,677	0	0	0	0	0	0				2,669	-	10,677	13,346
10	Transit Element of the LRTP	0	0	2,669	10,677	0	0	0	775	775	6,202				3,445	775	16,879	21,099
11	Bicycle & Ped. Element of the LRTP	3,044	12,177	3,044	12,177	0	0	0	0	0	0				6,089	-	24,354	30,443
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Collector Street Element of LRTP	16,224	64,897	8,000	32,000	0	0	0	0	0	0				24,224	-	96,897	121,121
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	659	2,634	0	0	0	0	0	0				659	-	2,634	3,293
16	Financial Planning	0	0	1,949	7,797	0	0	0	0	0	0				1,949	-	7,797	9,746
17	Congestion Management Strategies	19,932	79,729	19,326	77,305	0	0	0	1,403	1,403	11,227				40,662	1,403	168,261	210,326
18	Air Qual. Planning/Conformity Anal.	0	0	1,728	6,913	0	0	0	0	0	0				1,728	-	6,913	8,641
II C	Short Range Transit Planning																	
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-A	Planning Work Program	0	0	3,280	13,121	0	0	0	3,149	3,149	25,191				6,429	3,149	38,312	47,890
III-B	Transp. Improvement Plan	0	0	7,497	29,987	0	0	0	214	214	1,711				7,711	214	31,698	39,623
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
1	Title VI	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Environmental Justice	0	0	6,623	26,493	0	0	0	0	0	0				6,623	-	26,493	33,116
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled	0	0	1,366	5,462	5,000	5,000	40,000	0	0	0				6,366	5,000	45,462	56,828
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Public Involvement	0	0	6,882	27,526	0	0	0	4,704	4,704	37,632				11,586	4,704	65,158	81,448
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	Incidental Plng./Project Dev.																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	3,382	13,526	0	0	0	0	0	0				3,382	-	13,526	16,908

City of Durham/LPA

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2006-2007 Unified Planning Work Program
 Proposed Funding Source Tables**

Durham
 4/5/2006 13:10

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		3	Special Studies	66,153	264,612	0	0	0	0	0	0	0	0	0	0	66,153	-	264,612
4	Regional or Statewide Planning	0	0	2,122	8,488	0	0	0	0	0	0	0	0	2,122	-	8,488	10,610	
III-E Management & Operations																		
1	Management & Operations	11,889	47,557	8,781	35,123	0	0	0	33,685	33,685	269,482	0	0	0	54,355	33,685	352,162	440,203
Totals		\$372,650	\$1,490,600	\$116,162	\$464,647	\$12,289	\$12,289	\$98,312	\$43,931	\$43,931	\$351,445	\$0	\$0	\$0	\$545,031	\$56,220	\$2,405,004	\$3,006,255

Durham/LPA UPWP Task Description and Narrative

Task II-A-1: Traffic Volume Counts

The MPO will continue traffic counts data collection at specific locations. These counts will augment triennial traffic counts collected by NCDOT. Traffic counts will include daily, hourly, vehicle classification, or turning movements. The Municipalities will be responsible for obtaining counts at specified locations on the Urban Area Municipal Street System and for furnishing the raw daily traffic counts, count information, and location maps to the Lead Planning Agency (LPA).

As part of the Congestion Monitoring Program, the MPO plans to take approximately 20 traffic counts and 100 turning movement counts at locations that will be representative of the street system as a whole. The traffic volume counts will be at 15-minute intervals, bi-directional, and collected for a minimum of 48 hours so they can be used to determine peak hour spreading.

Include automatic traffic counts and turning movement counts at specified locations. Maintain ADT counts and database for model calibration on arterial, minor arterial, and collector streets. Produce 2005-2006 count location and traffic volume maps.

Objectives:

1. To collect traffic counts and turning movements throughout the planning area; and,
2. To monitor traffic growth and provide continuous updates.

Previous Work:

1. 2003 traffic counts collected as part of the Mobility Report Card;
2. Turning movement counts 2003-04;
3. Turning movement counts 2004-05;
4. Screenline counts for the TRM 2001-2002;
5. ADT counts, 2004-2005;
6. NCDOT triennial counts and ADT maps. Collect HPMS data and perform analysis, as requested by NCDOT;
7. Update the DCHC traffic count library by supplementing the NCDOT count locations in the region and performing traffic counts for communities on a limited request basis;
8. Submit all traffic count data to the NCDOT and the appropriate community;
9. Conduct four monthly traffic counts to collect seasonal traffic information for the region and assist in the development of regional adjustment factors and growth rates;
10. Perform data collection activities for other UPWP tasks including the Regional Transportation Model, Local Technical Assistance requests and management

- systems;
11. Update and maintain the DCHC traffic count database;
 12. Collect bicycle and pedestrian volumes at pre-determined locations; and,
 13. Continue to expand the DCHC traffic count database to include the hourly breakdown of traffic counts.

Proposed Activities:

1. Collect 48-hour traffic count as part of CMS and Mobility Report Card;
2. Collect turning movement counts as part of the CMS;
3. Develop the DCHC traffic count library by supplementing the NCDOT count locations within the metropolitan area;
4. Develop MPO Count database/GIS and mapping; and,
5. Conduct four monthly traffic counts to collect seasonal traffic information which will assist in the development of adjustment factors and growth rates.

Products:

1. Summary reports of daily traffic count information for the MPO;
2. Compilation of peak period turning movement counts; and,
3. Seasonal adjustment factors and growth rates specific to the DCHC region.

Database of traffic counts

Municipality	# of TMC Counts	# of ADT Counts
Durham	60	20
Chapel Hill	20	10
Carrboro	6	5

Completion Date:

Traffic counts for CMS will be conducted during fall 2005 and spring 2006. Seasonal counts will be conducted during the 1st, 2nd, 3rd, and 4th quarters.

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

Tasks will largely be undertaken with consulting help and temporary staffing. MPO staff will oversee project, provide project management and review work products. Traffic counts will be conducted when schools are in session. Anticipated completion date is February 2006.

Consulting/Temporary Staffing time - 6 to 8 weeks

Staff effort – approximately 80 person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$25,000	\$6,250	\$31,250
Chapel Hill	\$20,000	\$5,000	\$25,000
Carrboro	\$480	\$120	\$600
Orange	\$0	\$0	\$0
Total	\$45,480	\$11,370	\$56,850

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None applicable.

Task II-A-2: Vehicle Miles of Travel

The MPO will continue to tabulate VMT by functional classification and by county. As specified by the Long Range Transportation Plan (LRTP) Goals and Objectives, annual VMT growth will be established as a performance measure. VMT will be monitored and compared to the LRTP Targets. This information will help determine if the LRTP targets are being met. In addition, VMT will be used in air quality planning and the Greenhouse Gas Plan.

Objectives:

3. To calculate VMT throughout the planning area; and,
4. To monitor traffic growth and provide continuous updates.

Previous Work:

1. VMT was included in the 2030 LRTP; and
2. VMT has been used in the air quality conformity process.

Proposed Activities:

6. Use the Triangle Regional Model to calculate VMT.

Products:

4. Summary reports of VMT information for the MPO.

Relationship to Other Plans and MPO Activities:

VMT data will be calculated by the Triangle Regional Model. This data will be used in air quality analysis and the Orange County and Durham County Greenhouse Gas Plans.

Completion Date:

VMT data will be calculated on an as needed basis.

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

Tasks will largely be undertaken by Triangle Model Service Bureau staff. Staff will calculate VMT as requested throughout the year.

Consulting/Temporary Staffing time - 0 weeks
Staff effort – approximately X person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$3,000	\$750	\$3,750
Chapel Hill	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0
Orange	\$0	\$0	\$0
Total	\$3,000	\$750	\$3,750

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

The Triangle Model Service Bureau is a cooperative effort of CAMPO, DCHC, NCDOT, and TTA.

Task II-A-3: Street System Changes

The MPO will update inventory of improvements to municipal street system. Update inventory of signalization on existing major streets to provide accurate inputs for the Triangle Regional Model (TRM). The MPO will monitor changes in street mileage systems from the previous year and summarize inventory by functional classification. The Town of Chapel Hill, the Town of Carrboro, and the City of Durham will obtain from the NCDOT Division 7 and 5 offices and compile in database, improvements to the state highway system, whether planned, underway, or completed. Each municipality will

compile and maintain similar records for its municipal street system. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the proposed MPO Data Integration/Automation and Management Systems. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and current through proposed data automation and management system.

Objectives:

1. To maintain a current inventory of the street system in the planning area.

Previous Work:

1. The street system inventory has been maintained for X years.

Proposed Activities:

1. Monitor changes in street mileage systems from the previous year;
2. Summarize inventory by functional classification;
3. Obtain data on the state highway system from NCDOT Division 7 and 5;
4. Obtain data on municipal street systems from each municipality;
5. Certify street mileage maintained by the Powell Bill Program; and,
6. Integrate street system data into the Data Automation System.

Products:

1. Summary reports of street system information for the MPO; and,
2. Current GIS street shapefiles for mapping.

Relationship to Other Plans and MPO Activities:

Street system data will be used in nearly all MPO activities. Street shapefiles will be used in mapping and analysis for the Comprehensive Transportation Plan, 2035 LRTP, CMS, ITS deployment, and Collector Street Plan. The use and update of the Triangle Regional Model depends on accurate street system data. As stated, the Data Automation project will include automating the street inventory updating process.

Completion Date:

Street system data will be compiled continuously.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks

Staff effort – approximately X person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$2,000	\$500	\$2,500
Chapel Hill	\$0	\$0	\$0
Carrboro	\$200	\$50	\$250
Orange	\$0	\$0	\$0
Total	\$2,200	\$550	\$2,750

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

Task II-A-4: Traffic Accidents

The DCHC MPO will collect traffic accident data and prepare summary and analysis of high accident locations. Data will be compared to previous years’ results. This task will build from and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Systems (CMS) and the Mobility Report Card.

Objectives:

1. To improve the safety of the transportation system; and,
2. To integrate accident analysis into MPO planning activities.

Previous Work:

1. Accident data has been collected for X years.

Proposed Activities:

1. Collect traffic accident data from NCDOT’s Traffic Engineering Accident;

2. Analysis System (TEAAS) program and municipal governments;
3. Prepare a summary and analysis of high accident locations;
4. Compare traffic accident data to previous years; and,
5. Integrate traffic accident analyses into other MPO planning activities.

Products:

1. Summary reports of high accident locations; and,
2. Customized data and analysis information for other MPO planning activities.

Relationship to Other Plans and MPO Activities:

Traffic accident data will be used in the analysis for the Congestion Management System and Mobility Report Card.

Completion Date:

Traffic accident data will be analyzed on a continual as-needed basis.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks
 Staff effort – approximately X person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$3,000	\$750	\$3,750
Chapel Hill	\$0	\$0	\$0
Carrboro	\$600	\$150	\$750
Orange	\$0	\$0	\$0
Total	\$3,600	\$900	\$4,500

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

NCDOT maintains the TEAAS program that will be used in this task.

Task II-A-5: Transit System Data

Short range transit planning efforts will be conducted by the MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), and the Triangle Transit Authority (TTA). This will include a short range transit services plan to evaluate transit service performance, development of cross-town route(s), develop universities/college route(s) and consolidate and develop bus stop 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 reporting requirements.

Objectives:

1. To evaluate and monitor transit services; and,
2. To fulfill FTA reporting requirements.

Previous Work:

1. The three transit systems continuously compile data and evaluate system performance. This task has been completed for X years.

Proposed Activities:

1. Create a short range transit services plan;
2. Develop new routes to serve cross-town and university travel demand;
3. Consolidate and develop bus stop standards;
4. Create reports on system performance by route; and,
5. Prepare reports to fulfill FTA requirements.

Products:

1. Summary reports of transit system performance; and,
2. Reports to fulfill FTA requirements

Relationship to Other Plans and MPO Activities:

Transit system data will be used to influence route changes and service expansions. Transit system data will also be used in the development of the Long Range Transportation Plan, Regional Transit Vision Plan, and Transit Master Plan.

Completion Date:

Transit system data will be compiled continuously. Reports for specific projects and initiatives will be created on an as-needed basis. Reports for the FTA will be completed to fulfill requirements and meet deadlines throughout the year.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks

Staff effort – approximately X person hours

FHWA Funds				FTA Transit Funds				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	\$58,312	\$7,289	\$7,289	\$72,890
Chapel Hill	\$0	\$0	\$0	CHT	\$0	\$0	\$0	\$0
Carrboro	\$1,200	\$300	\$1,500	TTA	\$0	\$0	\$0	\$0
Orange	\$0	\$0	\$0					
Total	\$1,200	\$300	\$1,500	Total	\$58,312	\$7,289	\$7,289	\$72,890

Funding Commitments from Other Entities:

None.

Task II-A-6: Dwelling Unit, Population, and Employment Change

LPA and municipal planning staff will maintain an inventory of dwelling units, population, and employment to determine needed changes in transportation services to meet current and projected demands. Staff will review new developments to assess impacts to the 2030 LRTP, the 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 commence the first phase of the Data Automation/Integration and Management System.

Objectives:

1. To monitor changes in dwelling units, population, and employment change; and,
2. To provide current data for MPO planning activities.

Previous Work:

- 1. Dwelling unit, population, and employment data has been collected for X years. This data is integral to many planning and modeling activities.

Proposed Activities:

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

Products:

- 1. Summary reports of socio-economic data;
- 2. Updated socio-economic data for use in the Triangle Regional Model and other MPO planning activities; and,
- 3. Data Automation/Integration and Management System.

Relationship to Other Plans and MPO Activities:

Dwelling unit, population, and employment change data will be used in the Triangle Regional Model. The Triangle Regional Model is used in many MPO planning activities including the Long Range Transportation Plan, the Congestion Management System and Mobility Report Card.

Completion Date:

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

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks

Staff effort – approximately X person hours

FHWA Funds			
	Federal	Local	Total

FTA Transit Funds				
	Federal	State	Local	Total

Durham	\$20,000	\$5,000	\$25,000
Chapel Hill	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0
Orange	\$0	\$0	\$0
Total	\$20,000	\$5,000	\$25,000

DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

Task II-A-10: Mapping

This task will include but not limited to mapping of and updates to UPWP transportation planning activities such as the CMS, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, and environmental factors. The proposed data and GIS Automation/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; and,
2. To maintain updated geospatial information for transportation analyses.

Previous Work:

1. The MPO has maintained a GIS database for X years. It is used continuously for many MPO planning activities

Proposed Activities:

1. Collect updated geospatial information from local governments;
2. Integrate local government geospatial information into region-wide geospatial information;
3. Create files and maps containing MPO transportation information; and,
4. Develop the Data Automation/Integration and Management System to streamline this task.

Products:

1. Maps for various MPO planning activities;
2. Region-wide GIS files; and,
3. Data Automation/Integration and Management System.

Relationship to Other Plans and MPO Activities:

GIS data will be used in many MPO activities such as the Triangle Regional Model, Long Range Transportation Plan, the Congestion Management System, and Mobility Report Card.

Completion Date:

GIS data will be compiled on a continual basis. Mapping will be completed as needed for various projects.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks

Staff effort – approximately X person hours

FHWA Funds

	Federal	Local	Total
Durham	\$25,000	\$6,250	\$31,250
Chapel Hill	\$0	\$0	\$0
Carrboro	\$600	\$150	\$750
Orange	\$0	\$0	\$0
Total	\$25,600	\$6,500	\$32,000

FTA Transit Funds

	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$25,000	\$3,125	\$3,125	\$31,250
TTA	\$0	\$0	\$0	\$0
Total	\$25,000	\$3,125	\$3,125	\$31,250

Funding Commitments from Other Entities:

None.

Task II-A-11: Central Area Parking Inventory

The MPO will inventory of on- and off-street parking facilities in the Central Business Districts (CBD) and universities as part of the Congestion Management System and Mobility Report Card. 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.

Objectives:

1. To provide parking information for use in the Triangle Regional Model, Congestion Management System, and Mobility Report Card.

Previous Work:

1. The MPO has maintained a central area parking inventory for X years. It has been used for many MPO planning activities.

Proposed Activities:

1. Inventory on- and off-street parking facilities in the Central Business Districts and at universities; and,
2. Integrate and customize parking data for use in MPO planning activities and the Triangle Regional Model.

Products:

1. Database of parking facilities;
2. Region-wide GIS files containing parking data; and,
3. Reports on parking facilities for use in MPO planning activities.

Relationship to Other Plans and MPO Activities:

Parking data will be used in the Triangle Regional Model, the Congestion Management System, and Mobility Report Card.

Completion Date:

The parking database will be updated on a continual basis. GIS files and reports will be completed as needed.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks
 Staff effort – approximately X person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$2,000	\$500	\$2,500
Chapel Hill	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0
Orange	\$0	\$0	\$0
Total	\$2,000	\$500	\$2,500

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

Task II-A-12: Bicycle and Pedestrian Facilities Inventory

The MPO will conduct inventories of bicycle and pedestrian facilities as part of various regional planning activities. The proposed inventory will provide accurate inputs for the travel model update as well as help identify future bicycle and sidewalk project needs, guide bicycle and pedestrian improvement planning, and support specific projects, such as the Old Durham-Chapel Hill Road Bicycle/Pedestrian Feasibility Study. In addition, this work will help Lead Planning Agency staff when processing materials for state/federal grant applications and identifying facility improvement requests.

Objectives:

1. To collect information on existing and proposed bicycle and pedestrian facilities throughout the MPO area;
2. To monitor traffic growth and provide continuous updates on potential bicycle and pedestrian facilities;
3. To monitor NCDOT, MPO and local project work for opportunities for improvements to bicycle and pedestrian facilities, e.g. spot improvements, street resurfacings, etc.,; and,
4. To ensure that bicycle and pedestrian facility implementation occurs in compliance with local, state and federal guidelines.

Previous Work:

1. Collected bicycle and pedestrian facility information for CMAQ, TE and STP-DA

- grant processes;
2. Collected bicycle and pedestrian facility information for planning studies, such as the Old Durham-Chapel Hill Rd Bicycle/Pedestrian Feasibility Study; and,
 3. Coordinated with NCDOT and other agencies regarding potential bicycle and pedestrian facility improvements, as incidental or independent projects.

Proposed Activities:

1. To collect digital images of various planned bicycle and pedestrian routes;
2. Collect bicycle and pedestrian facility information for CMAQ, TE and STP-DA grant processes;
3. Collect bicycle and pedestrian facility information for regional planning studies; and,
4. Coordinate with NCDOT and other agencies on potential bicycle and pedestrian facility improvements, as incidental or independent projects.

Products:

Work products will include digital images, maps and other visual representations of facilities, as well as indirect products related to plans, communications, and project applications.

Relationship to Other Plans and MPO Activities:

The facility inventory will be used for regional planning efforts, grant application processes, and other regionally coordinated activities.

Completion Date:

Facility inventory to be conducted as needed on a year round basis.

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

Tasks will largely be undertaken by regular full-time staff, as needed throughout the year. MPO staff will provide project management and review work products, as related to various regional plans undertaken by the MPO.

Regular, Full-time Staffing time – year round
Staff effort – approximately 200 person hours

FHWA Funds

FTA Transit Funds

	Federal	Local	Total
Durham	\$5,000	\$1,250	\$6,250
Chapel Hill	\$0	\$0	\$0
Carrboro	\$240	\$60	\$300
Orange	\$0	\$0	\$0
Total	\$5,240	\$1,310	\$6,550

	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None

Task II-A-13: Bike & Ped Counts

An inventory of bicycle and pedestrian counts will be conducted as part of the CMS/Mobility Report Card. The proposed inventory will guide bicycle and pedestrian improvement planning, and to support specific projects such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan.

Objectives:

1. To collect data on current bicycle and pedestrian facility use; and,
2. To monitor traffic growth and provide continuous updates on bicycle and pedestrian latent demand.

Previous Work:

Collected bicycle and pedestrian facility information for various local and regional projects and planning activities.

Proposed Activities:

1. Collect 48-hour traffic count as part of CMS and Mobility Report Card;
2. Collect turning movement counts as part of the CMS;
3. Develop the DCHC traffic count library by supplementing the NCDOT count locations within the metropolitan area;
4. Develop MPO Count database/GIS and mapping; and,
5. Conduct four monthly traffic counts to collect seasonal traffic information, which will assist in the development of adjustment factors and growth rates.

Products:

1. Summary reports of daily traffic count information for the MPO;
2. Compilation of peak period turning movement counts; and,
3. Seasonal adjustment factors and growth rates specific to the DCHC region.

Relationship to Other Plans and MPO Activities:

Bicycle and pedestrian count data to be used for model validation, model analysis, CMS, air quality analysis, etc.

Completion Date:

Traffic counts for CMS will be conducted during fall and spring. Seasonal counts will be conducted during the 1st, 2nd, 3rd, and 4th quarters.

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

Tasks will largely be undertaken with consulting help and temporary staffing. MPO staff will oversee project, provide project management and review work products. Traffic counts will be conducted when schools are in session. Anticipated completion date is February 2006.

Consulting/Temporary Staffing time – 6 to 8 weeks

Staff effort – approximately 50 person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$5,000	\$1,250	\$6,250
Chapel Hill	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0
Orange	\$0	\$0	\$0
Total	\$5,000	\$1,250	\$6,250

FTA Transit Funds				
	Federal	State	Local	Total
DATA	0	0	0	0
CHT	0	0	0	0
TTA	0	0	0	0
Total	0	0	0	0

Funding Commitments from Other Entities:

None

Task II-B-3: Travel Model Updates: Non-Motorized Travel Model

As noted in the summary of the Travel Model Update Component, DCHC MPO is committed to improving its travel modeling capabilities in the area of non-motorized travel.

Objectives:

To ensure that DCHC MPO policymakers and the MPO member agencies have modeling tools at their disposal to support analysis of non-motorized (bicycling and walking) travel impacts of project and policy alternatives. In particular, the model should be sensitive to demographic and land use changes that might increase or decrease the number and location of non-motorized trips, as well as to other factors such as the impact of facility changes and improvements, travel demand management programs, and other factors that have been demonstrated to have an effect on non-motorized travel.

Previous Work:

1. A simple framework for identifying non-motorized travel has been part of the Triangle Regional Model since its inception; and,
2. The recent model update commissioned by TTA for its New Starts application, and currently being built into the Triangle Regional Model includes trip generation improvements that relate the propensity for non-motorized trips to demographic and land use characteristics.

Proposed Activities:

1. Develop a scope of work with a qualified consultant to reach the DCHC MPO's goals for non-motorized travel modeling;
2. Develop a non-motorized trip destination component to complement the work already undertaken on trip generation in time for use in the 2035 LRTP analyses;
3. Develop a work program to design and implement additional non-motorized travel enhancements in conjunction with the TRM Major Model Update; and,
4. Implement the TRM Major Model Update non-motorized travel enhancements, including model implementation and additional data collection.

Products:

1. Non-motorized modeling extensions for the trip generation and trip distribution steps in the TRM for use in LRTP alternative analysis
2. Additional non-motorized modeling extensions as part of the TRM Major Model Update. These extensions may entail internal modifications to the TRM, as well as new data requirements.

Relationship to Other Plans and MPO Activities:

Non-motorized modeling has not been of interest to the other TRM stakeholders, but is of great interest to DCHC MPO stakeholders. These extensions will be used in development of the LRTP, in Air Quality Conformity Determination, and in various special studies in which non-motorized travel effects may be of interest.

Completion Date:

1. Initial non-motorized modeling extensions will be complete along with the TRM update due in December 2006; and,
2. Further non-motorized modeling extensions will be developed alongside the TRM Major Model Update, which is anticipated to be complete in 2009-2010.

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

Consulting/Temporary Staffing time –Consultants will be retained by DCHC MPO for assistance in the development of the non-motorized model components, but the exact level of relative contribution (staff versus consultant) is yet to be determined.

Staff effort – DCHC MPO LPA staff will participate extensively in the design, development and implementation of non-motorized model extensions at 0.1 to 0.2 FTE through the first half of FY 2006-2007.

FHWA Funds

	Federal	Local	Total
Durham	\$25,000	\$6,250	\$31,250
Chapel Hill	\$20,000	\$5,000	\$25,000
Carrboro	\$480	\$120	\$600
Orange	\$0	\$0	\$0
Total	\$45,480	\$11,370	\$56,850

FTA Transit Funds

	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None

Task II-B-4: Travel Surveys

Objectives:

The MPO will participate in regional data collection for the Triangle Regional Model and other transportation planning purposes. Three surveys are proposed for 2006-2007:

1. Transit On-Board Survey;
2. External Trip Survey; and,
3. Travel Time and Speed Survey.

Each of these surveys will produce vital information for calibrating the Triangle Regional Model and validating its performance, and provide some supplemental information for developing transit plans and for the Congestion Management System.

Previous Work:

A major data collection effort was started in 2005 in order to support the Triangle Regional Model Major Update, and to improve the validation of the model that will be used for the 2035 LRTP analysis starting in Fall 2006. A twelve-county household travel survey covering the Triangle and adjacent counties is underway in Spring 2006, and a transit boarding and alighting survey was conducted for all regional transit agencies in Fall 2005. In addition, NCDOT has performed special counts at approximately 400 additional locations in the Triangle along with their regular biennial traffic counts.

The Transit On-Board Survey was originally funded by DCHC MPO for Fall 2005, however contractual issues at ITRE, NCDOT and CAMPO forced a delay of the project to Fall 2006.

Proposed Activities:

Three surveys will be completed. The Transit On-Board survey will collect complete information on origins, destinations and travel path for a statistically significant number of trips on every transit route in the triangle (approximately 7000 trip records). The External Trip Survey will evaluate trips entering, leaving and passing through the area in order to develop correct calibration targets for the Triangle Regional Model. The Travel Time and Speed Survey will comprehensively assess travel speed characteristics on different roadway facility types, free-flow and congested travel times between important destinations and along significant travel corridors, and bus speeds and travel times in relation to traffic congestion. The Travel Time and Speed Survey is important for trustworthy future forecasts since it will provide data about how travelers in the Triangle area respond to changes in levels of congestion, as well as providing data about speeds and travel times that are used in calibrating the model.

Products:

Survey results for each of the three surveys.

Relationship to Other Plans and MPO Activities:

These surveys provide some of the fundamental ground counts necessary to ensure that the Triangle Regional Model performs correctly, both in reproducing observed travel patterns and in forecasting future activity.

Completion Date:

These surveys will be complete by Spring 2007.

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

Consulting/Temporary Staffing time –All work collecting and collating data for these surveys will be undertaken by consultants, under the oversight of staff at the Triangle Regional Model Service Bureau.

Staff effort – LPA staff will be involved in regional stakeholder technical team meetings to establish the work scope for each survey, to evaluate the survey results, and to make these results available to DCHC MPO member agencies.

FHWA Funds				FTA Transit Funds				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$25,000	\$6,250	\$31,250	DATA	\$0	\$0	\$0	\$0
Chapel Hill	\$20,000	\$5,000	\$25,000	CHT	\$0	\$0	\$0	\$0
Carrboro	\$480	\$120	\$600	TTA	\$0	\$0	\$0	\$0
Orange	\$0	\$0	\$0					
Total	\$45,480	\$11,370	\$56,850	Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

Each of the four TRM stakeholders (DCHC MPO, CAMPO, NCDOT, and TTA) are participating at various levels in these surveys. The distribution of survey costs is negotiated among the stakeholders for each survey, and the starting point for survey funding has been based on the proportion of surveys to be collected within each stakeholder’s jurisdiction. It is expected that DCHC MPO will pay a somewhat higher proportion of the Transit On-Board survey owing to its more extensive transit services, and a lower proportion of the External Station Survey. Negotiations are currently underway with CAMPO regarding funding for the Travel Time and Speed Survey and it

is expected that the funding will be proportionate to the extent of the survey in each MPO's jurisdiction.

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

The DCHC MPO and CAMPO will forecast socio-economic data to various horizon years as part of its preparation for development of the 2035 Long Range Transportation Plan. While most of the work for the DCHC portion of this project will be conducted by LPA staff with assistance from staff at various member jurisdictions, some expenses are anticipated in acquiring control total data from commercial sources, and for reimbursing costs to support agencies.

Objectives:

1. To develop regionally consistent forecasts of future year socio-economic data

Previous Work:

1. Work has been ongoing by LPA staff, staff at DCHC MPO member agencies, and others throughout 2005-2006 to develop a consistent regional methodology for constructing future year land use and socio-economic forecasts; and,
2. Preliminary forecasts will be finalized in early summer 2006

Proposed Activities:

1. Continue to work with LPA 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 in local jurisdictions and also at the MPO level; and,
4. Coordinate public review of the future year forecasts and seek formal adoption of the forecasts by the DCHC MPO TAC.

Products:

1. Forecasts of land use and socio-economic data for use in the 2035 LRTP; 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 2035 LRTP and for all land use and transportation modeling activities.

Completion Date:

1. Forecasts for use in developing the 2035 LRTP are anticipated to be adopted by the TAC in Fall 2006.

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

Consulting/Temporary Staffing time – None anticipated; some funds will be applied to defray costs of materials and to acquire benchmark data from private sector forecasting companies.

Staff effort – Anticipated 0.75 FTE commitment of LPA staff through September 2006, with additional support from DCHC MPO member agency staff.

	Federal	Local	Total
Durham	\$25,000	\$6,250	\$31,250
Chapel Hill	\$20,000	\$5,000	\$25,000
Carrboro	\$480	\$120	\$600
Orange	\$0	\$0	\$0
Total	\$45,480	\$11,370	\$56,850

	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

Parallel efforts are underway in CAMPO, and joint staff work has been undertaken to ensure consistency of results. However each MPO is funding its own work.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the 2035 Long range Transportation Plan (LRTP) and the Comprehensive Transportation Plan (CTP). The process of formulating and re-evaluating goals will begin with visioning exercise. The MPO will conduct public meetings to assess community vision in terms of transportation, land use, growth, quality of life, etc. In addition, the MPO will establish performance targets that will likely be related to mobility, transit use, TDM use, air quality, financial and economics concerns, environmental justice, and land use. The expected work

products will be adopted goals and objectives and targets, and a policy framework for achieving the goals.

Objectives:

1. To develop updated set of Goals and Objectives, and targets; and,
2. To involve citizens in a visioning process help update the Goals and Objectives, and targets.

Previous Work:

1. Goals and Objectives and targets in 2030 LRTP; and,
2. List of citizens and leaders who might be interested in participating in the process to update the Goals and Objectives and targets.

Proposed Activities:

1. Conduct public workshops to complete citizen visioning process;
2. Conduct public hearing to receive input on proposed Goals and Objectives and targets; and,
3. Adopt Goals and Objectives and targets.

Products:

1. Citizen transportation vision; and,
2. Updated Goals and Objectives and targets.

Relationship to Other Plans and MPO Activities:

Updating the Goals and Objectives and targets will be the first public step in developing the 2035 LRTP

Completion Date:

The citizen vision process will begin fall 2006, and the update Goals and Objectives and targets will be adopted winter 2006/2007.

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

LPA and local government staff will manage and implement the process to complete a citizen vision and update the Goals and Objectives and targets.

FHWA Funds			
	Federal	Local	Total
Durham	\$20,000	\$5,000	\$25,000
Chapel Hill	\$0	\$0	\$0
Carrboro	\$240	\$60	\$0
Orange	\$0	\$0	\$0
Total	\$20,240	\$5,060	\$25,000

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

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

This work area encompasses application of the Triangle Regional Model and other modeling tools to forecast future travel patterns (distribution of trips, volume of travel, vehicle miles traveled, levels of congestion, etc.).

Objectives:

1. Produce model runs as required to support the MPO planning process and development of the Long Range Transportation Plan.

Previous Work:

1. The Triangle Regional Model is currently being enhanced.

Proposed Activities:

1. Run Triangle Regional Model and other modeling tools to develop future year forecasts (summary tables, maps, etc.):
 - a. Run model to evaluate performance and suitability of model to be delivered by TRM Service Bureau;
 - b. Develop future year model setups as required for Long Range Transportation Plan alternative analysis, Air Quality Conformity and other needs; and,

- c. Run model for LRTP alternative analysis.

Products:

1. Confirmation of suitability of Triangle Regional Model for LRTP Analysis; and,
2. Long Range Transportation Plan Alternative Analysis (summary tables, maps, etc.)

Relationship to Other Plans and MPO Activities:

This is a core task for preparing the Long Range Transportation Plan.

Completion Date:

The specific proposed activities in this UPWP will be completed during FY 2006-2007.

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

Work on this project will be completed by LPA staff.

FHWA Funds				FTA Transit Funds				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$20,000	\$5,000	\$25,000	DATA	\$0	\$0	\$0	\$0
Chapel Hill	\$0	\$0	\$0	CHT	\$0	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0	TTA	\$0	\$0	\$0	\$0
Orange	\$0	\$0	\$0					
Total	\$20,000	\$5,000	\$25,000	Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

Task II-B-8: Capacity Deficiency Analysis

This work area encompasses application of the Triangle Regional Model and other modeling tools to analyze deficiencies in the existing transportation system relative to anticipated future travel demand.

Objectives:

Produce model setups and output runs as required to evaluate deficiencies in the existing transportation system in the DCHC MPO planning area.

Previous Work:

1. The Triangle Regional Model is currently being enhanced.

Proposed Activities:

Run Triangle Regional Model and other modeling tools to develop forecasts of travel deficiencies (summary tables, maps, etc.):

- a. Develop model setups as required for deficiency analysis (existing+committed network with future year socio-economic data); and,
- b. Run model for and prepare output files

Products:

1. Long Range Transportation Plan Deficiency Analysis (summary tables, maps, etc.)

Relationship to Other Plans and MPO Activities:

This is a core task for preparing the Long Range Transportation Plan.

Completion Date:

The specific proposed activities in this UPWP will be completed during FY 2006-2007

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

Work on this project will be completed by LPA staff.

FHWA Funds			
	Federal	Local	Total
Durham	\$20,000	\$5,000	\$25,000
Chapel Hill	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0

Orange	\$0	\$0	\$0					
Total	\$20,000	\$5,000	\$25,000	Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

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

The MPO will update the highway projects for the 2035 Long Range Transportation Plan (LRTP). An extensive roster of highway projects will be identified based on the current 2030 LRTP, congestion management system, travel demand forecast and capacity deficiency analysis. Different combinations of these projects will produce a variety of highway alternatives that will be analyzed to find the alternative that best meets the LRTP 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, etc. The highway element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the LRTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

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. 2030 LRTP;
2. Congestion Management System;
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. Generate highway projects and alternatives;
4. Evaluate highway projects and alternatives; and,

5. TAC comments on alternatives.

Products:

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 and surveys; travel demand forecasts; capacity deficiency analysis. In addition, the Congestion Management System and 2030 LRTP will be important input to this task.

Completion Date:

Project identification will begin in winter 2007, and the alternatives analysis will be completed summer 2007.

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

LPA and local government staff will manage and implement the highway element of the LRTP and CTP.

FHWA Funds			
	Federal	Local	Total
Durham	\$15,000	\$3,750	\$18,750
Chapel Hill	\$5,000	\$1,250	\$6,250
Carrboro	\$200	\$50	\$0
Orange	\$0	\$0	\$0
Total	\$20,200	\$5,000	\$25,000

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

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

The MPO will update the transit projects for the 2035 Long Range Transportation Plan (LRTP). An extensive roster of transit routes, projects and services will be identified based on the current 2030 LRTP, 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 LRTP 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 LRTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

[Include Chapel Hill/Regional Transit Master Plan, if relevant]

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. 2030 LRTP;
2. Feasibility studies (e.g., US 15-501 Transit Corridor and I-40/NC 54 Transit Corridor);
3. Transit 5-year and master plans;
4. Travel demand forecast; and,
5. Capacity Deficiency Analysis.

Proposed Activities:

[I have included all Alternatives Analysis tasks. Will these be done by 6/30/07?]

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. TAC comments on alternatives.

Products:

1. Preferred transit element option; and,
2. 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 System and 2030 LRTP will be important input to this task.

Completion Date:

Project identification will begin in winter 2007, and the alternatives analysis will be completed summer 2007.

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

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

[Notice: Apparently, Chapel Hill Transit Master Plan is included]

FHWA Funds			
	Federal	Local	Total
Durham	\$20,000	\$5,000	\$25,000
Chapel Hill	\$60,000	\$40,000	\$200,000
Carrboro	\$400	\$100	\$500
Orange	\$0	\$0	\$0
Total	\$80,400	\$45,100	\$225,500

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$20,000	\$2,500	\$2,500	\$25,000
TTA	\$0	\$0	\$0	\$0
Total	\$20,000	\$2,500	\$2,500	\$25,000

Funding Commitments from Other Entities:

None.

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

Federal Law 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), has growth forecasts consistent with the latest planning assumptions and local land use plan, meets air quality conformity and is approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years.

The Bicycle and Pedestrian (Bike & Ped) Element of the LRTP describes long range transportation planning work activities related to the Plan and its implementation. These activities include identifying facility improvements and ancillary programs, collecting public input, and drafting text and visuals for the Plan document.

Objectives:

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

Previous Work:

Created LRTP Bicycle and Pedestrian Element draft and related Plan maps.

Proposed Activities:

1. Collect planned and proposed bicycle and pedestrian project information from local and regional plans and forums for inclusion in the LRTP;
2. Create and update bicycle and pedestrian facility maps;
3. Create and update bicycle and pedestrian project cost information for LRTP;
4. Coordinate planning activities between local and regional agencies for bicycle, pedestrian, trail/greenway and TDM initiatives; and,
5. Coordinate project implementation through community input into TIP Regional Priority List and miscellaneous project involvement; update the LRTP Bicycle and Pedestrian Element accordingly.

Products:

LRTP Bicycle and Pedestrian Element will include project descriptions and cost information, program and project recommendations, maps of regional projects, etc.

Relationship to Other Plans and MPO Activities:

Planning activities for the LRTP Bicycle and Pedestrian Element should be coordinated with local and regional bicycle, pedestrian, greenway and TDM Plans, in order to capture all proposed projects within the MPO. In addition, local and MPO staff should coordinate on Regional Priority Lists, in order to implement the LRTP Bicycle and Pedestrian Element through the TIP.

Completion Date:

These activities will occur throughout this fiscal year.

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

Tasks will largely be undertaken with consulting help and temporary staffing. MPO staff will oversee project, provide project management and review work products. Traffic counts will be conducted when schools are in session. Anticipated completion date is February 2006.

Regular, Full-time Staffing time – 6 to 8 weeks

Staff effort – approximately 2,000 person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$48,600	\$12,150	\$60,750
Chapel Hill	\$10,000	\$2,500	\$12,500
Carrboro	\$2,000	\$500	\$0
Orange	\$0	\$0	\$0
Total	\$60,600	\$15,150	\$75,750

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None

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

The MPO will finish the Southwest Durham/Southeast Chapel Hill Collector Street Plan by June 2006. Based on the success of this plan and the planning process, the MPO will develop a collector street plan that covers relatively undeveloped areas of the MPO that will experience development over the next thirty years. A technical team of partner agency staff will guide the development and products of the Collector Street Plan, and a private consultant will be used to handle a few specific technical tasks. The final MPO-wide collector street plan will be used in the land development review process to ensure

that an efficient and effective collector road network is built to move vehicles between local residential and commercial streets to the existing and future arterial streets.

Objectives:

1. To create an efficient and effective transportation network, especially that part of the network not addressed in the MPO's long-range transportation plan;
2. To develop a plan that the development community, planners and citizens can easily understand and use for creating this ideal transportation network; and,
3. To ensure coordination of the collector street network among the various jurisdictions and transportation plans in the MPO planning area.

Previous Work:

1. Southwest Durham/Southeast Chapel Hill Collector Street Plan;
2. Wake-Durham Comprehensive Street System Plan;
3. Center of the Region Enterprise (CORE) Collector Street Plan (to be developed);
4. GIS map layers for street networks, parcels, land use, and environmental features; and,
5. 2030 Long Range Transportation Plan.

Proposed Activities:

1. Form technical oversight team;
2. Collect GIS data layers and produce maps of existing conditions;
3. Conduct series of three workshops in five different geographic areas;
4. Develop collector street network and full report; and,
5. Present final network and plan to TAC.

Products:

1. Map of collector street network; and,
2. Full report that includes existing conditions maps, factors considered in developing collector street network, proposed collector street network, and street design considerations.

Relationship to Other Plans and MPO Activities

The process and product of the MPO-wide collector street plan will be based on the Southwest Durham/Southeast Chapel Hill Collector Street Plan. It will be coordinated

with the upcoming CORE and existing Wake/Durham collector street plans, and the will complement the arterial street network envisioned in the 2030 LRTP.

Completion Date:

Data collection will begin summer 2006 and the first public workshops will occur in fall 2006. The final plan will be ready for adoption by June 2007.

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

MPO staff will conduct most of the tasks for this project, and a private consultant will assist with technical tasks (e.g., compilation and presentation of GIS mapping layers, and main presentation at workshops). The following funds are indicated in II.B.13 of the UPWP funding table.

FHWA Funds				FTA Transit Funds				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$123,058	\$30,765	\$153,823	DATA	\$0	\$0	\$0	\$0
Chapel Hill	\$0	\$0	\$0	CHT	\$0	\$0	\$0	\$0
Carrboro	\$300	\$75	\$375	TTA	\$0	\$0	\$0	\$0
Orange								
Total	\$123,358	\$13,825	\$69,125	Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

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

Federal transportation legislation requires the inclusion of freight movement in MPO long range plans. The MPO will gather Triangle Region freight movement data for inclusion in the Triangle Regional Model (TRM) and for analysis in the alternative evaluation of the 2035 LRTP.

[Will we or a consultant conduct a survey? Or, does NCDOT or the industry have the data?]

Objectives:

1. To include freight movement data is included in the Triangle Regional Model (TRM); and,
2. To include freight movement data in the project evaluation phase of the 2035

L RTP.

Previous Work:

- 1. 2030 LRTP; and,
- 2. Triangle Regional Model (TRM).

Proposed Activities:

- 1. Gather Triangle Region freight movement data;
- 2. Incorporate the freight movement data into the Triangle Regional Model; and
- 3. Incorporate the freight movement data into the 2035 LRTP development process.

Products:

- 1. Freight movement level in Triangle Regional Model (TRM); and,
- 2. Highway alternatives in 2035 LRTP development process that consider the needs of freight movement.

Relationship to Other Plans and MPO Activities

This task will be coordinated with the Triangle Regional Model (TRM) and be input data into the 2035 LRTP development.

Completion Date:

This task will be complete in summer 2007.

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

MPO staff will complete these tasks.

[Will we pay for data? If so, include in above narrative]

FHWA Funds			
	Federal	Local	Total
Durham	\$10,000	\$2,500	\$12,250
Chapel Hill	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0
Orange	\$0	\$0	\$0

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0

Total	\$10,000	\$2,500	\$12,250	Total	\$0	\$0	\$0	\$0
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Funding Commitments from Other Entities:

Much of this task will be coordinated with the North Carolina Department of Transportation (NCDOT).

Task II-B-16: Financial Planning

The MPO will examine financial options for funding proposed transportation projects and programs on an as-needed basis. These tasks will include reviewing the financial planning assumptions/projections in the 2030 LRTP to refine cost estimates, and providing support regional efforts geared toward identifying new and alternative funding sources.

Objectives:

1. To ensure that sound financial information is available for project evaluation; and,
2. To support efforts to identify new transportation funding sources

Previous Work:

1. 2030 LRTP;
2. FY 2006-2007 TIP; and,
3. Various local plans for roadways, transit, bicycles, pedestrian facilities, and Intelligent Transportation Systems (ITS).

Proposed Activities:

1. Refine project costs estimates, as needed;
2. Coordinate and support regional efforts to identify new transportation sources such as the joint TAC finance committee meeting for DCHC/CAMPO, mayors’ meetings, North Carolina Metropolitan Coalition (League of Municipalities), and Regional Transportation Alliance; and,
3. Investigate technical aspects of potential funding sources such as taxing strategies, impact fees and private/public partnerships.

Products:

1. Recommendations from joint TAC finance committee;
2. Provide cost and revenue data to joint TAC finance committee, RTA and other

- partner agencies; and,
3. Resolutions and letters to elected officials.

Relationship to Other Plans and MPO Activities

The success in identifying new or modified funding sources will directly affect the 2035 LRTP.

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.

FHWA Funds				FTA Transit Funds				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$5,000	\$1,250	\$6,250	DATA	\$0	\$0	\$0	\$0
Chapel Hill	\$10,000	\$2,500	\$12,500	CHT	\$5,000	\$625	\$625	\$6,250
Carrboro	\$0	\$0	\$0	TTA	\$0	\$0	\$0	\$0
Orange	\$0	\$0	\$0					
Total	\$15,000	\$3,750	\$18,750	Total	\$5,000	\$625	\$625	\$6,250

Funding Commitments from Other Entities:

None.

Task II-B-17: Congestion Management System

The MPO plans to develop and implement a Congestion Management System (CMS) to address the growing traffic congestion in the region. Besides being a sensible practice, the CMS is a federal transportation planning requirement under the provisions of 23 U.S.C. and 23 CFR. The CMS will identify areas of traffic congestion, investigate the causes of congestion, evaluate alternatives for alleviating congestion, identify strategies for the implementation of those alternatives, and assess financial and economic impacts of those strategies. The Town of Chapel Hill and the Town of Carrboro have already completed several Mobility Report Cards, which contain much of the traffic data and

congestion identification inherent in a CMS. The most recent Mobility Report Cards for these towns will be integrated into the MPO CMS.

Objectives:

- To identify transportation congestion; and,
- To propose projects and policies to address congestion.

Previous Work:

1. DCHC MPO Congestion Management System Report;
2. Town of Chapel Hill Mobility Report Card;
3. Town of Carrboro Mobility Report Card;
4. Turning movement counts (i.e., intersection traffic counts);
5. ADT counts (traffic volume counts);
6. Screenline counts for the TRM;
7. AADT counts from NCDOT (traffic volume counts);
8. Bicycle counts from bicycle plans;
9. Pedestrian counts from pedestrian plans; and,
10. Transit ridership data from transit operators.

Proposed Activities:

- Develop performance measures for evaluating congestion that are appropriate for the MPO;
- Collect data and apply models to identify causes and locations of traffic bottlenecks (data will include different modes);
- Provide a central database and a graphical user-interface to allow for area- facility-based, and intersection-based congestion mitigation planning;
- Define Transportation Improvement Projects (TIP) and other projects to mitigate the congestion, and their implementation priorities; and,
- Document the study results in a State of the Systems report.

Products:

1. Reports for system components, including performance measures, congestion definition, transportation data and congestion identification, proposed congestion mitigation measures and policies, and a State of the System Report; and,
2. Database and user interface.

Relationship to Other Plans and MPO Activities

The CMS will share transportation data with the Triangle Regional Model (TRM) and several tasks that support the Surveillance of Change.

Completion Date:

Pre-collection tasks will occur in the summer 2006. Traffic and other modal counts for CMS will be conducted during fall 2005, spring 2006 and fall 2006. The complete system and report will be finished by winter 2006/2007.

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

Tasks will largely be undertaken with consulting help and temporary staffing. MPO staff will oversee project, provide project management and review work products. Traffic counts will be conducted when schools are in session.

FHWA Funds				FTA Transit Funds				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$123,785	\$30,946	\$154,731	DATA	\$0	\$0	\$0	\$0
Chapel Hill	\$20,000	\$5,000	\$25,000	CHT	\$8,056	\$382	\$382	\$8,820
Carrboro	\$2,400	\$600	\$3,000	TTA	\$111,664	\$0	\$27,916	\$139,580
Orange	\$0	\$0	\$0					
Total	\$146,185	\$36,546	\$182,731	Total	\$119,720	\$382	\$28,298	\$148,400

Funding Commitments from Other Entities:

The NCDOT is to commit \$3,200 in federal and \$800 in State funding for this task.

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

The DCHC MPO (the Transportation Advisory Committee) is responsible in making a determination as to whether or not transportation plans, programs, and projects (e.g., 2035 LRTP and FY 2007-2013 TIP) conform to air quality standards and the intent of the State Implementation Plan (SIP). The LPA will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition the LPA will continue participation in the development and application of State Implementation Plans for air quality, participation in the Statewide Interagency Consultation Meetings, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

Objectives:

1. To ensure that the plans, programs and projects in the DCHC MPO meet air quality conformity standards; and,
2. To ensure that partner agencies, which affect an air quality conformity lapse in the DCHC MPO planning area, meet air quality conformity standards.

Previous Work:

1. 2030 LRTP;
2. FY 2006-2007 TIP;
3. Triangle Regional Model (TRM) and TRM updates; and,
4. TRM data such as VMT and speeds for each analysis year.

Proposed Activities:

1. Participate in State Interagency Consultation Meetings to make decisions on schedule, model version use, analysis years, potential SIP revisions, MOBILE6.2 modeling parameters, etc.; and,
2. Coordinate State Interagency Consultation Meetings requirements with MPO activities such as TRM enhancements, FY 2007-2013 TIP, Socio-economic data update for 2035 LRTP.

Products:

1. State Interagency Consultation Meetings policy that considers needs of DCHC MPO; and,
2. Air quality conformity coordination with State Interagency Consultation Meetings, CAMPO, NCDOT, etc.

Relationship to Other Plans and MPO Activities

Coordination between the State Interagency Consultation Meetings policies and the needs of the DCHC MPO's 2035 LRTP and FY 2007-2013 TIP are critical for ensuring air quality conformity.

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.

FHWA Funds			
	Federal	Local	Total
Durham	\$10,000	\$2,500	\$12,500
Chapel Hill	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0
Orange	\$9,604	\$2,401	\$12,005
Total	\$19,604	\$4,901	\$24,505

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

The Triangle Council of Government (TJCOG) is requesting \$5,440 in federal and \$1,360 in local funding (from TJCOG budget), and the NCDOT is requesting \$800 in federal and \$200 in State funding for this task.

Task III-A-: Planning Work Program

This task will be to administer the FY 2006-2007 UPWP and prepare and process amendments as needed. In addition, we will evaluate transportation planning work needs and emphasis areas and prepare the FY 2006-2007 UPWP.

Objectives:

1. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for FY 2006-2007;
2. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines; and,
3. 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 2005-06 UPWP; and,
2. Amendment of the UPWP as requested by member agencies.

Proposed Activities:

1. Review and amend relevant portions of the 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 and public involvement process; and,
3. Amend the UPWP, as needed (the amendment process commonly occurs in January/February of each year).

Products:

1. Amendments to the FY 2006-2007 UPWP, as needed; and,
2. Development of the FY 2007-2008 UPWP.

Relationship to Other Plans and MPO Activities

The UPWP funds the MPO’s planning activities, including many critical programs such as the long-range transportation plan, Transportation Improvement Program (TIP) and air quality conformity.

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.

FHWA Funds			
	Federal	Local	Total
Durham	\$18,500	\$4,625	\$23,125
Chapel Hill	\$1,000	\$250	\$1,250
Carrboro	\$1,200	\$300	\$1,500
Orange	\$0	\$0	\$0
Total	\$20,700	\$5,175	\$25,875

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$6,000	\$750	\$750	\$7,500
TTA	\$0	\$0	\$0	\$0
Total	\$6,000	\$750	\$750	\$7,500

Funding Commitments from Other Entities:

The NCDOT is requesting \$1,600 in federal and \$400 in State funding for this task.

Task III-B-Transportation Improvement Program

This task will develop the FY 2007-2013 Metropolitan Transportation Improvement Program (MTIP) and amend FY 2006-2012 MTIP, as needed.

Objectives:

1. To develop and adopt the FY 2007-2013 MTIP to support MPO goals; and,
2. To appropriately amend the FY 2006-2012 MTIP, as needed.

Previous Work:

1. FY 2006-2012 MTIP; and,
2. FY 2007-2013 MTIP Regional Priority Project List

Proposed Activities:

1. Draft FY 2007-2013 MTIP;
2. Conduct public involvement activities for Draft FY 2007-2013 MTIP;
3. Analyze Draft FY 2007-2013 State Transportation Improvement Program (STIP) and develop support documents for negotiations (e.g., “Flagged Issues”);
4. Negotiate MTIP and STIP project reconciliation with NCDOT; and,
5. Adopt FY 2007-2013 MTIP.

Products:

1. Draft FY 2007-2013 MTIP and full report (including financial and project analysis);
2. Flagged Issues;
3. Meetings with NCDOT (and meeting materials); and,
4. Adopted FY 2007-2013 MTIP.

Relationship to Other Plans and MPO Activities

The FY 2007-2013 MTIP Regional Project Priority List provides information for drafting the FY 2007-2013 MTIP.

Completion Date:

At this point, the schedule is not certain because the FY 2007-2013 STIP release date is unknown. A concentration of these activities is likely to occur from June 2006 through September 2006.

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

MPO staff will complete these tasks.

FHWA Funds			
	Federal	Local	Total
Durham	\$30,000	\$7,500	\$37,500
Chapel Hill	\$2,000	\$500	\$2,500
Carrboro	\$1,600	\$400	\$2,000
Orange	\$0	\$0	\$0
Total	\$33,600	\$8,400	\$42,000

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$2,000	\$250	\$250	\$2,500
TTA	\$0	\$0	\$0	\$0
Total	\$2,000	\$250	\$250	\$2,500

Funding Commitments from Other Entities:

The NCDOT is requesting \$1,600 in federal and \$400 in State funding for this task.

Task III-C-2: Environmental Justice

In accordance with Federal Action (Executive Order 12898), the MPO will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice:

1. Ensure adequate public involvement of low-income and minority groups in decision-making;
2. Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and
3. Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO.

Objectives:

To ensure that minority and low-income communities are:

1. Not adversely affected by transportation projects and policies;
2. Treated equitably in the provision of transportation services and projects; and
3. Provided full opportunity for participation in MPO transportation planning and decision-making process.

Previous Work:

1. Demographic profiles based on 2000 Census
2. 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.

Proposed Activities:

1. Develop MPO Environmental Justice Plan, including establishment of an Environmental Justice Advisory Board;
2. Update demographic profiles based on 2000 Census and MPO 2002 base year data - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas;
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process;
4. Define target areas through the use of Census Block Group data from the 2000 Census;
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes;
6. Review existing public outreach and involvement plan;
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular; and,
8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area.

Products:

1. Updated maps utilizing information from the 2000 Census and 2002 base year data;
2. Increased involvement of low-income and minority populations in the transportation planning process;
3. Technical assistance memoranda, reports, and workshops as needed;
4. Protocol for responding to issues and concerns regarding Environmental Justice; and,
5. MPO Environmental Justice plan.

Relationship to Other Plans and MPO Activities:

All MPO planning activities involving public outreach will be affected by the recommendations of this plan – including the public involvement for the East End Connector SEIS. Project selection and evaluation for the Long Range Transportation Plan will include an environmental justice component. The Environmental Justice Advisory Board will be consulted on various MPO planning activities.

Completion Date:

A draft plan will be presented to the TAC in fall 2006.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks
Staff effort – approximately X person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$43,250	\$10,813	\$54,063
Chapel Hill	\$0	\$0	\$0
Carrboro	\$240	\$60	\$300
Orange	\$0	\$0	\$0
Total	\$43,490	\$10,873	\$54,363

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$3,000	\$375	\$375	\$3,750
TTA	\$0	\$0	\$0	\$0
Total	\$3,000	\$375	\$375	\$3,750

Funding Commitments from Other Entities:

None.

Task III-C-4: Planning for the Elderly and Disabled

The MPO will emphasize planning and provision of transportation facilities and services for the elderly and disabled, especially in the development of the 2035 Long Range Transportation Plan (LRTP). The MPO will update inventory of locations and needs of elderly and disabled persons and ensure that the proposed highway, transit and pedestrian plans integrate this information in the planning process.

Objectives:

To ensure that the elderly and disabled population is not adversely affected by transportation projects and policies; are treated equitably in the provision of transportation services and projects; and are provided full opportunity for participation in MPO transportation planning and decision-making process.

Previous Work:

Demographic profiles based on 2000 Census; and,
Maps to identify areas of elderly and disabled population in relationship to services and other destinations;
Local transit and pedestrian plans that have integrated the elderly and disabled population into the planning process; and,
Transit operator plans and grant applications.

Proposed Activities:

1. Update demographic profiles and define target areas based on 2000 Census and MPO 2002 base year data;
2. Provide increased opportunities for under-served populations to be represented in the transportation planning process; and,
3. Integrate this data into the 2035 LRTP planning process and transit operator plans.

Products:

Updated maps utilizing information from the 2000 Census and 2002 base year data;
Increased involvement of the elderly and disabled population;
Specific tasks in the 2035 LRTP that address the needs of the elderly and disabled;
and,
Major tasks in the transit plans and grant applications of the local and regional transit operators that specifically address the service needs of the elderly and disabled.

Relationship to Other Plans and MPO Activities:

The needs of the elderly and disabled will be addressed in all MPO planning activities involving public outreach and service and project planning.

Completion Date:

All the transit and MPO planning efforts will contain an element addressing the needs of the elderly and disabled.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks
 Staff effort – approximately X person hours

FHWA Funds				FTA Transit Funds				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$11,750	\$2,938	\$14,688	DATA	\$40,000	\$5,000	\$5,000	\$50,000
Chapel Hill	\$0	\$0	\$0	CHT	\$10,000	\$1,250	\$1,250	\$12,500
Carrboro	\$200	\$50	\$250	TTA	\$0	\$0	\$0	\$0
Orange	\$0	\$0	\$0					
Total	\$11,950	\$2,988	\$14,930	Total	\$50,000	\$6,250	\$6,250	\$62,500

Funding Commitments from Other Entities:

None.

Task III-C-6: Public Involvement

The MPO 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:

1. 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;
2. To assess the effectiveness of the current Public Involvement Process as required by the federal certification team; and,
3. To develop and enhance the process of public dissemination of information.

Previous Work:

1. MPO Public Involvement Process;
2. MPO website;
3. Newsletters;
4. Stakeholder address database; and,
5. Newspaper advertisements.

Proposed Activities:

1. Refine the current Public Involvement Process as needed;
2. Apply the Public Involvement Process to transportation programs and tasks; and,
3. Public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.

Products:

1. Update and maintenance of website;
2. Update and maintenance of mailing list database;
3. Quarterly MPO newsletters, and project specific news letters; and,
4. Support of Citizen Advisory Committee

Relationship to Other Plans and MPO Activities:

Public involvement is essential to all MPO planning activities. The Public Involvement Process should inform and guide all outreach initiatives.

Completion Date:

Public involvement will occur on a continual basis. The website, emails, and mailings will occur regularly throughout the year.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks

Staff effort – approximately X person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$40,000	\$10,000	\$50,000
Chapel	\$0	\$0	\$0

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$6,000	\$750	\$750	\$7,500

Hill			
Carrboro	\$600	\$150	\$750
Orange	\$0	\$0	\$0
Total	\$40,600	\$10,150	\$50,750

TTA	\$0	\$0	\$0	\$0
Total	\$6,000	\$750	\$750	\$7,500

Funding Commitments from Other Entities:

None.

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

The LPA 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 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 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 DCHC MPO planning area are considered in the project planning process.

Previous Work:

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

Proposed Activities:

Regular participation at project scoping, environmental study and public meetings, especially those conducted by the NCDOT;
 Review and comment on project scoping and environmental documents;
 LPA participation in NEPA process for the East End Connector; and,
 LPA leadership in the public involvement process for the East End Connector.

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

These activities are provided as needed.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting/Temporary Staffing time - 0 weeks
Staff effort – approximately X person hours

FHWA Funds			
	Federal	Local	Total
Durham	\$16,000	\$4,000	\$20,000
Chapel Hill	\$0	\$0	\$0
Carrboro	\$400	\$100	\$500
Orange	\$0	\$0	\$0
Total	\$16,400	\$4,100	\$20,500

FTA Transit Funds				
	Federal	State	Local	Total
DATA	\$0	\$0	\$0	\$0
CHT	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

Funding Commitments from Other Entities:

None.

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Consulting Services Breakdown**

City of Durham

	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
II A	<u>Surveillance of Change</u>												
II A 1	Traffic Volume Counts	0	0	0	0	0	0	2,000	8,000	1,404	5,617	3,404	13,617
2	Vehicle Miles of Travel	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
4	Traffic Accidents	500	2,000	0	0	500	2,000	400	1,600	0	0	400	1,600
5	Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0
6	Dwelling Unit, Pop. & Emp. Change	1,000	4,000	0	0	1,000	4,000	1,000	4,000	0	0	1,000	4,000
7	Air Travel	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
9	Travel Time Studies	2,400	9,600	10,000	40,000	12,400	49,600	0	0	14,000	56,000	14,000	56,000
10	Mapping	2,319	9,274	0	0	2,319	9,274	0	0	0	0	0	0
11	Central Area Parking Inventory	800	3,200	0	0	800	3,200	0	0	0	0	0	0
12	Bike & Ped. Facilities Inventory	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	0
13	Bike & Ped. Counts	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	0
II B	<u>Long Range Transp. Plan</u>												
B 1	Collection of Base Year Data	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
3	Travel Model Updates	10,142	40,567	175,700	702,800	185,842	743,367	0	0	0	0	0	0
4	Travel Surveys	1,131	4,525	48,750	195,000	49,881	199,525	0	0	0	0	0	0
5	Forecast of Data to Horizon year	0	0	0	0	0	0	1,639	6,554	0	0	1,639	6,554
6	Community Goals & Objectives	0	0	0	0	0	0	5,555	22,220	0	0	5,555	22,220
7	Forecast of Future Travel Patterns	0	0	0	0	0	0	1,546	6,184	0	0	1,546	6,184
8	Capacity Deficiency Analysis	0	0	0	0	0	0	8,642	34,566	0	0	8,642	34,566
9	Highway Element of the LRTP	0	0	0	0	0	0	2,669	10,677	0	0	2,669	10,677
10	Transit Element of the LRTP	0	0	0	0	0	0	2,669	10,677	0	0	2,669	10,677
11	Bicycle & Ped. Element of the LRTP	3,044	12,177	0	0	3,044	12,177	3,044	12,177	0	0	3,044	12,177
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
13	Collector Street Element of LRTP	224	897	16,000	64,000	16,224	64,897	2,000	8,000	6,000	24,000	8,000	32,000
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	659	2,634	0	0	659	2,634
16	Financial Planning	0	0	0	0	0	0	1,949	7,797	0	0	1,949	7,797
17	Congestion Management Strategies	120	479	19,813	79,250	19,932	79,729	3,576	14,305	15,750	63,000	19,326	77,305
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	1,728	6,913	0	0	1,728	6,913
II C	<u>Short Range Transit Planning</u>												
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0
III-A	<u>Planning Work Program</u>	0	0	0	0	0	0	3,280	13,121	0	0	3,280	13,121

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Consulting Services Breakdown**

City of Durham

	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
III-B	Transp. Improvement Plan	0	0	0	0	0	0	7,497	29,987	0	0	7,497	29,987
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.												
1	3 Title VI	0	0	0	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	0	0	0	0	6,623	26,493	0	0	6,623	26,493
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	1,366	5,462	0	0	1,366	5,462
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0
6	Public Involvement	0	0	0	0	0	0	6,882	27,526	0	0	6,882	27,526
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0
III-D	Incidental Png./Project Dev.												
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	3,382	13,526	0	0	3,382	13,526
3	Special Studies	12,153	48,612	54,000	216,000	66,153	264,612	0	0	0	0	0	0
4	Regional or Statewide Planning	0	0	0	0	0	0	2,122	8,488	0	0	2,122	8,488
III-EE	Management & Operations												
1	Management & Operations	11,889	47,557	0	0	11,889	47,557	8,781	35,123	0	0	8,781	35,123
Totals		\$48,388	\$193,550	\$324,263	\$1,297,050	\$372,650	\$1,490,600	\$79,008	\$316,030	\$37,154	\$148,617	\$116,162	\$464,647

Durham Area Transit Authority
DATA

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds**

Durham
4/5/2006 13:12

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		II A	Surveillance of Change															
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	7,289	7,289	58,312	0	0	0	0	0	0	7,289	7,289	58,312	72,890
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10 Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10 Transit Element of the LRTP	0	0	0	0	0	0	0	775	775	6,202	0	0	775	775	6,202	7,753	7,753
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17 Congestion Management Strategies	0	0	0	0	0	0	0	1,403	1,403	11,227	0	0	1,403	1,403	11,227	14,034	14,034
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II C	Short Range Transit Planning																	
C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A	Planning Work Program																	
A	1 Planning Work Program	0	0	0	0	0	0	0	3,149	3,149	25,191	0	0	3,149	3,149	25,191	31,489	31,489
III-B	Transp. Improvement Plan																	
B	1 Transp. Improvement Plan	0	0	0	0	0	0	0	214	214	1,711	0	0	214	214	1,711	2,139	2,139
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																	
C	1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Planning for the Elderly & Disabled	0	0	0	0	5,000	5,000	40,000	0	0	0	0	0	5,000	5,000	40,000	50,000	50,000

Durham Area Transit Authority
DATA

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds**

Durham
4/5/2006 13:12

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		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	4,704	4,704	37,632				4,704	4,704	37,632	47,040
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	III-D																	
	Incidental Plng./Project Dev.																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	III-E																	
	Management & Operations																	
1	Management & Operations	0	0	0	0	0	0	0	33,685	33,685	269,482	0	0	0	33,685	33,685	269,482	336,853
Totals		\$0	\$0	\$0	\$0	\$12,289	\$12,289	\$98,312	\$43,931	\$43,931	\$351,445	\$0	\$0	\$0	\$56,220	\$56,220	\$449,757	\$562,196

	MPO	City of Durham	City of Durham	City of Durham	
2-	FTA Code	442100	442400	442400	
3-	Task Code	III-E	II-A-5	III-C-4	
4-	Title of Planning Task	Management & Operations	Transit System Data	Planning for the Elderly & Disabled	TOTALS
5-	Task Objective	To prepare all required reports, and attend technical meetings relating to transit.	To conduct systemwide service performance surveys and studies for the purpose of service improvement	To develop revised certification procedures and routing network to maximize efficiency of system fleet using Paratransit Scheduling Software	
6-	Tangible Product Expected	The Transportation Division will compile all required federal reports; prepare technical reports for Board of Directors, Council and public. The division will attend Board, regional and national meetings.	Ridership and Route Recommendation Report.	Continued certification and re-certification of ACCESS clients and enhancement of service in the most cost efficient manner.	
7-	Expected Completion Date of Product(s)	Jun-06	Jun-06	Jun-06	
8-	Previous Work	Earlier efforts included creation of internal procedures to monitor and report grant data	Similar exercise was done in 2002. Any subsequent reports would be an update.	Earlier mapping of ACCESS user trips and certification of ACCESS clients.	
9-	Prior FTA Funds	0	0	0	
10-	Relationship To Other Activities	Data retrieved from Transit System Data task, II-A-5, relevant also to this task	City of Durham, Public Works Department	Will coordinate with major healthcare providers concerning scheduling efficiency.	
11-	Agency Responsible for Task Completion	City of Durham, Department of Public Works (Transportation)	City of Durham, Public Works Department	City of Durham, Department of Public Works (Transportation)	
12-	HPR - Highway - NCDOT 20%				\$0.00
13-	HPR - Highway - FHWA 80%				\$0.00
14-	Section 104 (f) PL Local 20%				\$0.00
15-	Section 104 (f) PL FHWA 80%				\$0.00
16-	Section 5303 Local 10%		\$6,952	\$4,000.00	\$10,952.00
17-	Section 5303 NCDOT 10%		\$6,952	\$4,000.00	\$10,952.00
18-	Section 5303 FTA 80%		\$55,616	\$32,000.00	\$87,616.00
19-	Section 5307 Transit - Local 10%	\$42,997			\$42,997.00
20-	Section 5307 Transit - NCDOT 10%	\$42,997			\$42,997.00
21-	Section 5307 Transit - FTA 80%	\$343,978			\$343,978.00
22-	Additional Funds - Local 100%				\$0.00

Town of Carrboro
Task Funding Table
Task Description and Narrative

Town of Carrboro

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

Carrboro
4/5/2006 13:17

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		II A	Surveillance of Change															
II A	1 Traffic Volume Counts	0	0	0	0										-	-	-	-
	2 Vehicle Miles of Travel	0	0	0	0									-	-	-	-	
	3 Street System Changes	0	0	50	200									50	-	200	250	
	4 Traffic Accidents	0	0	150	600									150	-	600	750	
	5 Transit System Data	0	0	300	1,200				0	0				300	-	1,200	1,500	
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0									-	-	-	-	
	7 Air Travel	0	0	0	0									-	-	-	-	
	8 Vehicle Occupancy Rates	0	0	0	0									-	-	-	-	
	9 Travel Time Studies	0	0	0	0									-	-	-	-	
	10 Mapping	0	0	150	600									150	-	600	750	
	11 Central Area Parking Inventory	0	0	0	0									-	-	-	-	
	12 Bike & Ped. Facilities Inventory	0	0	60	240									60	-	240	300	
	13 Bike & Ped. Counts	0	0	0	0									-	-	-	-	
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data	0	0	0	0									-	-	-	-	
	2 Collection of Network Data	0	0	60	240									60	-	240	300	
	3 Travel Model Updates	0	0	0	0									-	-	-	-	
	4 Travel Surveys	0	0	0	0									-	-	-	-	
	5 Forecast of Data to Horizon year	0	0	120	480									120	-	480	600	
	6 Community Goals & Objectives	0	0	60	240				0	0	0			60	-	240	300	
	7 Forecast of Future Travel Patterns	0	0	0	0									-	-	-	-	
	8 Capacity Deficiency Analysis	0	0	0	0									-	-	-	-	
	9 Highway Element of th LRTP	0	0	50	200									50	-	200	250	
	10 Transit Element of the LRTP	0	0	100	400									100	-	400	500	
	11 Bicycle & Ped. Element of the LRTP	0	0	500	2,000									500	-	2,000	2,500	
	12 Airport/Air Travel Element of LRTP	0	0	0	0									-	-	-	-	
	13 Collector Street Element of LRTP	0	0	75	300									75	-	300	375	
	14 Rail, Water or other mode of LRTP	0	0	0	0									-	-	-	-	
	15 Freight Movement/Mobility Planning	0	0	0	0									-	-	-	-	
	16 Financial Planning	0	0	0	0									-	-	-	-	
	17 Congestion Management Strategies	0	0	600	2,400									600	-	2,400	3,000	
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0									-	-	-	-	
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning	0	0	250	1,000									250	-	1,000	1,250	
														-	-	-	-	
III-A	Planning Work Program	0	0	300	1,200									300	-	1,200	1,500	
														-	-	-	-	
III-B	Transp. Improvement Plan	0	0	400	1,600									400	-	1,600	2,000	
														-	-	-	-	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	1 Title VI	0	0	0	0									-	-	-	-	
	2 Environmental Justice	0	0	60	240									60	-	240	300	
	3 Minority Business Enterprise	0	0	40	160									40	-	160	200	

Town of Carrboro

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

Carrboro
4/5/2006 13:17

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		4	Planning for the Elderly & Disabled	0	0	50	200				0	0	0				50	-
5	Safety/Drug Control Planning	0	0	0	0										-	-	-	-
6	Public Involvement	0	0	150	600										150	-	600	750
7	Private Sector Participation	0	0	0	0										-	-	-	-
III-D	Incidental Png./Project Dev.					0	0											
1	Transportation Enhancement Png.	0	0	0	0										-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.	0	0	100	400										100	-	400	500
3	Special Studies	0	0	0	0										-	-	-	-
4	Regional or Statewide Planning	0	0	0	0										-	-	-	-
III-E	Management & Operations																	
1	Management & Operations	0	0	2,716	10,864	0	0	0	0	0	0	0	0	0	2,716	-	10,864	13,580
Totals		\$0	\$0	\$6,341	\$25,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,341	\$0	\$25,364	\$31,705

**FY 2006-2007 Unified Planning Work Program
Task Descriptions
Town of Carrboro**

II-A Surveillance of Change

- II-A-1 Traffic Volume Counts. No funds programmed.
- II-A-2 Vehicle Miles of Travel. No funds programmed.
- II-A-3 Street System Mileage Change. Update inventory of improvements to the municipal street system to provide accurate inputs for the travel model update.
- II-A-4 Traffic Accidents. Collect traffic accident data and prepare summary and analysis of high accident locations. Compare data analysis to previous years' results.
- II-A-5 Transit System Data. Review summary and analysis of transit ridership prepared by Chapel Hill Transit to assess strengths and weaknesses of service, identify future options, and monitor service.
- II-A-6 Dwelling Unit, Population, and Employment Changes. No funds programmed.
- II-A-7 Air Travel. No funds programmed.
- II-A-8 Vehicle Occupancy Rates. No funds programmed.
- II-A-9 Travel Time Studies. No funds programmed.
- II-A-10. Mapping. Maintain the planning area's base maps, including updates to the maps for the municipal street system, the bicycle routes map, and pedestrian facilities map.
- II-A-11 Central Area Parking Inventory. No funds programmed.
- II-A-12 Bike and Pedestrian Facilities Inventory. Maintain inventory of bicycle and pedestrian facilities to provide accurate inputs for the travel model update and long-range transportation plan, and as a base for identifying future needs for bicycle and pedestrian facilities.
- II-A-13 Bike and Pedestrian Counts. No funds programmed.

II-B Maintenance of Inventories

- II-B-1 Collection of Base Year Data. No funds programmed.

- II-B-2 Collection of Network Data. Collection and updating of the following variables describing the existing transportation system to build the network for the travel demand model: posted speed limit, width/lanes, segment length, traffic signal locations, and other needed data.
- II-B-3 Travel Model Updates. No funds programmed.
- II-B-4 Travel Surveys. No funds programmed.
- II-B-5 Forecast of Data to Horizon Year. Produce new household and employment forecasts for inclusion in the travel model.
- II-B-6 Community Goals and Objectives. Take steps to ensure that local goals and objectives are discerned and addressed during the development and implementation of the long-range transportation plan.
- II-B-7 Forecasts of Future Travel Patterns. No funds programmed.
- II-B-8 Capacity Deficiency Analysis. No funds programmed.
- II-B-9 Highway Element of the LRTP. Evaluate and update the highway element of the long-range transportation plan.
- II-B-10 Transit Element of the LRTP. Evaluate and update the transit element of the long-range transportation plan. Activities include long-range transit planning in collaboration with the Town of Chapel Hill, the University of North Carolina, and the Triangle Transit Authority, including the annual Transit Forum.
- II-B-11 Bicycle and Pedestrian Element of the LRTP. Evaluate and update the bicycle and pedestrian element of the long-range transportation plan. Activities will include updating the Town of Carrboro's bicycle policy and sidewalk policy.
- II-B-12 Airport/Air Travel Element of the LRTP. No funds programmed.
- II-B-13 Collector Street Element of the LRTP. Evaluate and update the collector street element of the long-range transportation plan. Activities include the identification of future collector streets, provisions for local street connectivity, development ordinance implementation provisions, and public involvement.
- II-B-14 Rail, Waterway, or Other Mode of the LRTP. No funds programmed.
- II-B-15 Freight Movement / Mobility Planning. No funds programmed.
- II-B-16 Financial Planning. No funds programmed.

II-B-17 Congestion Management Strategies. Plan, implement, and monitor congestion management strategies, which may include the following: Transportation Demand Management, Intelligent Transportation Systems, Access Control and Management, Traffic Operations Improvements, Growth Management. This item includes costs associated with planning for these items, coordinating with public and private stakeholders, development ordinance implementation provisions, public involvement, and marketing or public education.

II-B-18 Air Quality Planning / Conformity Analysis. No funds programmed.

II-C-1 Short Range Transit Planning.

Evaluate and update the transit element of the long-range transportation plan. Activities include short-range transit planning in collaboration with the Town of Chapel Hill, the University of North Carolina, and the Triangle Transit Authority, including the annual Transit Forum.

III-A Planning Work Program.

Administer the FY 2005-2006 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needed and emphasis areas and prepare the FY 2005-2006 UPWP.

III-B Transportation Improvement Program.

Continue to develop the FY 2008-2014 TIP. This includes the adoption of local priority lists, application of criteria to local projects, and the identification of projects, programs, and services for STP-DA and CMAQ funding.

III-C Civil Rights Compliance / Other Regulations and Requirements

III-C-1 Title VI. No funds programmed.

III-C-2 Environmental Justice. Continue efforts to support principles of environmental justice in transportation planning activities. Continue to review and refine public involvement process and activities to enhance opportunities for participation in transportation decision-making among low income and minority groups.

III-C-3 Minority Business Enterprise. Continue efforts to ensure full consideration of the potential services that could be provided by minority business enterprises in the development of transportation plans and programs, and in the provision of transportation services.

III-C-4 Planning for the Elderly & Disabled. Continue efforts to emphasize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled.

III-C-5 Safety/Drug Control Planning. No funds programmed.

III-C-6 Public Involvement. Continue to provide for an open exchange of information and ideas between the public and transportation decision-makers. Continue to evaluate community concerns regarding transportation issues.

III-C-7 Private Sector Participation. No funds programmed.

III-D Incidental Planning and Project Development

III-D-1 Transportation Enhancement Planning. No funds programmed.

III-D-2 Environmental Analysis & Pre-TIP Planning. Participate regularly in the project development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, participating in field inspections, and LRTP development.

III-D-3 Special Studies. Develop a preliminary functional plan for the Morgan Creek Greenway that would determine the best location for the trail and show connections to residential areas, streets, and public facilities.

III-D-4 Regional or Statewide Planning. No funds programmed.

III-E Management & Operations

Management and operations includes items such as: 1) conducting TAC and TCC meetings and associated material and presentation development; 2) preparing quarterly progress reports 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) the acquisition of needed software, books, and other materials; and 6) other MPO capacity building efforts for the TAC, TCC and MPO staff.

Town of Chapel Hill
Task Funding Table
Task Description and Narrative
Consulting Services Breakdown
Chapel Hill Transit (FTA) Funding Table
Chapel Hill Transit Narrative
FTA Disadvantaged Business Contracting Opportunities Form

Town of Chapel Hill

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

Town of Chapel Hill
4/5/2006 13:20

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	3 Street System Changes	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	-	-	-	-	
	5 Transit System Data	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	-	-	-	-	
	7 Air Travel	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	-	-	-	-	
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	10 Mapping	0	0	0	0	1,875	1,875	15,000	1,250	1,250	10,000			3,125	3,125	25,000	31,250	
	11 Central Area Parking Inventory	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	-	-	-	-	
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	2 Collection of Network Data	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	-	-	-	-	
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	5 Forecast of Data to Horizon year	0	0	1,250	5,000	625	625	5,000	0	0	0	0	0	1,875	625	10,000	12,500	
	6 Community Goals & Objectives	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	-	-	-	-	
	8 Capacity Deficiency Analysis	0	0	1,250	5,000	307	307	2,456	0	0	0	0	0	1,557	307	7,456	9,320	
	9 Highway Element of th LRTP	0	0	1,250	5,000	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250	
	10 Transit Element of the LRTP	40,000	160,000	0	0	2,500	2,500	20,000	0	0	0	0	0	42,500	2,500	180,000	225,000	
	11 Bicycle & Ped. Element of the LRTP	0	0	2,500	10,000	0	0	0	0	0	0	0	0	2,500	-	10,000	12,500	
	12 Airport/Air Travel Element of LRTP	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	-	-	-	-	
	14 Rail, Water or other mode of LRTP	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	-	-	-	-	
	16 Financial Planning	0	0	2,500	10,000	625	625	5,000	0	0	0	0	0	3,125	625	15,000	18,750	
	17 Congestion Management Strategies	0	0	0	0	0	0	0	382	382	3,056	0	0	382	382	3,056	3,820	
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning	0	0	0	0	125	125	1,000	0	0	0	0	0	125	125	1,000	1,250	
III-A	Planning Work Program																	
III-A	1 Planning Work Program	0	0	250	1,000	375	375	3,000	375	375	3,000	0	0	1,000	750	7,000	8,750	
III-B	Transp. Improvement Plan																	
III-B	1 Transp. Improvement Plan	0	0	500	2,000	0	0	0	250	250	2,000	0	0	750	250	4,000	5,000	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
III-C	1 Title VI	0	0	0	0	0	0	0	375	375	3,000	0	0	375	375	3,000	3,750	
	2 Environmental Justice	0	0	0	0	0	0	0	375	375	3,000	0	0	375	375	3,000	3,750	
	3 Minority Business Enterprise	0	0	0	0	0	0	0	1,250	1,250	10,000	0	0	1,250	1,250	10,000	12,500	

Town of Chapel Hill

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

Town of Chapel Hill
4/5/2006 13:20

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		4	Planning for the Elderly & Disabled	0	0	0	0	0	0	0	1,250	1,250	10,000				1,250	1,250
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	625	625	5,000				625	625	5,000	6,250
6	Public Involvement	0	0	0	0	0	0	0	750	750	6,000				750	750	6,000	7,500
7	Private Sector Participation	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
III-D Incidental Png./Project Dev.																		
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Special Studies	0	0	1,250	5,000	0	0	0	6,875	6,875	55,000				8,125	6,875	60,000	75,000
4	Regional or Statewide Planning	0	0	0	0	625	625	5,000	625	625	5,000				1,250	1,250	10,000	12,500
III-E Management & Operations																		
1	Management & Operations	0	0	5,749	22,996	4,750	4,750	38,000	5,243	5,243	41,944	0	0	0	15,742	9,993	102,940	128,675
Totals		\$40,000	\$160,000	\$16,499	\$65,996	\$11,807	\$11,807	\$94,456	\$20,000	\$20,000	\$160,000	\$0	\$0	\$0	\$88,306	\$31,807	\$480,452	\$600,565

Task Descriptions and Summary Narratives for FY 2006-07 UPWP

Task II-A-10: Mapping

Development and maintenance of maps for use in the development and implementation of various tasks.

Objectives:

1. To prepare maps to support new transportation planning initiatives.
2. To maintain and update existing maps.

Previous Work:

1. Preparation of mapping for 2030 Long Range Transportation Plan
2. Preparation of mapping for Chapel Hill Transit

Proposed Activities:

1. Prepare mapping for 2035 Long Range Transportation Plan
2. Prepare various mapping for ongoing transit and transportation planning projects.

Products:

1. 2035 Plan maps
2. 2006-2007 Chapel Hill Transit maps

Completion Date:

Mapping for 2035 plan will be ongoing throughout year. Mapping for Chapel Hill Transit will be completed in August, 2006.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$25,000	\$3,125	\$3,150	\$31,250
Total	\$25,000	\$3,125	\$3,150	\$31,250

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

Refinement and updating of 2035 forecast data.

Objectives:

1. To prepare estimates of change in base year socio economic data
2. Project 2035 data.

Previous Work:

1. Development of 2030 projections.

Proposed Activities:

1. Collect base year data and review for accuracy.
2. Develop projections for 2035..

Products:

1. 2035 socio economic projections.

Completion Date:

September, 2006

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$5,000	\$1,250	\$6,250
Total	\$5,000	\$1,250	\$6,250

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task II-B-8: Capacity/Deficiency Analysis

Evaluation of 2035 projections to anticipated and proposed transportation network.

Objectives:

1. To assess the adequacy of the existing and proposed transportation network to future person trips.

Previous Work:

1. Assessment of 2030 capacity/deficiency projections.

Proposed Activities:

1. Review projected person trip data
2. Compare projected person trip data to transportation networks to assess adequacy.

Products:

1. MPO capacity deficiency analysis.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$5,000	\$1,250	\$6,250
Total	\$5,000	\$1,250	\$6,250

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$2,456	\$307	\$307	\$3,070
Total	\$2,456	\$307	\$307	\$3,070

Task II-B-9: Highway Element of LRTP

Assessment of 2035 highway network.

Objectives:

1. To assess the adequacy of the adopted highway network and evaluate possible modifications for inclusion in the 2035 Regional Plan.

Previous Work:

1. Assessment of 2030 highway network.

Proposed Activities:

1. Review capacity/deficiency data and evaluate highway network..

Products:

1. MPO 2035 Plan highway element.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$5,000	\$1,250	\$6,250
Total	\$5,000	\$1,250	\$6,250

FTA Transit Funds				
	Federal	State	Local	Total
CHT				
Total				

Task II-B-10: Transit Element of L RTP

Assessment of 2035 transit network.

Objectives:

1. To assess the adequacy of the adopted transit network and evaluate possible modifications for inclusion in the 2035 Regional Plan.

Previous Work:

1. Assessment of 2030 transit network network.

Proposed Activities:

1. Review capacity/deficiency data and evaluate transit network.

Products:

1. MPO 2035 Plan transit element.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$20,000	\$2,500	\$2,500	\$25,000
Total	\$20,000	\$2,500	\$2,500	\$25,000

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

Assessment of 2035 bicycle and pedestrian network.

Objectives:

1. To assess the adequacy of the adopted bicycle and pedestrian network and evaluate possible modifications for inclusion in the 2035 Regional Plan.

Previous Work:

1. Assessment of 2030 bicycle and pedestrian network.

Proposed Activities:

1. Review existing bicycle and pedestrian networks and prepare recommended modifications.

Products:

1. MPO 2035 Plan bicycle and pedestrian element.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$10,000	\$2,500	\$12,500
Total	\$10,000	\$2,500	\$12,500

FTA Transit Funds				
	Federal	State	Local	Total
CHT				
Total				

Task II-B-16: Financial Planning

Development of financial plan for the 2035 Transportation Plan

Objectives:

1. To develop estimates of anticipated transportation revenue and project costs for development of a fiscally constrained 2035 Plan.

Previous Work:

1. 2030 Plan Financial Plan, TIP and management of the STP DA fund.

Proposed Activities:

1. Collect information on status of current transportation funding and prepare projections of anticipated funding.
2. Develop cost estimates for construction and operation of transportation facilities included in the 2035 Plan.
3. Prepare a fiscally constrained financial plan.

Products:

1. MPO 2035 Financial Plan

Completion Date:

Draft, June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds

	Federal	Local	Total
Chapel Hill	\$10,000	\$2,500	\$12,500
Total	\$10,000	\$2,500	\$12,500

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$4,000	\$500	\$500	\$5,000
Total	\$4,000	\$500	\$500	\$5,000

Task III-B-: TIP

Development of 2007-2013 and draft 2008-2014 TIP.

Objectives:

1. To develop the 2007-2013 and draft 2008-2014 TIP.

Previous Work:

Draft 2007-2013 and 2006-2012 TIP.

Proposed Activities:

1. Develop priority list
2. Prepare draft TIP
3. Negotiations with NCDOT
4. Development of final TIP.

Products:

1. 2007-2013 and draft 2008-2014 TIP

Completion Date:

Draft, June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds

	Federal	Local	Total
Chapel Hill	\$2,000	\$500	\$2,500
Total	\$1,000	\$2,50	\$1,250

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task III-A-: Planning Work Program

Development of 2007-2008 PWP.

Objectives:

- 2. To develop a 2007-2008 planning work program.

Previous Work:

2006-2007 planning work program.

Proposed Activities:

- 1. Identify anticipated work tasks for FY2007-2008.
- 3. 2. Allocate anticipated resources to complete work tasks.

Products:

- 1. FY2007-2008 PWP.

Completion Date:

Draft, June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds

	Federal	Local	Total
Chapel Hill	\$1,000	\$2,50	\$1,250
Total	\$1,000	\$2,50	\$1,250

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task III-C-1: Title VI

Complete an assessment of compliance with federal Title VI regulations.

Objectives:

1. To review compliance with Title VI regulations.

Previous Work:

Ongoing evaluation of Title VI compliance.

Proposed Activities:

1. Review status of Title VI activities
2. Identify changes to Title VI regulations
3. Certify compliance with Title VI.

Products:

1. Title VI compliance

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds

	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$3,000	\$375	\$375	\$3,750
Total	\$3,000	\$375	\$375	\$3,750

Task III-C-2: Environmental Justice

Prepare assessment of environmental justice in development of 2035 Long Range Transportation Plan and ongoing provision of transit service.

Objectives:

1. To evaluate environmental justice issues in 2035 Plan and ongoing transit planning.

Previous Work:

Title VI evaluation.

Proposed Activities:

1. Prepare environmental justice assessment of current Chapel Hill transit service.
2. Prepare environmental justice assessment of 2035 Long Range Transportation Plan.

Products:

1. 2035 Regional Plan Environmental Justice evaluation
2. Chapel Hill Title VI compliance

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$3,000	\$375	\$375	\$3,750
Total	\$3,000	\$375	\$375	\$3,750

Task III-C-3: Minority Business Enterprise

Prepare assessment of compliance with minority business regulations and identify opportunities for expanded opportunities.

Objectives:

1. To evaluate compliance with minority business enterprise regulations.

Previous Work:

Minority business evaluation

Proposed Activities:

1. Identify opportunities for minority businesses.
2. Determine compliance with minority business enterprise regulations

Products:

1. Title VI certification

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$10,000	\$1,250	\$1,250	\$12,500
Total	\$10,000	\$1,250	\$1,250	\$12,500

Task III-C-4: Planning for Elderly and Disabled

Evaluate existing transit service for elderly and disabled populations.

Objectives:

1. To evaluate transit services for elderly and disabled population. Assess opportunities for expanded service.

Previous Work:

Annual review of elderly and disabled transit services.

Proposed Activities:

1. Monitor elderly and disabled transit ridership
2. Review service levels and identify need for additional service.

Products:

1. Annual review of elderly and disabled transit services.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$10,000	\$1,250	\$1,250	\$12,500
Total	\$10,000	\$1,250	\$1,250	\$12,500

Task III-C-5: Safety/Drug Control Planning

Evaluate safety and drug control policies and programs.

Objectives:

1. To evaluate drug control programs and monitor transit safety efforts.

Previous Work:

Annual review of drug control and transit safety programs.

Proposed Activities:

1. Monitor drug control programs
2. Evaluate transit safety programs

Products:

3. Annual review of drug control and transit safety programs.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task III-C-6: Public Involvement

Implement programs to increase public involvement.

Objectives:

1. To allow for public involvement in operation of transit system.

Previous Work:

Ongoing public involvement programs.

Proposed Activities:

1. Implement outreach programs to provide information to the public
2. Solicit public comments on public transit services.

Products:

1. Annual transit forum.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task III-C-7: Private Sector Participation

To assess opportunities for private sector participation in the provision of transit services.

Objectives:

1. To review the opportunities for private sector provision of transit services.

Previous Work:

Ongoing evaluation of private sector participation.

Proposed Activities:

1. Assess private sector opportunities.

Products:

1. Annual evaluation.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$6,000	\$750	\$750	\$7,500
Total	\$6,000	\$750	\$750	\$7,500

Task III-D-3: Special Studies

To complete special transportation planning studies.

Objectives:

1. Prepare special studies.

Previous Work:

1. NC86 Bicycle and Pedestrian Safety Improvements Implementation Study.

Proposed Activities:

1. Chapel Hill Downtown Transit Transfer Study Feasibility Study.

Products:

1. Chapel Hill Downtown Transit Transfer Study Feasibility Study.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by consultant.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$55,000	\$6,875	\$6,875	\$68,750
Total	\$55,000	\$6,875	\$6,875	\$68,750

Task III-D-4: Regional or Statewide Planning

Participate in various regional and statewide planning projects.

Objectives:

1. To provide guidance and support regional and Statewide planning projects.

Previous Work:

US 15-501 Fixed Guideway Corridor Realignment

Proposed Activities:

1. Provide support to Regional Transit Vision Plan.

Products:

1. Regional Transit Vision Plan.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds

	Federal	Local	Total
Chapel Hill	\$5,000	\$1,250	\$6,250
Total	\$5,000	\$1,250	\$6,250

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$10,000	\$1,250	\$1,250	\$12,500
Total	\$10,000	\$1,250	\$1,250	\$12,500

Task III-E: Management and Operations

Provide support to MPO and manage Chapel Hill transportation planning tasks.

Objectives:

1. Support MPO activities, including monthly and subcommittee meetings. Provide input to regional planning projects.

Previous Work:

1. DCHC MPO meetings and subcommittee meetings.

Proposed Activities:

1. Attend MPO meetings, chair subcommittees and provide staff support to regional projects.

Products:

1. 2008-2014 TIP
2. 2035 Regional Transportation Plan.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$22,996	\$5,749	\$5,749
Total	\$22,996	\$5,749	\$5,749

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$79,944	\$9,993	\$9,993	\$99,930
Total	\$79,944	\$9,993	\$9,993	\$99,930

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Consulting Services Breakdown**

Town of Chapel Hill

	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
II A	<u>Surveillance of Change</u>												
II A	1 Traffic Volume Counts	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
	3 Street System Changes	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
	5 Transit System Data	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
	7 Air Travel	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
	9 Travel Time Studies	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
	11 Central Area Parking Inventory	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
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0
II B	<u>Long Range Transp. Plan</u>												
B	1 Collection of Base Year Data	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
	3 Travel Model Updates	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
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000
	6 Community Goals & Objectives	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
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000
	9 Highway Element of th LRTP	0	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000
	10 Transit Element of the LRTP	0	0	40,000	160,000	40,000	160,000	0	0	0	0	0	0
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	2,500	10,000	0	0	2,500	10,000
	12 Airport/Air Travel Element of LRTP	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
	14 Rail, Water or other mode of LRTP	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
	16 Financial Planning	0	0	0	0	0	0	2,500	10,000	0	0	2,500	10,000
	17 Congestion Management Strategies	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
II C	<u>Short Range Transit Planning</u>												
	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0
III-A	<u>Planning Work Program</u>	0	0	0	0	0	0	250	1,000	0	0	250	1,000

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Consulting Services Breakdown**

Town of Chapel Hill

	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
III-B	Transp. Improvement Plan	0	0	0	0	0	0	500	2,000	0	0	500	2,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.												
1	3 Title VI	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
3	Minority Business Enterprise	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
5	Safety/Drug Control Planning	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
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0
III-D	Incidental Png./Project Dev.												
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0	0
3	Special Studies	0	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000
4	Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0
III-EE	Management & Operations												
1	Management & Operations	0	0	0	0	0	0	5,749	22,996	0	0	5,749	22,996
Totals		\$0	\$0	\$40,000	\$160,000	\$40,000	\$160,000	\$16,499	\$65,996	\$0	\$0	\$16,499	\$65,996

Chapel Hill Transit (CHT)

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds**

Town of Chapel Hill
4/5/2006 13:21

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%				
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	10 Mapping	0	0	0	0	1,875	1,875	15,000	1,250	1,250	10,000	0	0	0	3,125	3,125	25,000	31,250
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	5 Forecast of Data to Horizon year	0	0	0	0	625	625	5,000	0	0	0	0	0	625	625	5,000	6,250	6,250
	6 Community Goals & Objectives	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	-	-	-	-
	8 Capacity Deficiency Analysis	0	0	0	0	307	307	2,456	0	0	0	0	0	307	307	2,456	3,070	3,070
	9 Highway Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	10 Transit Element of the LRTP	0	0	0	0	2,500	2,500	20,000	0	0	0	0	0	2,500	2,500	20,000	25,000	25,000
	11 Bicycle & Ped. Element of the LRTP	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	-	-	-	-	-
	13 Collector Street Element of LRTP	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	-	-	-	-	-
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	16 Financial Planning	0	0	0	0	625	625	5,000	0	0	0	0	0	625	625	5,000	6,250	6,250
	17 Congestion Management Strategies	0	0	0	0	0	0	0	382	382	3,056	0	0	382	382	3,056	3,820	3,820
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning	0	0	0	0	125	125	1,000	0	0	0	0	0	125	125	1,000	1,250	1,250
III-A	Planning Work Program	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
III-B	Transp. Improvement Plan	0	0	0	0	4	31	31	250	250	2,000	0	0	254	281	2,031	2,566	2,566
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																	
III-C	1 Title VI	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
	2 Environmental Justice	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
	3 Minority Business Enterprise	0	0	0	0	20	156	156	1,250	1,250	10,000	0	0	1,270	1,406	10,156	12,832	12,832
	4 Planning for the Elderly & Disabled	0	0	0	0	20	156	156	1,250	1,250	10,000	0	0	1,270	1,406	10,156	12,832	12,832
	5 Safety/Drug Control Planning	0	0	0	0	10	78	78	625	625	5,000	0	0	635	703	5,078	6,416	6,416

Chapel Hill Transit (CHT)

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds**

Town of Chapel Hill
4/5/2006 13:21

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		6	Public Involvement	0	0	0	0	12	94	94	750	750	6,000			0	762	844
7	Private Sector Participation	0	0	0	0	6	47	47	375	375	3,000			0	381	422	3,047	3,850
	III-D																	
	Incidental Plng./Project Dev.																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	6,875	6,875	55,000			0	6,875	6,875	55,000	68,750
4	Regional or Statewide Planning	0	0	0	0	625	625	5,000	625	625	5,000			0	1,250	1,250	10,000	12,500
	III-E																	
	Management & Operations																	
1	Management & Operations	0	0	0	0	4,750	4,750	38,000	5,243	5,243	41,944	0	0	0	9,993	9,993	79,944	99,930
Totals		\$0	\$0	\$0	\$0	\$11,520	\$12,135	\$92,159	\$20,000	\$20,000	\$160,000	\$0	\$0	\$0	\$31,520	\$32,135	\$252,159	\$315,814

Attachment # 7
Anticipated DBE Contracting Opportunities for FY07

Name of MPO: Durham-Chapel Hill-Carrboro

Person Completing Form: David Bonk

Telephone Number: 986-2888 ext. 347

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	Chapel Hill	Consultant	\$50,000	\$62,500

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

Orange County
Task Funding Table
Orange County Narratives

Orange County

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

Orange County
4/5/2006 13:23

	Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		NCDOT	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%				
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts			0	0											-	-	-
	2 Vehicle Miles of Travel															-	-	-
	3 Street System Changes															-	-	-
	4 Traffic Accidents															-	-	-
	5 Transit System Data			0	0											-	-	-
	6 Dwelling Unit, Pop. & Emp. Change															-	-	-
	7 Air Travel															-	-	-
	8 Vehicle Occupancy Rates															-	-	-
	9 Travel Time Studies			0	0											-	-	-
	10 Mapping			0	0											-	-	-
	11 Central Area Parking Inventory															-	-	-
	12 Bike & Ped. Facilities Inventory															-	-	-
	13 Bike & Ped. Counts			0	0											-	-	-
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data			0	0											-	-	-
	2 Collection of Network Data			0	0											-	-	-
	3 Travel Model Updates															-	-	-
	4 Travel Surveys															-	-	-
	5 Forecast of Data to Horizon year			0	0											-	-	-
	6 Community Goals & Objectives															-	-	-
	7 Forecast of Future Travel Patterns															-	-	-
	8 Capacity Deficiency Analysis															-	-	-
	9 Highway Element of the LRTP															-	-	-
	10 Transit Element of the LRTP															-	-	-
	11 Bicycle & Ped. Element of the LRTP															-	-	-
	12 Airport/Air Travel Element of LRTP															-	-	-
	13 Collector Street Element of LRTP															-	-	-
	14 Rail, Water or other mode of LRTP															-	-	-
	15 Freight Movement/Mobility Planning															-	-	-
	16 Financial Planning															-	-	-
	17 Congestion Management Strategies			0	0											-	-	-
	18 Air Qual. Planning/Conformity Anal.			2,401	9,604											2,401	-	9,604
II C	Short Range Transit Planning															-	-	-
	1 Short Range Transit Planning															-	-	-
III-A	Planning Work Program			0	0											-	-	-
III-B	Transp. Improvement Plan			0	0											-	-	-
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															-	-	-
	1 Title VI															-	-	-
	2 Environmental Justice			0	0											-	-	-
	3 Minority Business Enterprise															-	-	-

Orange County

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

Orange County
4/5/2006 13:23

	Task Description	SPR		Sec. 104(f) & 133(b)(3)(7)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Local 20%	FHWA 80%	Local 10%	Highway/Transit		Transit			Transit			Local	NCDOT	Federal	Total
		NCDOT 20%	FHWA 80%				NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
4	Planning for the Elderly & Disabled														-	-	-	-
5	Safety/Drug Control Planning														-	-	-	-
6	Public Involvement			0	0										-	-	-	-
7	Private Sector Participation														-	-	-	-
III-D	Incidental Png./Project Dev.														-	-	-	-
1	Transportation Enhancement Png.														-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.														-	-	-	-
3	Special Studies			0	0										-	-	-	-
4	Regional or Statewide Planning																	
III-E	Management & Operations														-	-	-	-
1	Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Totals		\$0	\$0	\$2,401	\$9,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,401	\$0	\$9,604	\$12,005

2006-2007 UPWP Task Narrative Summary

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

Orange County, Chapel Hill and Carrboro are undertaking a joint effort to address greenhouse gas (GHG) emissions. The three jurisdictions have awarded a contract to the International Council of Local Environmental Initiatives (ICLEI) Energy Services (IES) of Toronto, Canada to complete an inventory of greenhouse gas emissions in Orange County and develop an action plan to effect reductions in greenhouse gas emissions. ICLEI approximates 39% of the inventory and local action plan work is for transportation-related sources. Orange County's Environment and Resource Conservation Department is serving as the project coordinator. Cost shares and responsibilities are outlined in the Memorandum of Agreement (MoA) approved by the governing boards of the three jurisdictions.

IES will conduct this project in the first half of calendar year 2006, with an anticipated completion date in July 2007. The consultant will work with an appointed Air Quality Advisory Committee (AQAC) and a joint staff work group to:

1. Inventory GHG emissions during a selected base year;
2. Forecast emissions over a selected planning period, up to the target year of 2025;
3. Develop an Emissions Reduction Target;
4. Identify actions that local governments, business, industry and the community could take to reduce GHG emissions through 2025; and
5. Develop a GHG Emissions Reduction Action Plan based on the above actions.

Objectives:

1. To identify existing measures and propose additional measures to reduce GHG emissions in Orange County; and
2. To create an inventory of sources and emissions of greenhouse gases in the county in order to:
 - Forecast GHG emissions for future years
 - Have a base year for comparison of future GHG emissions

Previous Work:

The consultant has met with the Air Quality Advisory Committee and has:

1. Met with key data providers
2. Established a project team list serve
3. Obtained community inventory and documentation
4. Collected base year community inventory data and information
5. Collected historic GHG reduction measures data and information
6. Simulated unavailable data
7. Transposed paper records
8. Categorized and cumulated data
9. Confirmed and clarified data

10. Entered data into ICLEI modeling software
11. Identified and modeled future measures to reduce GHG emissions
12. Worked with the Advisory Group to determine a GHG emissions reduction target

Proposed Activities:

1. Create scenarios based on future measures
2. Work with Advisory Group to select potential measures and reductions
3. Prepare draft report
4. Obtain comments from reviewers
5. Revise draft into final report

Products:

1. Data collected in this project and summarized data made available to the client through the ICLEI software.
2. Presentations to Advisory Group, Transportation Advisory Committee & Governing boards –will be made available to the client for future use and adaptation.
3. Electronic and hard copies of the final GHG Emissions Inventory and Reduction Local Action Plan (LAP).

Relationship to Other Plans and MPO Activities:

The project uses future population and employment projections from the DCHC MPO LRTP. Measures/ strategies identified in the LAP to reduce transportation-related GHG emissions will coordinate with those considered in the LRTP. IES is coordinating the development of the GHG Emissions Inventory and Reduction Local Action Plan with the Chapel Hill-Carolina Environmental Program Carbon Reduction Project.

Completion Date:

IES anticipates completion of the project in July 2006.

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

Tasks will be undertaken by the consultant. The following payment schedule shows the FY 2006-2007 payment including the breakdown for transportation related costs in **bold print**.

Phase of Project	Anticipated Invoice Date	Percentage	Total	Transportation-Related Costs	Eligible for Reimbursement
Start-up	21-Dec-05	15%	\$6,750	\$2,644	\$2,115
Mid-point	20-Mar-05	45%	\$20,250	\$7,931	\$6,345
Completion	20-Jul-05	40%	\$18,000	\$7,050	\$5,640
Total	-	100%	\$45,000	\$17,625	\$14,100

Funding Commitments from Other Entities:

Orange County, Chapel Hill and Carrboro have adopted a Memorandum of Agreement to fund the project as shown in the following table. Funds to be paid in FY 2006-2007 are shown in bold print for each jurisdiction.

	Memorandum Of Agreement	Total for Project	(40% to be Invoiced FY 2006-2007) – (amount eligible for FHWA reimbursement) = (\$18,000 - \$5,640)	Per MoA
Orange County	44.6%	\$13,781	\$12,360	\$5,513
Chapel Hill	41.2%	\$12,731	\$12,360	\$5,092
Carrboro	14.2%	\$4,388	\$12,360	\$1,755
Total	100.0%	\$30,900		\$12,360

N.C. Department of Transportation
Task Descriptions & Funding Table

NCDOT

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

NCDOT
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	Task Description	SPR		Sec. 104(f) & 133(b)(3)(7)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Local 20%	FHWA 80%	Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		NCDOT 20%	FHWA 80%			Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	1,500	6,000												-	1,500	6,000	7,500
	2 Vehicle Miles of Travel	0	0												-	-	-	-
	3 Street System Changes	0	0												-	-	-	-
	4 Traffic Accidents	0	0												-	-	-	-
	5 Transit System Data	0	0												-	-	-	-
	6 Dwelling Unit, Pop. & Emp. Change	0	0												-	-	-	-
	7 Air Travel	0	0												-	-	-	-
	8 Vehicle Occupancy Rates	0	0												-	-	-	-
	9 Travel Time Studies	0	0												-	-	-	-
	10 Mapping	0	0												-	-	-	-
	11 Central Area Parking Inventory	0	0												-	-	-	-
	12 Bike & Ped. Facilities Inventory	0	0												-	-	-	-
	13 Bike & Ped. Counts	0	0												-	-	-	-
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data	0	0												-	-	-	-
	2 Collection of Network Data	0	0												-	-	-	-
	3 Travel Model Updates	2,100	8,400												-	2,100	8,400	10,500
	4 Travel Surveys	0	0												-	-	-	-
	5 Forecast of Data to Horizon year	0	0												-	-	-	-
	6 Community Goals & Objectives	0	0												-	-	-	-
	7 Forecast of Future Travel Patterns	0	0												-	-	-	-
	8 Capacity Deficiency Analysis	0	0												-	-	-	-
	9 Highway Element of th LRTP	0	0												-	-	-	-
	10 Transit Element of the LRTP	0	0												-	-	-	-
	11 Bicycle & Ped. Element of the LRTP	0	0												-	-	-	-
	12 Airport/Air Travel Element of LRTP	0	0												-	-	-	-
	13 Collector Street Element of LRTP	200	800												-	200	800	1,000
	14 Rail, Water or other mode of LRTP	0	0												-	-	-	-
	15 Freight Movement/Mobility Planning	0	0												-	-	-	-
	16 Financial Planning	0	0												-	-	-	-
	17 Congestion Management Strategies	800	3,200												-	800	3,200	4,000
	18 Air Qual. Planning/Conformity Anal.	200	800												-	200	800	1,000
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning	0	0												-	-	-	-
III-A	Planning Work Program	400	1,600												-	400	1,600	2,000
III-B	Transp. Improvement Plan	400	1,600												-	400	1,600	2,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	1 Title VI	0	0												-	-	-	-
	2 Environmental Justice	0	0												-	-	-	-
	3 Minority Business Enterprise	0	0												-	-	-	-

NCDOT

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

NCDOT
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	Task Description	SPR		Sec. 104(f) & 133(b)(3)(7)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Local 20%	FHWA 80%	Local 10%	Highway/Transit		Transit			Transit			Local	NCDOT	Federal	Total
		NCDOT 20%	FHWA 80%				NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
4	Planning for the Elderly & Disabled	0	0												-	-	-	-
5	Safety/Drug Control Planning	0	0												-	-	-	-
6	Public Involvement	0	0												-	-	-	-
7	Private Sector Participation	0	0												-	-	-	-
III-D Incidental Png./Project Dev.																		
1	Transportation Enhancement Png.	100	400												-	100	400	500
2	Enviro. Analysis & Pre-TIP Png.	1,000	4,000												-	1,000	4,000	5,000
3	Special Studies	1,000	4,000												-	1,000	4,000	5,000
4	Regional or Statewide Planning	2,100	8,400													2,100	8,400	10,500
III-E Management & Operations																		
1	Management & Operations	4,000	16,000												-	4,000	16,000	20,000
Totals		\$13,800	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$55,200	\$69,000

Triangle Transit Authority (TTA)
Task Funding Table
Task Description and Narrative
TTA Transit (FTA) Narrative
FTA Disadvantaged Business Contracting Opportunities Form

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	Surveillance of Change																	
II A 1	Traffic Volume Counts			0	0				0	0	0				-	-	-	-
2	Vehicle Miles of Travel			0	0				0	0	0				-	-	-	-
3	Street System Changes			0	0				0	0	0				-	-	-	-
4	Traffic Accidents			0	0				0	0	0				-	-	-	-
5	Transit System Data			0	0				0	0	0				-	-	-	-
6	Dwelling Unit, Pop. & Emp. Change			0	0				0	0	0				-	-	-	-
7	Air Travel			0	0				0	0	0				-	-	-	-
8	Vehicle Occupancy Rates			0	0				0	0	0				-	-	-	-
9	Travel Time Studies			0	0				0	0	0				-	-	-	-
10	Mapping			0	0				0	0	0				-	-	-	-
11	Central Area Parking Inventory			0	0				0	0	0				-	-	-	-
12	Bike & Ped. Facilities Inventory			0	0				0	0	0				-	-	-	-
13	Bike & Ped. Counts			0	0				0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
B 1	Collection of Base Year Data			0	0				0	0	0				-	-	-	-
2	Collection of Network Data			0	0				0	0	0				-	-	-	-
3	Travel Model Updates			0	0				12,500	12,500	100,000				12,500	12,500	100,000	125,000
4	Travel Surveys			0	0				1,250	1,250	10,000				1,250	1,250	10,000	12,500
5	Forecast of Data to Horizon year			0	0				0	0	0				-	-	-	-
6	Community Goals & Objectives			0	0				0	0	0				-	-	-	-
7	Forecast of Future Travel Patterns			0	0				0	0	0				-	-	-	-
8	Capacity Deficiency Analysis			0	0				0	0	0				-	-	-	-
9	Highway Element of the LRTP	0	0	0	0				0	0	0				-	-	-	-
10	Transit Element of the LRTP	0	0	9,000	36,000				0	0	0				9,000	-	36,000	45,000
11	Bicycle & Ped. Element of the LRTP			0	0				0	0	0				-	-	-	-
12	Airport/Air Travel Element of LRTP			0	0				0	0	0				-	-	-	-
13	Collector Street Element of LRTP			0	0				0	0	0				-	-	-	-
14	Rail, Water or other mode of LRTP			0	0				0	0	0				-	-	-	-
15	Freight Movement/Mobility Planning			0	0				0	0	0				-	-	-	-
16	Financial Planning			0	0				0	0	0				-	-	-	-
17	Congestion Management Strategies	27,916	111,664	0	0				0	0	0				-	27,916	111,664	139,580
18	Air Qual. Planning/Conformity Anal.			0	0				0	0	0				-	-	-	-
II C	Short Range Transit Planning																	
1	Short Range Transit Planning			0	0				121,250	121,250	970,000				121,250	121,250	970,000	1,212,500
III-A	Planning Work Program			0	0				0	0	0				-	-	-	-
III-B	Transp. Improvement Plan			0	0				0	0	0				-	-	-	-
III-C	Civil Rgts. Comp./Otr. Reg. Reqs.																	
1	Title VI			0	0				0	0	0				-	-	-	-
2	Environmental Justice			0	0				0	0	0				-	-	-	-
3	Minority Business Enterprise			0	0				0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled			0	0				0	0	0				-	-	-	-
5	Safety/Drug Control Planning			0	0				0	0	0				-	-	-	-
6	Public Involvement			0	0				0	0	0				-	-	-	-
7	Private Sector Participation			0	0				0	0	0				-	-	-	-

Triangle Transit Authority (TTA)

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

TTA
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	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
III-D	Incidental Png./Project Dev.														-	-	-	-
1	Transportation Enhancement Png.			0	0				0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.			0	0				0	0	0				-	-	-	-
3	Special Studies			0	0				12,500	12,500	100,000				12,500	12,500	100,000	125,000
4	Regional or Statewide Planning			0	0				5,625	5,625	45,000				5,625	5,625	45,000	56,250
III-E	Management & Operations														-	-	-	-
1	Management & Operations	0	0	0	0				0	0	0							
Totals		\$27,916	\$111,664	\$9,000	\$36,000	\$0	\$0	\$0	\$153,125	\$153,125	\$1,225,000	\$0	\$0	\$0	\$162,125	\$181,041	\$1,372,664	\$1,715,830

Triangle J Council of Governments (TJCOG)
Task Funding Table
Task Description and Narrative

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		II A	Surveillance of Change															
II A	1 Traffic Volume Counts																	
	2 Vehicle Miles of Travel																	
	3 Street System Changes																	
	4 Traffic Accidents																	
	5 Transit System Data								0	0								
	6 Dwelling Unit, Pop. & Emp. Change																	
	7 Air Travel																	
	8 Vehicle Occupancy Rates																	
	9 Travel Time Studies																	
	10 Mapping																	
	11 Central Area Parking Inventory																	
	12 Bike & Ped. Facilities Inventory																	
	13 Bike & Ped. Counts																	
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data																	
	2 Collection of Network Data																	
	3 Travel Model Updates																	
	4 Travel Surveys	0	0	0	0													
	5 Forecast of Data to Horizon year	0	0	1,360	5,440										1,360	-	5,440	6,800
	6 Community Goals & Objectives																	
	7 Forecast of Future Travel Patterns																	
	8 Capacity Deficiency Analysis																	
	9 Highway Element of th LRTP																	
	10 Transit Element of the LRTP																	
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0													
	12 Airport/Air Travel Element of LRTP																	
	13 Collector Street Element of LRTP			0	0													
	14 Rail, Water or other mode of LRTP																	
	15 Freight Movement/Mobility Planning																	
	16 Financial Planning																	
	17 Congestion Management Strategies																	
	18 Air Qual. Planning/Conformity Anal.	0	0	1,360	5,440										1,360	-	5,440	6,800
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning																	
III-A	Planning Work Program																	
III-B	Transp. Improvement Plan																	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	1 Title VI																	
	2 Environmental Justice																	
	3 Minority Business Enterprise																	

Triangle J COG

**Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program
Proposed Funding Source Tables**

TJCOG
4/5/2006 13:25

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		4	Planning for the Elderly & Disabled													-	-	-
5	Safety/Drug Control Planning													-	-	-	-	
6	Public Involvement													-	-	-	-	
7	Private Sector Participation													-	-	-	-	
III-D	Incidental Png./Project Dev.													-	-	-	-	
1	Transportation Enhancement Png.													-	-	-	-	
2	Enviro. Analysis & Pre-TIP Png.													-	-	-	-	
3	Special Studies	0	0	0	0				0	0	0	0	0	-	-	-	-	
4	Regional or Statewide Planning	0	0	0	0									-	-	-	-	
III-E	Management & Operations																	
1	Management & Operations	0	0														-	
Totals		\$0	\$0	\$2,720	\$10,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,720	\$0	\$10,880	\$13,600	