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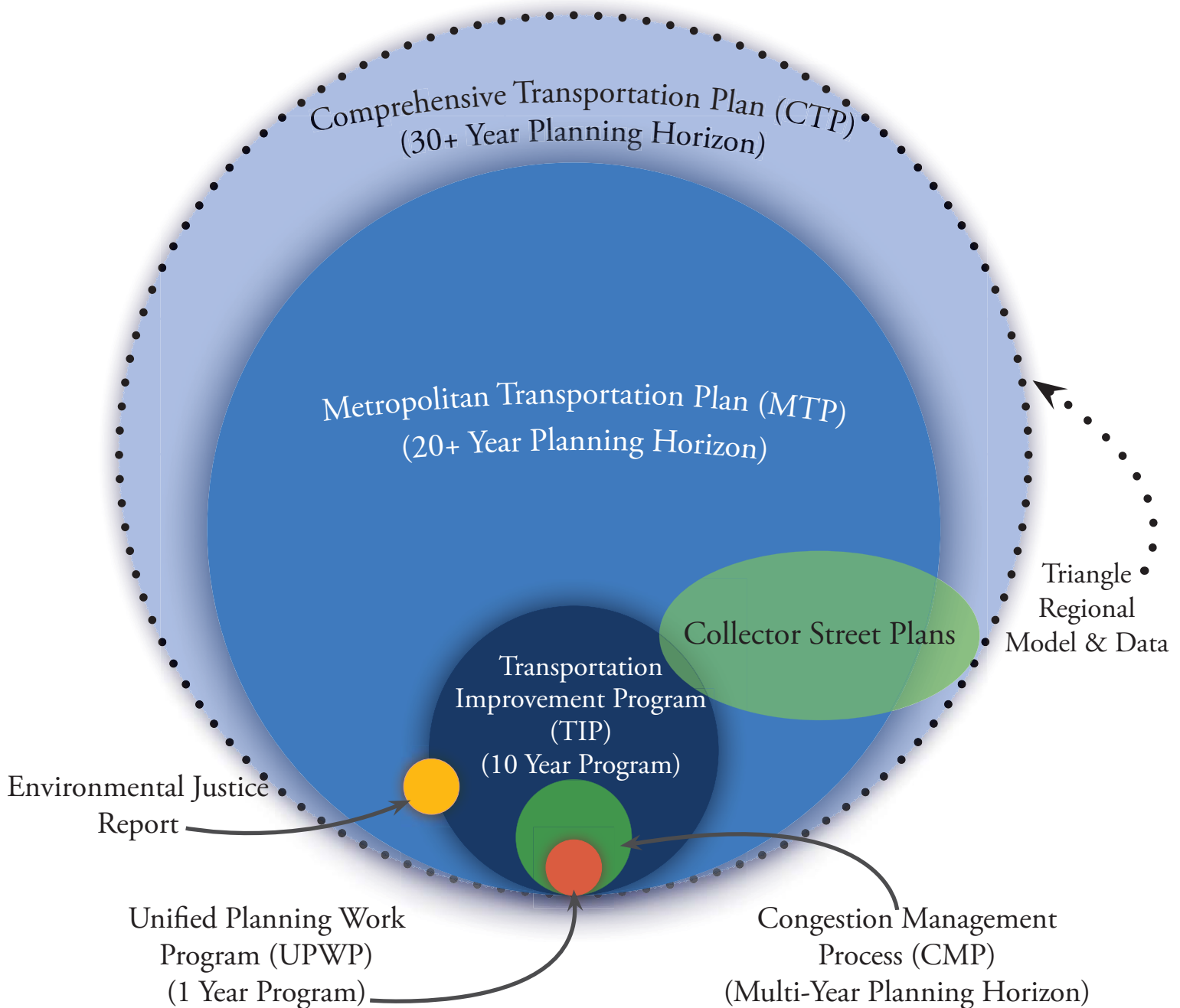
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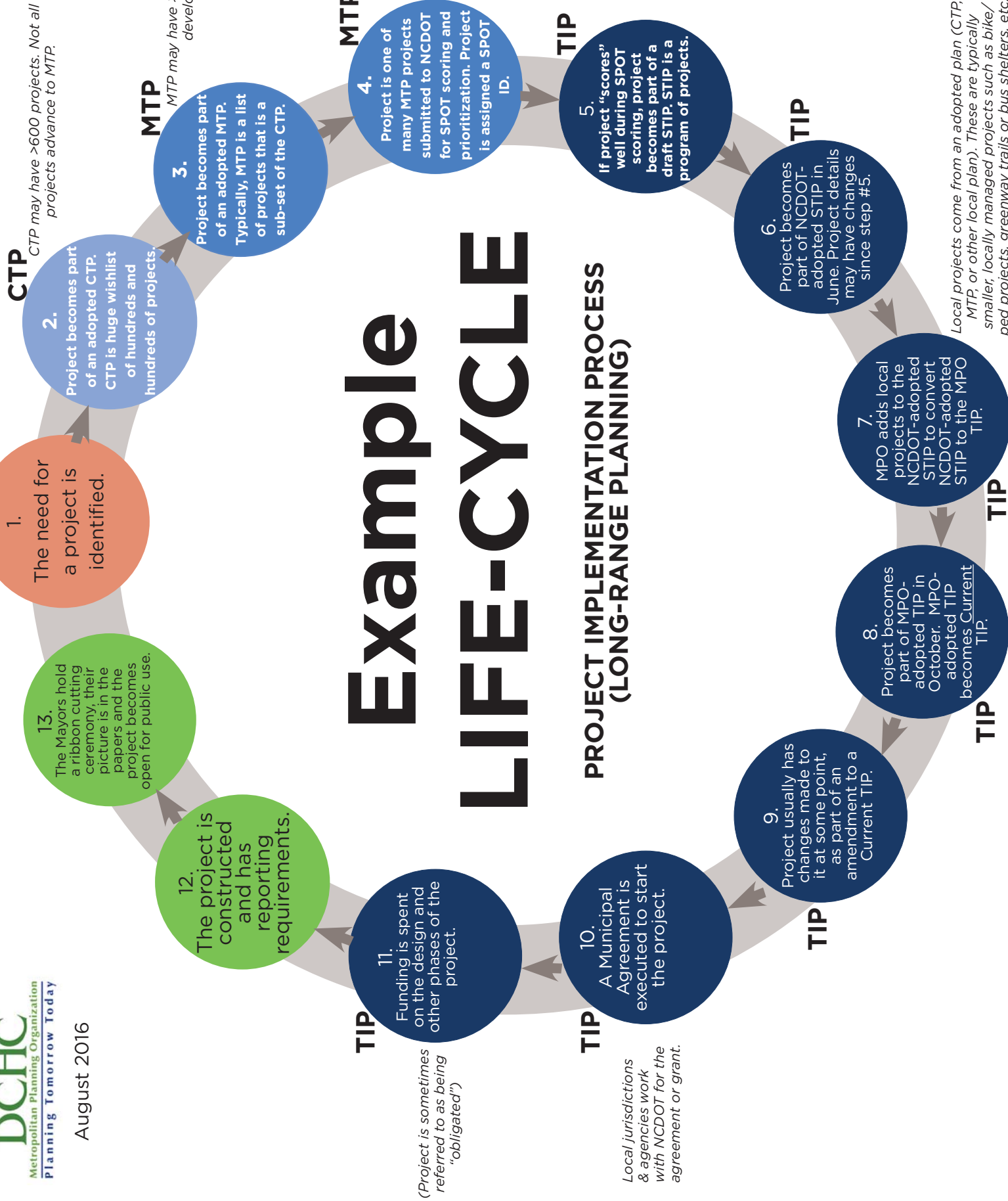
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RELATIONSHIP BETWEEN MAJOR PLANNING ACTIVITIES



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Example LIFE-CYCLE



(Project is sometimes referred to as being "obligated")

Local jurisdictions & agencies work with NCDOT for the agreement or grant.

CTP may have >600 projects. Not all projects advance to MTP.

MTP may have >300 projects. MPOs develop the MTP.

MTP

TIP

TIP

TIP

TIP

TIP

Comprehensive Transportation Plan (CTP) is >25 year multi-modal plan developed by MPO.

Metropolitan Transportation Plan (MTP) is 20+ year multi-modal plan developed by MPO.

Not all MTP projects advance to the TIP. The MPO selects certain projects to submit to NCDOT SPOT for scoring and only projects that "score" well will advance.

SPOT ID field and SPOT scores are created for a project that is submitted to NCDOT SPOT for prioritization.

Transportation Improvement Program (TIP) is 10 year multi-modal plan developed NCDOT and MPO.

Local projects come from an adopted plan (CTP, MTP, or other local plan). These are typically smaller, locally managed projects such as bike/ped projects, greenway trails or bus shelters, etc.

COMPREHENSIVE TRANSPORTATION PLAN (CTP)

What is a CTP?

The DCHC MPO is developing a Comprehensive Transportation Plan (CTP). A Comprehensive Transportation Plan (CTP) identifies roadway, transit, bicycle and pedestrian improvements that are to be implemented in the future. This planning process and document, which are required by the State of North Carolina, is similar to the recently completed 2040 Metropolitan Transportation Plan (2040 MTP) but actually evaluates transportation needs beyond the year 2040 and is not restricted by expected funding levels (as is the 2040 MTP).

The DCHC MPO plans to develop the CTP, complete the public input process, and adopt a final plan by late 2015. The DCHC MPO website currently provides information to staff as the plan is developed and will also provide draft documents and participation activities to the public as the process progresses.

Why a CTP?

§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

Each municipality, not located within a metropolitan planning organization (MPO) and each MPO, with the cooperation of the Department of Transportation, shall develop a comprehensive transportation plan that will serve present and anticipated travel demand in and around the municipality.

- Information on the DCHC MPO's CTP is available on the DCHC MPO's website using this link: <http://www.dchcmpo.org/programs/comprehensive.asp>

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DCHC MPO
Comprehensive Transportation Plan (CTP) -- Schedule

	Start Date (MM/DD/YYYY)
Overall CTP	11/7/2013

	Due Date (MM/DD/YYYY)	Duration (# of Months)
STUDY LETTER (CTP 0)		
FIRST CTP MEETING (CTP 1)		
CTP VISION (CTP 1)#		
COLLECT/FORECAST SE DATA (CTP 2)#		
(network) DEVELOP ANALYSIS TOOL (CTP 2)#	3/31/2014	
DEFICIENCY ANALYSIS (CTP 2)*	1/14/2014	4
ANALYZE ALTERNATIVES (CTP 3)*	4/8/2015	6
DRAFT CTP TO LOCALS (CTP 4)*	6/10/2015	3
LOCAL ADOPTION (CTP 5)*	9/9/2015	3
NCDOT ADOPTION (CTP 5)*	11/30/2015	2
CTP MAPS DISTRIBUTED (CTP 5)	11/30/2015	1
DOCUMENTATION & STUDY CLOSEOUT	11/30/2015	0

# Completed as part of 2040 MTP process	Total	19
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* Includes public input activities

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METROPOLITAN TRANSPORTATION PLAN (MTP)

Multi-Modal Planning Begins

The 1990 Census expanded the urbanized area boundary to include the Town of Hillsborough and northeastern Chatham County and each was added to the Memorandum of Understanding (MOU) in 1994. The DCHC MPO also adopted its first comprehensive Long Range Transportation Plan (LRTP) in 1994. With a 2020 horizon year, the 1994 LRTP expanded beyond highways to include all forms of transportation.

The 2025 Long Range Transportation Plan was adopted in 2000 by the MPO. In 2004, the DCHC MPO approached Orange County, Roxboro, Person County, Butner, Granville County, Pittsboro, and Chatham County in regard to MPO expansion. At the time, the DCHC MPO decided not to expand because the 2030 Long Range Transportation Plan (LRTP) for the MPO was well under way and expansion would delay the plan. The TAC directed the MPO staff to reexamine MPO expansion at a later date. The 2030 Long Range Transportation Plan was adopted in 2005.

Current Planning

The 2035 Long Range Transportation Plan was adopted by the MPO in 2009. This was a joint plan with the Capital Area MPO – the first comprehensive transportation plan for the entire Triangle area. This plan was nationally recognized by the National Association of MPOs as a model of regional coordination. The two MPOs coordinated on the development of socio-economic data, transportation modeling, alternatives analysis, and the selection of the preferred network of projects.

After adoption, the MPO approached Chatham County and Orange County regarding MPO expansion in 2009. Orange County and the MPO mutually agreed to expand the planning boundary to include more of western Orange County. This new boundary was approved in 2010. No boundary expansion was approved for Chatham County. The boundary in Orange County was slightly modified in 2012.

An important element of the 2035 Long Range Transportation Plan was the regional transit system proposed for the Triangle area. In 2009, the NC General Assembly approved the creation of the Congestion Relief Intermodal Transport Fund and granted counties the authority to levy a half-cent sales tax to support public transportation subject to approval in a referendum. In November 2011, Durham County had a successful referendum to authorize this sales tax to support the transit elements of the 2035 plan. In November 2012, Orange County also had a successful referendum to authorize this sales tax. Planning is underway on the Durham-Orange transit corridor.

2040 Metropolitan Transportation Plan

On May 8, 2013, the DCHC MPO adopted the 2040 Metropolitan Transportation Plan (2040 MTP) and approved the related Air Quality Analysis and Conformity Determination report (AQ Conformity). The 2040 MTP identifies the highway, transit, and other transportation facilities to be implemented in the MPO over the next thirty years. The AQ Conformity report demonstrates that the air pollutant emissions from the transportation sector represented in the 2040 MTP will not exceed established limits.

- The DCHC MPO's adopted 2040 MTP is available on the DCHC MPO's website using this link: <http://www.dchcmpo.org/programs/transport/2040.asp>

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Triangle Regional Model Protocol

I. Purpose

The purpose of this protocol is to provide documentation on the continuing development, modification and maintenance of the official Triangle Regional Model (TRM). Specifically, this protocol defines signatories of the protocol, maintenance of the model, modification of the model, distribution of the model, use of the model, amendments to this protocol, and if necessary how to dissolve participation with the TRM. In addition, the purpose of the protocol is to assure consistency of the model set, integrity of the data sets, and the mutual support and buy-in of all member agencies.

II. Official Structure

Signatories

The signatories to this protocol shall be the Transportation Advisory Committee (TAC) chair for the Capital Area Metropolitan Planning Organization (CAMPO), the TAC chair for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the chair of the Triangle Transit Authority Board of Trustees (TTA), and the Secretary of the North Carolina Department of Transportation (NCDOT). Each of these signatories may at any time designate an official signee by notice of letter to each of the other signatories.

Model Executive Committee

The Model Executive Committee shall be composed of one person from each of the signatory members as appointed by each individual signatory. This person will speak for the signatory agency on matters of personnel, budget and resources. This person will also have a designated alternate that may participate on the Committee. This committee shall oversee the development of a common work program and priorities for all aspects of the Triangle Regional Model. In addition, this group is responsible for resolving conflict and disputes related to aspects of the TRM, including but not limited to items associated with the work program, priorities, model team issues and technical differences that arise in the model. This group shall meet quarterly or on an as needed basis.

Model Team

The Model Team shall be made up of technical staff in a form recommended and approved by the Model Executive Committee. The Model Executive Committee shall also approve a specified level of commitment for each fiscal year. This Model Team is responsible for developing, modifying, enhancing and maintaining the Triangle Regional Model in accordance with this protocol and with the mutual agreement of the signatory agencies.

Model Users Group

The Model Users Group shall be made up of end users of the Triangle Regional Model and shall serve as a forum for issues, problems, concerns and ideas related to the connection between using and developing the TRM. The Model Team shall serve as facilitators for this

group. This group shall include but not be limited to MPO and NCDOT member agencies, as well as other end-users. This group shall meet as needed, but not less than quarterly.

III. Triangle Regional Model

Model Definition

The official Triangle Regional Model is comprised of a group of files run on a specified computer platform. The most current version of this model is specified by a version number, name and model date. These files define a base year model, a future long-range planning model whose horizon year shall be maintained at no less than twenty years into the future, and one or more intermediate year models, as recommended by the Model Team. Model documentation shall be kept current and made available along with the model's files. All files and documentation that comprise the official model will be maintained in the Triangle Regional Model Technical Manual.

Using the Model

Organizations wishing to use the Triangle Regional Model shall apply procedures outlined in the Triangle Regional Model Technical Manual. Any model changes, assumptions or alternative analysis must be documented to show deviations from the official model. It is appropriate for any agency or group that will use the Triangle Regional Model to support major transportation decisions to use the most currently adopted version of the official Triangle Regional Model.

Modification of the Model

The Model Team under the supervision of the Model Executive Committee will be responsible for modification of the Triangle Regional Model. Modification of the model includes but is not limited to modifying model structure, updating data files, improving model inputs, correcting errors in the model and adding enhancements to the model structure.

The Model Executive Committee shall collectively develop and maintain a mutually approved list of types of modifications to the official model that can be made by the approval of; (1) the Model Team itself ("minor" changes such as correcting network coding errors or modifying zonal centroid connectors); (2) the Model Executive Committee ("significant" changes such as modifying capacity restrained assignment types or mode choice model parameters); and (3) the signatory agencies ("major" changes such as revisions to population or employment forecasts).

It shall be the goal of the signatories of this protocol to maximize the decision-making authority of both the Model Team and the Model Executive Committee so that only model modifications deemed to be most important to regional travel demand modeling require the direct review and approval of the signatory agencies. Regardless of the type of approval needed, all modifications made to the official model shall be fully documented to the extent sufficient that all changes can be completely replicated or reversed.

Work Program

In order to plan, budget, and administer model updates, a two-year work program outlining tasks and priorities shall be developed by the Model Team and approved by the Model Executive Committee, at least once a year. This work program shall identify, at a minimum, the agencies responsible for carrying out each task, the estimated time frame and milestones for completing each task, the resources required to complete each task, and note of any future tasks that are dependent upon its completion. Carrying out the tasks of this work program will be the responsibility of the Model Team and, where clearly specified, the signatory agencies.

Work tasks that are proposed by the signatory agencies, Model Team, or Users Group may require an amendment to the approved work program. Unless the sponsor is the Model Team, proposed amendments are to be submitted to the Model Team and subsequently included in the agenda of the next quarterly meeting of the Model Executive Committee. Descriptions of the proposed amendments are to be prepared by the sponsoring agency in a form to be approved by the Model Team and the Model Executive Committee. The Model Executive Committee will approve or deny proposed amendments to the work program, approve modified versions of the proposed amendments or table proposals for further discussion pending receipt of additional information.

Adopting and Distributing the Model

The official Triangle Regional Model shall be adopted by the signatories to this agreement as needed for new versions of the model but not more than every six months. The signatories through their individual approval processes officially adopt the model by letter to the Triangle Model Team. The Model Executive Committee with unanimous approval may approve "significant" model corrections such as modifying capacity restrained assignment types or mode choice model parameters without need of official approval process of the signatories. The Model Team itself can approve "minor" changes such as correcting network coding errors or modifying zonal centroid connectors.

The Model Executive Committee shall appoint a model custodian. The model custodian will be responsible for maintaining the physical computer files related to the Triangle Regional Model. This work will include but not be limited to maintaining a log of changes and current documentation of model work, complete backup of model files, and managing access to the model via FTP site or other medium. The model custodian is further responsible for distribution of model files and documentation to signatories through FTP access or other medium as needed. It is the signatory's responsibility to supply their contractors or consultants with needed model files.

IV. Amending the Agreement

This document may be revised by mutual agreement of all signatories. Any signatory may resign from the agreement with a written, three-month notice to all other signatories.

During the lifetime of the agreement it may be desirable to add or revise signatories. The approval of all current signatories shall be required to agree to such a change. The Model

Executive Committee will then be responsible for revising this document and distributing copies to all signatories.

This agreement shall be automatically renewed on December 31, 2004, and every three years thereafter unless notification is made within 90 days prior to this date of need for review.

Signatories

Signed this ___ day of _____, in the year _____ by _____

Representing Capital Area Metropolitan Planning Organization (CAMPO)

Signed this ___ day of _____, in the year _____ by _____

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

Signed this ___ day of _____, in the year _____ by _____

Representing North Carolina Department of Transportation (NCDOT)

Signed this ___ day of _____, in the year _____ by _____

Representing Triangle Transit Authority (TTA)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

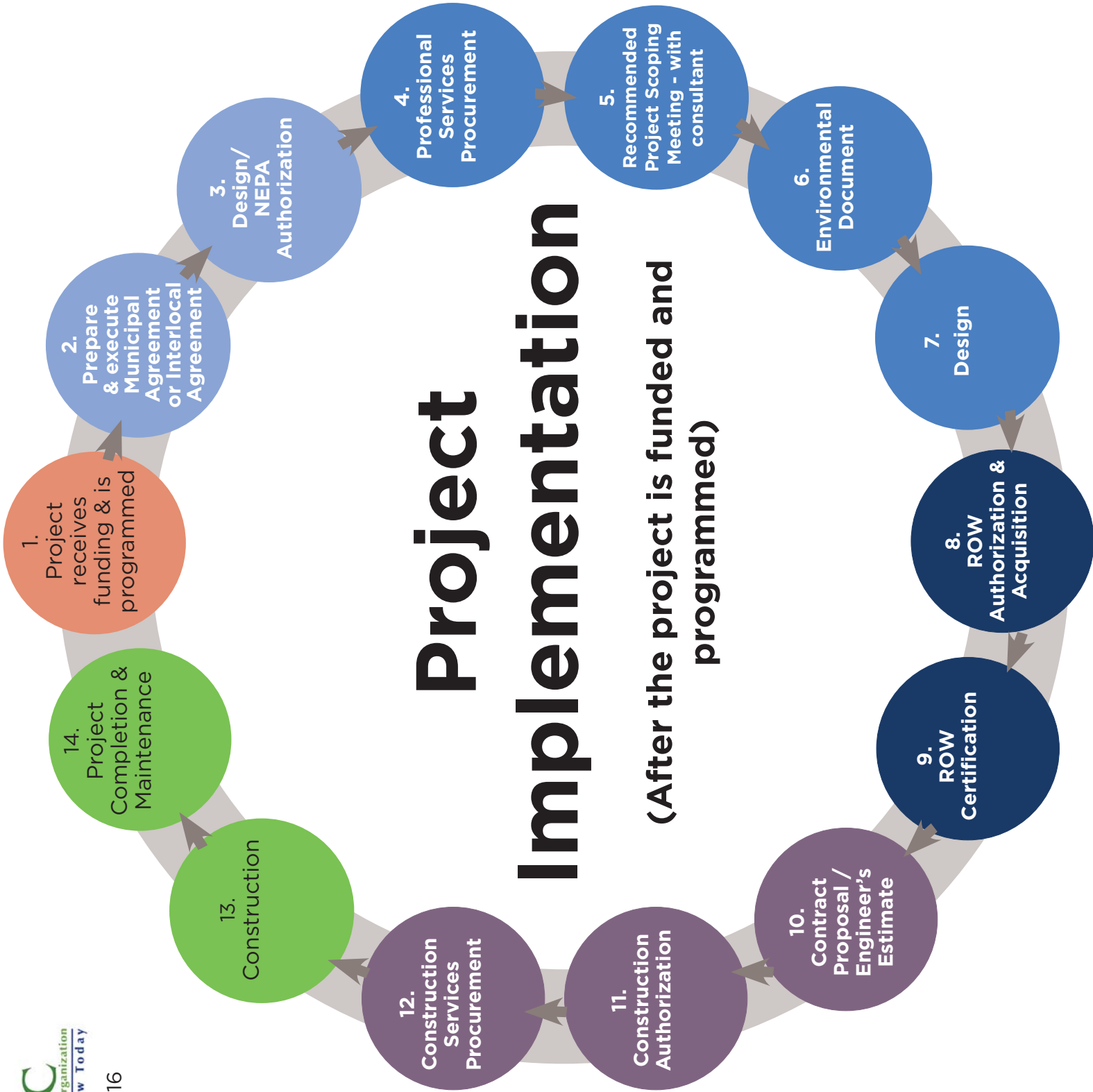
The Transportation Improvement Program (TIP) is a 10-year funding document for bicycle, pedestrian, highway, rail, and public transportation projects. The TIP is divided into two five-year programs. The first of the TIP is referred to as the TIP and the second five years is referred to as the Development Program. Every two years, projects in the TIP are reprioritized. Any projects that have the right-of-way acquisition phase programmed within the first five years of the TIP are not subject to reprioritization. The list of reprioritized projects is submitted to NCDOT and the NCDOT produces the State Transportation Improvement Program (STIP). In developing the TIP, the MPO and NCDOT follow the priorities set forth by the Strategic Transportation Investment Law as well as the Regional Priorities List that the MPO adopts every two years in accordance with the MPO's Public Involvement Policy.

Transportation Improvement Program funds are initially divided among the 14 Highway Divisions in North Carolina. The DCHC-MPO is a part of both Division 5 and 7 with a small portion in Division 8 (Chatham County). Beyond highway funds, DCHC-MPO receives TIP funding for the three transit systems that operate in the urban area: Durham Area Transit Authority (DATA), Chapel Hill Transit, and the Triangle Transit Authority (TTA). These transit agencies receive capital and operating assistance through the TIP to expand and maintain their current fleet of buses, operating assistance for public transportation services, and planning assistance to critique and refine services.

Links to the State TIP and the MPO's TIP

- The NCDOT maintains a website with information about the STIP. The website address for the STIP is: <http://www.ncdot.gov/strategictransportationinvestments/>
- The NCDOT's STIP website also has information about the STI law and project prioritization/scoring process: <https://connect.ncdot.gov/projects/planning/Pages/ResourcesMPO-RPO.aspx>
- The DCHC MPO's adopted FY2012-2018 TIP is available on the DCHC MPO's website using this link: <http://www.dhcmpo.org/programs/improvement/2018tip/default.asp>
- When the DCHC MPO adopts the FY2016-2025 TIP, it will be available on the MPO website using this link: <http://www.dhcmpo.org/programs/improvement/default.asp>

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Project Implementation

(After the project is funded and programmed)



Strategic Transportation Investments

March 3, 2014

Strategic Transportation Investment (STI)

New funding formula for NCDOT's Capital Expenditures

House Bill 817 signed into Law June 26, 2013

Overwhelming support in both House (105-7) and Senate (44-2)

Most significant NC transportation legislation since 1989 Highway Trust Fund

Prioritization 3.0 Workgroup charged with providing recommendations to NCDOT on weights and criteria

Criteria presented to the Joint Legislative Transportation Oversight Committee (JLTOC) on September 10th and October 4th 2013

BOT final approval on November 7 and Final Report to JLTOC on December 31, 2013

Prioritization 3.0 Work Group

Work Group members provide input & act as liaisons to respective organizations

Representation:

- Local Partners - MPOs, RPOs
- Advocacy Groups – Metro Mayors Coalition, Assoc. of County Commissioners, NC League of Municipalities, NC Regional Councils of Gov't
- Internal NCDOT Staff – Transportation Planning Branch, Program Development, 5 Non-Hwy Modes, Ports Authority, 3 Division Engineers.
- FHWA (advisory)
- Legislative Research staff (advisory)

How STI Works

40% of Funds = \$6B

30% of Funds = \$4.5B

30% of Funds = \$4.5B

Estimated \$15B in Funds for SFY 2016-2025

Statewide Mobility

Focus → Address Significant Congestion and Bottlenecks

Eligible Projects

- Statewide type Projects (such as Interstates)
- Selection based on 100% Data
- Projects Programmed prior to Local Input Ranking

Regional Impact

Focus → Improve Connectivity within Regions

Eligible Projects

- Projects Not Selected in Statewide Mobility Category
- Regional Projects
- Selection based on 70% Data & 30% Local Input
- Funding based on population within Region

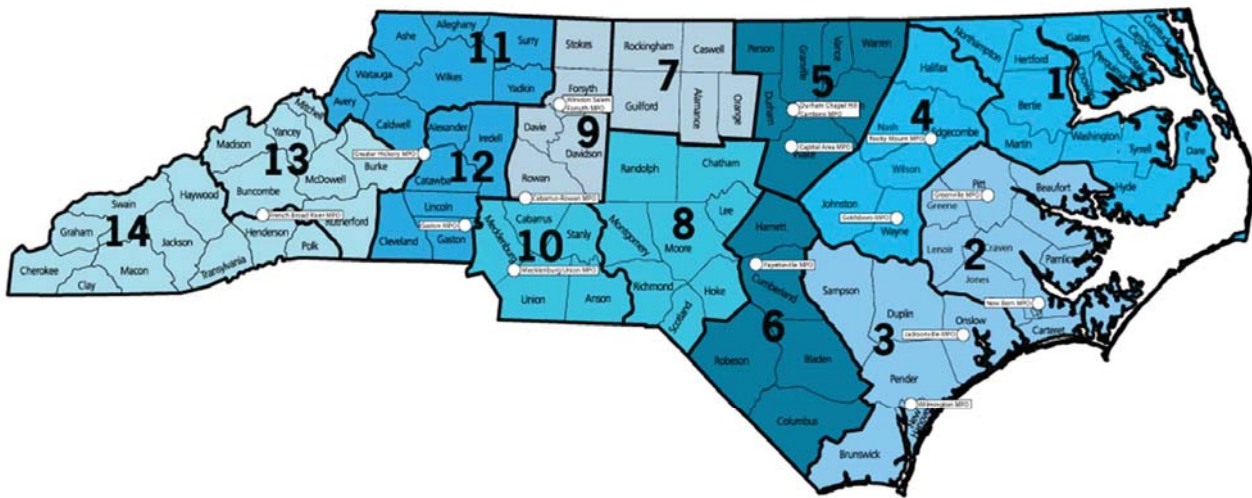
Division Needs

Focus → Address Local Needs

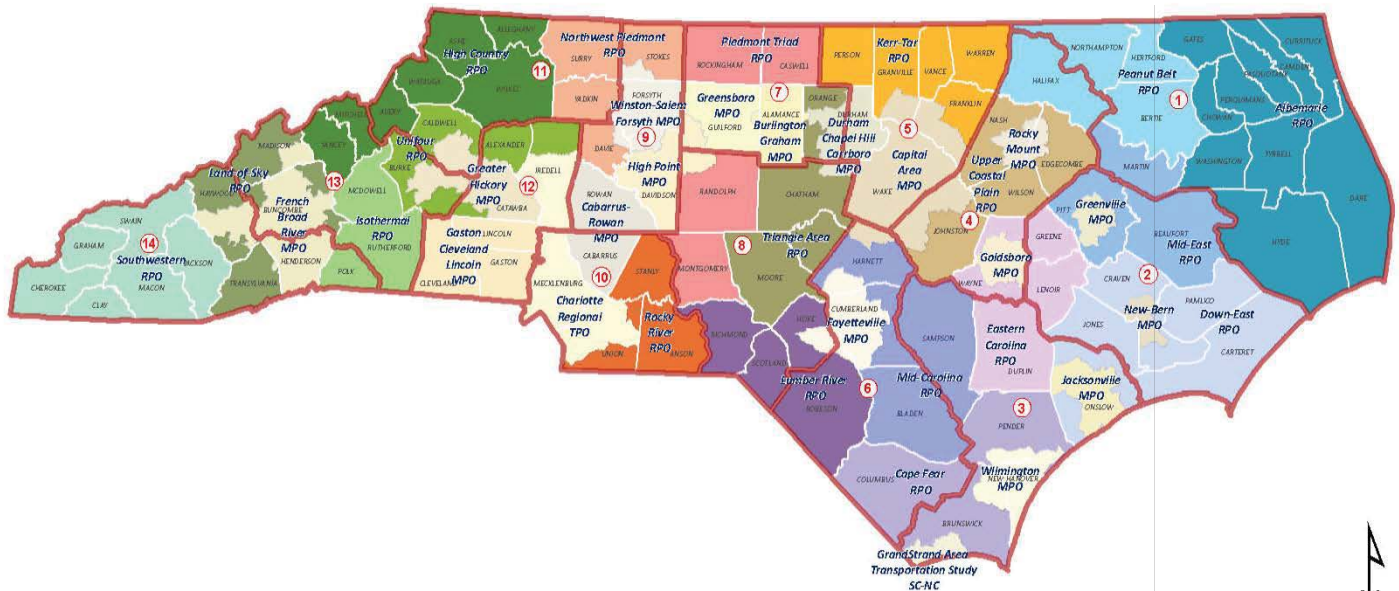
Eligible Projects

- Projects Not Selected in Statewide or Regional Categories
- Division Projects
- Selection based on 50% Data & 50% Local Input
- Funding based on equal share for each Division = ~\$32M per yr. 4

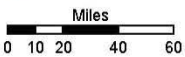
Regions and Divisions



North Carolina Metropolitan and Rural Planning Organizations with NCDOT Division Boundaries



NCDOT Divisions



Map Created by
North Carolina
Department of Transportation
Transportation Planning Branch
October 2013 6

STI Legislation

Combines traditional Equity-eligible funds, Urban Loop funds, Mobility Funds, Powell Bill, and Secondary Roads paving

Funds obligated for projects scheduled for construction by July 1, 2015 are not subject to formula

Bicycle-Pedestrian projects authorized as of Oct. 1, 2013 which are scheduled for construction in FY 13, 14, or 15 are not included in limitation on State funding

All capital expenditures, regardless of mode, will be funded from Highway Trust Fund. All modes must compete for the same funds

Local Input will be part of the scoring criteria for all Regional Impact and Division Needs projects

STI Legislation

Projects (regardless of mode) will be scored on a 0-100 point scale

Incentive For Local funding (highway projects only)

- 50% of local commitment of non-State/Federal funds will be returned to local area for other high scoring projects in that area

Operations and Maintenance expenditures will be funded from Highway Fund

Project Cap – No more than 10% of Statewide Mobility funds over 5 years (~\$300M) may be assigned to a single project or contiguous projects in the same corridor in a single Division or adjoining Divisions

No more than 10% of Regional Impact funds shall be expenditure on Public Transportation projects

STI Legislation

Projects funded from these categories will be excluded and will be evaluated through separate prioritization processes

- Congestion Mitigation and Air Quality (CMAQ)
- Competitive/Discretionary grants
- Appalachian Development Highway System projects

Funds included in the applicable category (Statewide, Regional, Division) but not subject to prioritization criteria:

- Bridge Replacement
- Interstate Maintenance
- Highway Safety Improvements

Funds included in the computation of Division equal share but will be evaluated through separate prioritization processes:

- STP-DA (if funds used on Regional category eligible project, funds come from Regional)
- Transportation Alternatives
- Rail-highway crossing program

Eligibility Definitions - Highways

	Statewide	Regional	Division
Highway	<ul style="list-style-type: none"> • Interstates and Future Interstates • Routes on the NHS as of July 1, 2012 • Routes on Department of Defense Strategic Highway Network (STRAHNET) • Appalachian Development Highway System Routes • Uncompleted Intrastate projects • Designated Toll Facilities 	<ul style="list-style-type: none"> • Other US and NC Routes 	<ul style="list-style-type: none"> • All SR Routes

Eligibility Definitions – Non Highways

	Statewide	Regional	Division
Aviation	Large Commercial Service Airports. Funding not to exceed \$500K per airport project per year	Other Commercial Service Airports not in Statewide. Funding not to exceed \$300K per airport project per year	All Airports without Commercial Service. Funding not to exceed \$18.5M for airports within this category
Bicycle-Pedestrian	N/A	N/A	Federally funded independent bicycle & ped. improvements
Public Transportation	N/A	Service spanning two or more counties and serving more than one municipality. Funding amounts not to exceed 10% of regional allocation.	Service not included on Regional. Multimodal terminals and stations serving passenger transit systems
Ferry	N/A	State maintained routes, excluding replacement vessels	Replacement of vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not included on Statewide	Rail service not included on Statewide or Regional

Highway Project Scoring Overview

	Statewide Mobility	Regional Impact	Division Needs
Eligible Projects:	<ul style="list-style-type: none"> • Statewide 	<ul style="list-style-type: none"> • Statewide • Regional 	<ul style="list-style-type: none"> • Statewide • Regional • Division
Overall Weights:	100% Quantitative Data	70% Quantitative Data / 30% Local Input	50% Quantitative Data / 50% Local Input
Quant. Criteria	<ul style="list-style-type: none"> • Benefit-Cost • Congestion • Economic Comp. • Safety • Freight • Multimodal • Pavement Condition • Lane Width • Shoulder Width 	<ul style="list-style-type: none"> • Benefit-cost • Congestion • Safety • Freight • Multimodal • Pavement Condition • Lane Width • Shoulder Width • Accessibility and connectivity to employment centers, tourist destinations, or military installations 	<ul style="list-style-type: none"> • Benefit-cost • Congestion. • Safety • Freight • Multimodal • Pavement Condition • Lane Width • Shoulder Width • Accessibility and connectivity to employment centers, tourist destinations, or military installations
Notes:	Projects Selected Prior to Local Input	Quant. Criteria can be different for each Region	Quant. Criteria can be different for each Division

Highway Scoring Criteria and Weights

Note: Divisions 1,2,3,4 have agreed to use alternate criteria in Regional Impact and Division Needs categories.

Funding Category	QUANTITATIVE	LOCAL INPUT	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30%	--	--
	Congestion = 30%		
Statewide Mobility	Economic Competitiveness = 10%	--	--
	Safety = 10%		
Statewide Mobility	Multimodal [& Freight + Military] = 20%	--	--
	Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 25%	15%	15%
	Congestion = 25%		
Regional Impact	Safety = 10%	15%	15%
	Accessibility/Connectivity = 10%		
Regional Impact	Total = 70%	15%	15%
Division Needs	[Travel Time] Benefit/Cost = 20%	25%	25%
	Congestion = 20%		
Division Needs	Safety = 10%	25%	25%
	Total = 50%		

Highway Scoring Criteria and Weights – Divisions 1 & 4

Funding Category	QUANTITATIVE	LOCAL INPUT	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30%		
	Congestion = 30%		
	Economic Competitiveness = 10%		
	Safety = 10%	--	--
	Multimodal[& Freight + Military] = 20%		
	Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 20%		
	Congestion = 15%		
	Safety = 15%		
	Lane Width = 10%	15%	15%
	Shoulder Width = 10%		
	Total = 70%		
Division Needs	[Travel Time] Benefit/Cost = 10%		
	Congestion = 10%		
	Safety = 10%		
	Lane Width = 10%	25%	25%
	Shoulder Width = 10%		
	Total = 50%		

Highway Scoring Criteria and Weights – Divisions 2 & 3

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	[Travel Time] Benefit/Cost = 30%		
	Congestion = 30%		
	Economic Competitiveness = 10%		
	Safety = 10%	--	--
	Multimodal (& Freight + Military) = 20%		
	Total = 100%		
Regional Impact	[Travel Time] Benefit/Cost = 20%		
	Safety = 25%		
	Multimodal (& Freight + Military) = 25%	15%	15%
	Total = 70%		
Division Needs	Congestion = 20%		
	Safety = 20%		
	Multimodal (& Freight + Military) = 10%	25%	25%
	Total = 50%		

STI – Non-Highway Criteria

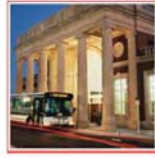
Strategic Statewide, Regional Impact, and Division Needs Category's

Separate prioritization processes for each mode:

- **Must have minimum of 4 quantitative criteria (no menu of criteria like highways)**
- **Local input is from Division's, MPO's and RPO's**
- **Criteria based on 100 point scale with no bonus points and not favoring any particular mode of transportation**

Normalization – P3.0

Definition – Methodology for comparing quantitative scores across all modes



Challenges:

- Different criteria and weights used for evaluating projects in each mode
- National review provided no “best practice”
- Innovative approach is needed
- Several potential options evaluated:
 - Qualitative value judgment
 - Weighted benefit/cost
 - Statistical analysis

Normalization Approach

For Prioritization 3.0 Only (Initial Implementation of STI)

- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- Regional Impact & Division Needs – Allocate funds to Highway and Non-Highway modes based on minimum floor or %s

Mode	Workgroup Recommendation	Historical Budgeted	Historical Expenditures
Highway	90% (min.)	93%	96%
Non-Highway	4% (min.)	7%	4%

- Continue research with national experts
- Conduct a statistical analysis of scores by an outside agency after all quantitative scores are completed in 2014. Request a recommendation on how to normalize.
- Incorporate research and analysis findings into Prioritization 4.0

Local Input Points

Use in Regional Impact and Division Needs categories only

of Points = 1000 points + additional points based on population

Separate Allocation of Points for Regional Impact Category and Division Needs Category

- Point allocation is the same for each
- 100 point max per project per category (e.g., project A123456 can receive 100 points max in Regional Impact and 100 points max in Division Needs)

Points can also be donated across Regions/Divisions

MPOs/RPOs need to have a NCDOT approved process for assigning local input points based on combination of quantitative and qualitative data (per S.L. 2012-84)

Needs to be finalized by April 30, 2014

New Project Submittals (Maximum Number)

Highway = minimum of 10; areas receives additional submittal for every 100,000 in population, up to a maximum up 20 new submittals.

- Option to swap up to 5 existing projects in the Prioritization system for 5 new highway projects (in addition to the maximum of new projects)

Bicycle & Pedestrian = 20 (all existing projects in system removed)

- Combined total of both bicycle and pedestrian projects

Aviation = No limit

Ferry = 10

Public Trans. = No limit (all existing projects in system removed)

Rail = 5

Prioritization 3.0 Schedule - 2014

Mid-January - Mid-February:

- Separate public meetings held by each MPO, RPO, and Division Engineer to solicit new projects

By March 3:

- New candidate projects entered into database

Prioritization 3.0 Schedule - 2014

March - May:

- All projects reviewed for eligibility and scored

May:

- Project scores released and ready for local input

May - July:

- Public meetings to seek input on preliminary points for high priority projects

Prioritization 3.0 Schedule - 2014

End July:

- All local input points assigned

September:

- All final project scores available.

https://connect.ncdot.gov/projects/planning/Pages/ResourcesMPO-RPO.aspx

Connect NCDOT
BUSINESS PARTNER RESOURCES

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Strategic Transportation Investments Resources for MPOs and RPOs

Information about the new Strategic Transportation Investments Bill.

Projects > Planning > Strategic Transportation Investments Resources for MPOs and RPOs

About Strategic Transportation Investments Bill

The Transportation Planning Branch is partnering with the MPOs, RPOs and Division Planning Engineers to provide outreach and training to TCC and TAC members and other interested groups regarding the new Strategic Transportation Investments Bill.

****Important Schedule Change****


**P3.0 New Project submittals window has been extended till March 3, 2014.
Release date for preliminary highway project scores is March 31, 2014.**

What's Happening Now

January 27th - March 3rd, 2014 – MPO/RPO/Divisions are entering new candidate projects into SPOT online

November, 2013 – April 30th, 2014 – Local Input Methodologies reviewed and approved by NCDOT

Key Dates

 **Contact Form**
For questions & feedback about this area of Connect NCDOT, contact *Transportation Planning Branch*.

FAQs

[STI Top 10 \(updated 8/28/2013\)](#)



[All FAQs \(updated 8/28/2013\)](#)



Videos

[Bicycle and Pedestrian Funding Forum Webinar](#)



RESOLUTION TO ENDORSE THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION'S LOCAL INPUT POINTS FOR THE STRATEGIC TRANSPORTATION INVESTMENTS PROCESS

August 13, 2014

A motion was made by MPO Board Member Damon Seils and seconded by MPO Board Member Alice Gordon for the adoption of the following resolution, and upon being put to a vote, was duly adopted.

WHEREAS, the DCHC MPO approved the DCHC MPO Methodology for Ranking Transportation Improvement Program Project Requests (FY 2016-2022) on May 14, 2014; and

WHEREAS, the DCHC MPO released the results of the methodology for public comment on June 11, 2014, held a public meeting on the results on June 25, 2014, and followed the DCHC MPO's Public Involvement Policy for the solicitation of public input and comments; and

WHEREAS, the DCHC MPO has coordinated with the North Carolina Department of Transportation's Division Engineers for Divisions 5, 7, and 8 on the assignment of local input points; and

WHEREAS, the DCHC MPO has considered the priorities of the DCHC MPO 2040 Metropolitan Transportation Plan, the priorities of its member governments, the competitiveness of each project to receive funding, geographic and jurisdictional balance, and public input and comments in the final point assignment.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board endorses the local input points described on the "Attachment to Resolution for Local Input Points" on this, the 13th day of August, 2014.

BE IT THEREFORE FURTHER RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board's assignment of local input points to bicycle and pedestrian projects is dependent on the affirmation that the responsible local government intends to commit local matching funds to the projects, and if this affirmation is not provided, the local input points will be reassigned to the next highest scoring bicycle and pedestrian projects according to NCDOT's quantitative division score.

Ellen Reckhow, MPO Board Chair

Durham County, North Carolina

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

Date: August 18, 2014

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

Attachment to Resolution for Local Input Points

Regional Category

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	MPO Regional Points
H140660	Regional Impact	NC-54	Farrington Road		Construct grade separation.	14
H129685	Regional Impact	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	86
H128065	Regional Impact	NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	100
H090531-A	Regional Impact	NC-54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	100
H129638-A	Statewide Mobility	US-70	Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	100
H141550	Regional Impact	NC-54 Raleigh Road	Burning Tree Drive	Barbee Chapel Road	Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road	100
H141884	Statewide Mobility	US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		Construct additional lane for northbound to eastbound entry movement.	100
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	100
H090010-A	Statewide Mobility	I-40	I-85	US 15/501	Add Additional Lanes.	100
H090366	Statewide Mobility	US-15 , US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	100
H129638-B	Statewide Mobility	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	100
H129645	Regional Impact	US-501 Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	100
H141779	Regional Impact	Durham Citywide Signal System			Upgrade the City of Durham Signal System (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.).	100
SPOT ID	Project Category	System	Project Description			MPO Regional Points
T130027	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.			100
T130030	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.			100
T130035	Regional Impact	Triangle Transit	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.			100
SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description		MPO Regional Points
R141797	Statewide Mobility	Durham	NS H line	Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three		100
R140012	Statewide Mobility	Durham	NS H line	Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham		100
R140014	Statewide Mobility	Durham	NS H line	Grade separation at Ellis Road - north end crossing (735236Y) in Durham.		100

Attachment to Resolution for Local Input Points

Division Category

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	MPO Division Points
H090655	Division Needs	SR-1780 Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	77
H090654	Division Needs	SR-1010 Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street intersection Improvements.	68
H090647	Division Needs	SR-1006 New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with Sidewalks and Bicycle Lanes	90
H141304	Division Needs	- Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	Construct new alignment.	95
H090200	Division Needs	SR-1009 South Churton Street	I-40	Eno River	I-40 to Eno River. Widen to Multi-Lanes with Landscaped Median, Bicycle Lanes, and Sidewalks, Widen Bridge No. 240 Over Southern Railroad.	93
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	100
H111056	Division Needs	SR-1771	SR 1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct Roundabout and Related Safety Improvements at the Existing intersection of Mount Carmel Church Road and Bennett Road.	100
H090557	Division Needs	SR-1114 Buckhorn Road	SR 1144 (West Ten Road)	US 70	Widen to Multi-Lanes with Bicycle and Pedestrian Accommodations.	7 (donated)
H111162	Division Needs	SR-1005 Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders	26 (donated)
SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description		MPO Division Points
R141802	Division Needs	Hillsborough	NS H line	Construct platform, passenger rail station building, site access, utilities, and parking on Hillsborough owned site. Station		100
SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	MPO Division Points
B141277	Division Needs	LaSalle Street	Kangaroo Dr	Sprunt St	Construct sidewalks on both sides of LaSalle St between Kangaroo Dr and Hillsborough Rd, and on one side between Hillsborough Rd and Sprunt Ave.	100
B141247	Division Needs	Raynor Street	Miami Blvd	Hardee St	Construct sidewalks on one side of local street.	100
B141102	Division Needs	NC 54	NC 55	RTP limits	Construct sidewalk on southside to fill in existing gaps..	100
B140719	Division Needs	US 501 Bypass (N Duke Street)	Murray Ave	N Roxboro Rd	Construct sidewalks on east side to fill in existing gaps.	100
B141096	Division Needs	Bryant Bridge Trail	NC 55	Kelly Bryant Bridge	Construct shared use path.	100
B140778	Division Needs	US 15-501 (Fordham Blvd)	Cleland Drive	Willow Drive	Upgrade existing off-road path and construct new section of sidepath.	100

Attachment to Resolution for Local Input Points

B142268	Division Needs	SR 1008 Mt. Carmel Church Road	SR-1008 Old Farrington Point Road	Orange County Line	Construct Bicycle lanes along SR 1008 Mt. Carmel Church Road from SR 1008 Old Farrington Point Road to the Orange County Line.	100*
B141103	Division Needs	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	100
B140627	Division Needs	Morgan Creek Greenway Trail Phase 2 (Carrboro)	University Lake	End of Phase 1	Construct multi-use path from University Lake to the western terminus of Phase 1 and construct a multi-use path spur to BPW Club Rd.	100
B141116	Division Needs	SR 1919 (S Greensboro Street)	Old Pittsboro Rd	NC 54	Construct sidewalk on west side.	100
B142266	Division Needs	SR 1532 Manns Chapel Road	US 15-501	SR-1534 - Poythress Road	Construct Bicycle lanes along SR 1532 Manns Chapel Road from US 15-501 to SR 1534 Poythress Road	77*
B140787	Division Needs	Campus to Campus Connector	Merritt Mill Rd	Carolina North Campus	Construct multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	100**
B141113	Division Needs	NC 157 (Guess Road)	Hillcrest St	W Carver St	Construct sidewalks on both sides of Guess Rd. to fill in sidewalk gaps.	77**

*Dependent on commitment of local match funds by Chatham County Board of Commissioners on 8/19/2014

**If local match funds by Chatham County Board of Commissioners are not approved, these two projects would receive local input points

USE WEB-DATABASE TO VIEW CURRENT TIP PROJECTS

DURHAM - CHAPEL HILL - CARRBORO

DCHC
Metropolitan Planning Organization
FUNDING DATABASE

OVERVIEW PROJECTS REPORTS ADMIN - ACCOUNT -

Project TIP#, Name, etc

Reports

Several custom searches have been created to allow users to quickly and easily access project and program information based on the parameter selected. The custom searches are defined as follows:

- Jurisdiction/Agency – this search will return a list of all projects, programs, and planning activities that are scheduled for the selected Jurisdiction/Agency.
- Project Type - this search will return a list of all projects, programs, and planning activities that are categorized as the selected Project Type.
- Funding Match – this search will return a list of projects, programs, and planning activities that are funded by the selected Funding Match.
- Funding Summary – this search will return a list of all funding sources programmed for each year.

▶ Jurisdiction/Agency

▶ Project Type

▶ Funding Match

▶ Funding Summary

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DURHAM - CHAPEL HILL - CARRBORO

DCHC
Metropolitan Planning Organization
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- Funding Summary – this search will return a list of all funding sources programmed for each year.

▼ Jurisdiction/Agency

Agency

TIP #	Project Name	Description	Total Cost	Local Funding	Expected Start	Expected Completion	Actions
TQ-3002	Orange County STEAMM	SENIOR TRANSPORTATION EXPANSION, ASSESSMENT AND MOBILITY MANAGER INCLUDING PURCHASE OF SERVICE	163000	32600	Prior Year	Prior Year	Details
TQ-6165	Mobility Management	Mobility Management	150000	30000	Prior Year	Prior Year	Details

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USE WEB-DATABASE TO VIEW CURRENT TIP PROJECTS

DURHAM - CHAPEL HILL - CARRBORO

DCHC
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OVERVIEW PROJECTS REPORTS ADMIN - ACCOUNT -

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- Funding Summary – this search will return a list of all funding sources programmed for each year.

➤ Jurisdiction/Agency

▼ Project Type

Project Type

TIP #	Project Name	Description	Total Cost	Expected Start	Expected Completion	Actions
C-5182	NC 751 (Hope Valley Road)	Construct sidewalks and bike lanes between MLK Jr. Parkway and US 15-501 Business in Durham.	1250000	2015	2015	Details
EL-4999	Duke Belt Line Trail	Conversion of 2-mile	20375000	2017	2021	Details

DURHAM - CHAPEL HILL - CARRBORO

DCHC
Metropolitan Planning Organization
FUNDING DATABASE

OVERVIEW PROJECTS REPORTS ADMIN - ACCOUNT -

Project TIP#, Name, etc

Reports

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- Funding Summary – this search will return a list of all funding sources programmed for each year.

➤ Jurisdiction/Agency

➤ Project Type

▼ Funding Match

Agency

Funding Match

Project Name	TIP #	Phase	Expected Year	Federal Share	State Share	Local Share	Actions
NC 751 (Hope Valley Road)	C-5182	Right of Way	2015	200000	0	50000	Details
NC 751 (Hope Valley Road)	C-5182	Right of Way	2015	1000000	0	0	Details
US 501	U-5516	Construction	Prior Year	2100000	0	0	Details
Dummy Project	123-1	PE/Design	Prior Year	11079	1231	0	Details
Administration of Section5310	TQ-7002 HF	Other	Prior Year	28000	0	0	Details
Planning & Program Administration	TN-5134	Other	Prior Year	14000	0	0	Details
Planning & Program Administration	TM-5307	Other	Prior Year	90000	0	0	Details



UNIFIED PLANNING WORK PROGRAM (UPWP)

Planning Activities and Initiatives

Each year, the DCHC MPO, in cooperation with member agencies, prepares a Unified Planning Work Program (UPWP). The UPWP includes documentation of planning activities to be performed with funds provided to the DCHC MPO by the FHWA and FTA. All transportation-planning activities of member agencies and consultants, as well as the work done directly by the DCHC MPO staff and funded in federal sources are included in the UPWP.

Public Involvement

Public involvement is important to the development of the UPWP. From the outset, citizens are given an opportunity to suggest projects and other activities for consideration. Moreover, the DCHC MPO staff solicits comments from the public, stakeholders, members of the MPO TC, and members of the MPO Board.

The draft UPWP is made available for a 45-day public review and comment period. Once comments have been received and addressed, the final UPWP document is presented to the MPO TC and the MPO Board. The MPO Board holds a public hearing prior to voting on adoption of the final UPWP document.

FY2014-2015 UPWP Program of Funding

Over **\$5 million** in federal, state, and local funding was programmed for use in the FY 2015 UPWP. Of these funds, over **\$1.9 million** was programmed to support activities of the DCHC MPO lead planning agency staff. Over **\$2 million** was programmed for other municipal and county transportation planning activities and over **\$1 million** was programmed for regional transit planning activities. While a majority of this funding is needed for mandatory regional planning activities (such as the MTP and this EJ report), and staff support to carry them out, a notable amount of money is available to conduct studies and fund planning projects.

The DCHC MPO's adopted FY2014-2015 UPWP is available on the DCHC MPO's website using this link: <http://www.dchcmopo.org/programs/work.asp>



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Introduction

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

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

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

The main source of funds for transit planning for Chapel Hill Transit (CHT) and the Durham Area Transit Authority (DATA) is the Federal Transit Administration's Section 5303 funds. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 capital and operating funds for planning. These funds must be approved by the Board as part of the UPWP approval process.

Proposed FY 2016 UPWP Activities and Emphasis Areas

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

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

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

Metropolitan Planning Factors & Federal Requirements

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

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

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

Public Involvement and Title VI

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

Metropolitan Transportation Plan (MTP)

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

the following:

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

Transportation Improvement Program (TIP)

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

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

Transportation Management Area

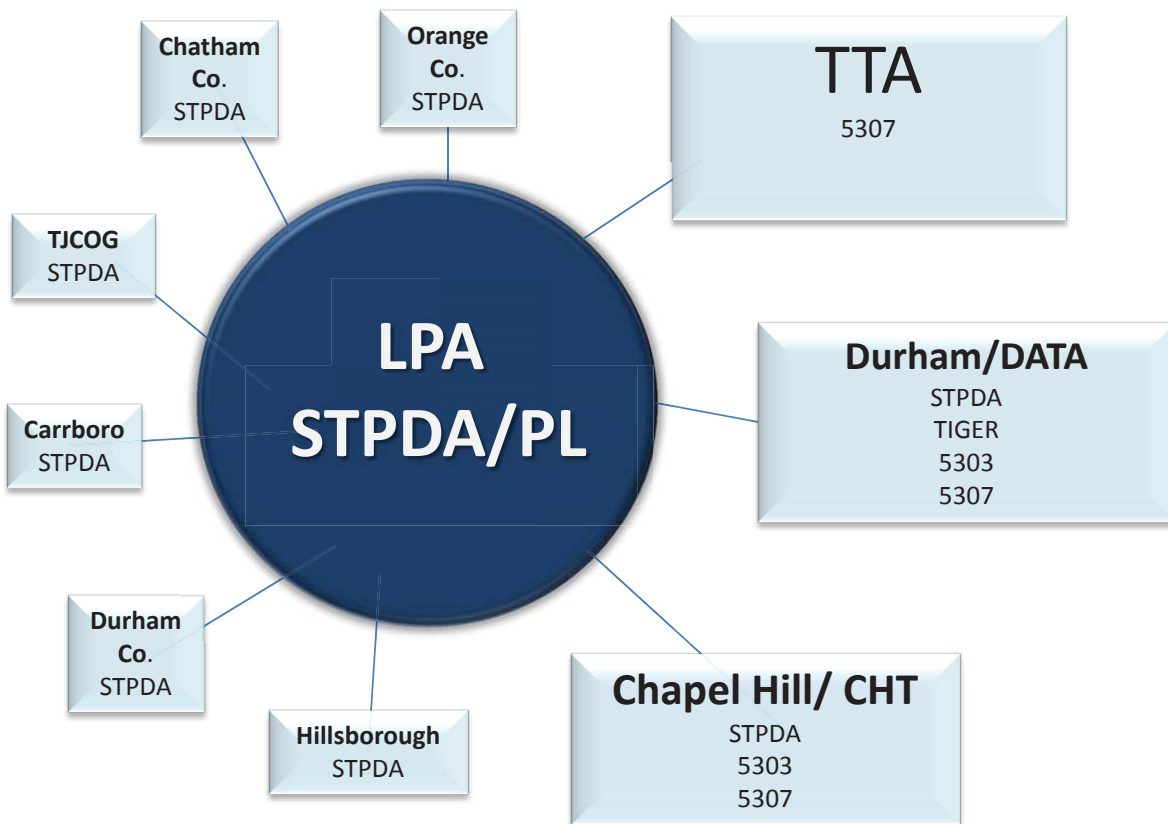
Designated Transportation Management Areas (TMAs), such as the DCHC MPO, based on urbanized area population over 200,000 must also address the following: Transportation plans must be based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the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

Air Quality Conformity Process

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

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UPWP Funds (Planning)



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FY 2017 UPWP Funding Sources

FY 2016-17 UPWP funding levels as well as the descriptions of funding sources is summarized below.

Planning (PL) Section 104(f) – These funds are Federal Highway Administration (FHWA) funds for urbanized areas, administered by NCDOT. These funds require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funding level is based on the MAP-21 Section 104(f) allocation. The statewide section 104(f) funds are distributed among all MPOs based on a formula. The DCHC MPO PL fund allocation for FY 2016-17 has not been determined due to non-authorization of federal transportation bill. The PL funds proposed for FY 2017, shown below, is last fiscal year’s allocation plus a portion of unobligated funds.

	MPO Total
Federal PL funds (80%)	\$ 300,000
Local match (20%)	\$ 75,000
Total PL Funds	\$ 375,000

STP-DA – These funds are the Direct Attributable allocation portion of the federal Surface Transportation Program (STP) funds provided to Transportation Management Areas (TMAs) over 200,000 in population through FHWA. By agreement with the DCHC MPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. STP-DA funds proposed to be flexed in the FY 2016-17 UPWP are shown below:

	MPO Total
Federal STP-DA funds (80%)	\$1,872,586
Local match (20%)	\$468,146
Total STP-DA Funds	\$2,340,732

FTA Funds -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 and Section 5307 funds administered through the Federal Transit Administration (FTA) and the NCDOT Public Transit Division.

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

5303	CHT	GoDurham	MPO Total
Federal (80%)	\$137,200	\$142,800	\$280,000
State (10%)	\$17,150	\$17,850	\$35,000
Local (10%)	\$17,150	\$17,850	\$35,000
Total Sect. 5303	\$171,500	\$178,500	\$350,000

Section 5307 funds can be used for planning as well as other purposes, and are distributed by formula by FTA. The GoDurham, CHT, and GoTriangle (previously known as 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 GoTriangle; and 10% State match which is provided by the Public Transportation Division of NCDOT.

5307	GoDurham	GoTriangle	MPO Total
Federal (80%)	\$226,261	\$684,000	\$910,261
State (10%)	\$28,282	\$85,500	\$113,782
Local (10%)	\$28,283	\$85,500	\$113,783
Total Sect. 5307	\$282,826	\$855,000	\$1,137,826

Summary of all Funding Sources

	Federal	State	Local	Total
PL/STP-DA (FHWA)	\$2,172,585		\$543,146	\$2,715,731
FTA 5303	\$280,000	\$35,000	\$35,000	\$350,000
FTA 5307	\$910,260	\$113,783	\$113,783	\$1,137,826
Total	\$3,362,846	\$148,783	\$691,929	\$4,203,557

Summary of Federal Funding (80%) by Agency

Agency	FHWA	FTA Transit Planning		Total
	Planning	5303	5307	
Lead Planning Agency	\$1,669,520			\$1,669,520
Carrboro	\$26,941			\$26,941
Chapel Hill	\$164,800	\$137,200		\$302,000
Durham City	\$82,800			\$82,800
Durham County	\$43,042			\$43,042
Hillsborough	\$95,842			\$95,842
Orange County	\$34,640			\$34,640
TJCOG	\$55,000			\$55,000
GoDurham		\$142,800	\$226,260	\$369,060
GoTriangle			\$684,000	\$684,000
Total	\$2,172,585	\$280,000	\$910,260	\$3,362,846

In addition to the routine funding described above, GoTriangle has received a Transit-Oriented Development (TOD) Planning Pilot Program Grant from FTA. Such grants provide funding to advance planning efforts that support TOD associated with new fixed-guideway and core capacity improvement projects.

TOD Planning Pilot Program Grant	FTA	Local (multiple jurisdictions)	Total
GoTriangle	\$1,691,615	\$533,385	\$2,225,000

LPA Local Match Cost Sharing

To receive federal funds, a local match of twenty percent (20%) of the total project cost must be provided. The MPO member agencies contribute to the Lead Planning Agency 20% local match. Each MPO’s member agencies’ proportionate share of the local match is determined on an annual basis during the development of the UPWP. The table below displays the MPO’s member agencies’ proportionate share of the local match for FY 2017. The local match shares for member jurisdictions were determined using population and number of data collection locations/segments. GoTriangle is 7.5% of the total MPO match required for local share of federal funds minus ITRE and data collection expenses and is based on average annual percentage of funds received including 5307 and STP-DA. Special study local match responsibility is also indicated in the table below. Those marked with an (*) will be provided through excess local match from the LPA balance in FY15. The local match for NC-54 Study is currently assigned to Carrboro and Orange County, however, participation is being sought from NCDOT Division 7 and Burlington-Graham MPO which would reduce the Orange County and Carrboro match. No local match is expected for the 98 Corridor Study in FY17.

Agency	LPA Local Match FY17	Toll Study FY17 Local Match Responsibility *	CSX Rail Corridor Study FY17 Local Match Responsibility *	NC-54 Corridor Study FY17 Local Match **
City of Durham	\$189,816	X	X	
Durham County	\$41,693	X	X	
Chapel Hill	\$53,490	X		
Carrboro	\$21,154	X		\$10,800
Hillsborough	\$8,429	X		
Orange County	\$26,147	X		\$19,200
Chatham County	\$11,401	X		
GoTriangle	\$20,250	X		
Total	\$372,380			

Certification of MPO Transportation Planning Process

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative, and comprehensive (ie. the 3-C planning process). The certification resolution is included as part of this work program.

Summary of FY 2015 and First Quarter FY 2016 UPWP Accomplishments

The Main emphases of the FY 2015 and first quarter of FY 2016 UPWP were the development of the Comprehensive Transportation Plan, model enhancement, calibration and validation of the Triangle Regional Model, the update of the MPO GIS enterprise, Congestion Management Process, Mobility Report Card, MPO data collection and analysis, update of the MPO Data Management System, evaluation of performance indicators, update of Community Viz Land-use Scenario Planning, State and Regional Coordination, collaboration on the regional transit activities and Orange and Durham county transit plans initiatives. The MPO continued to fulfill State and Federal transportation mandates and requirements, mainly the 3-C transportation process, such as UPWP planning, SPOT3/STI prioritization, Title VI/EJ/LEP, visualization, administration, management and oversight of grants, etc. The MPO made significant progress in these areas. Major milestones and accomplishments are summarized as follows:

The accomplishments for the FY 2015 and first quarter FY 2016 UPWP are summarized as follows:

1. MPO Congestion Management Process (CMP): The MPO completed analyses and mapping associated with the development of the federally required CMP. Tasks accomplished include summarization and analysis of data, data analysis, measurement of multi-modal transportation system performance, and identification of causes of congestions, evaluation of strategies and preparation of draft report.
2. MPO Mobility Report Card (MRC): Staff continues to measure and monitor multi-modal transportation system performance. Other accomplishments include a draft state-of-the-system report that focus on measures of system performance for which data collected on annual basis is used to index overall performance of the MPO transportation system from year to year. Data report included, arterial LOS, intersection LOS, Transit services, bicycle facilities, sidewalks, safety, etc.
3. MPO ADA Transition Plan: Continued to oversee the development of the DCHC MPO ADA Transition Plan, specifically;
 - Identifying all jurisdictions in the DCHC MPO metropolitan area with 50 or more employees.
 - Identification of ADA point person for each jurisdiction. Each jurisdiction must appoint an ADA Coordinator.
 - Developing (in coordination with MPO jurisdictions) a traffic and pedestrian generator map to be used in the development of Sidewalk and Curb Inventory.
 - Conducting (from jurisdictions where they exit) an inventory assessment methodology for ranking ADA System inventory priorities.
 - Preparation of draft report.
4. Federal Certification Review: Prepared responses and answers to the federal review desk review questionnaires and coordinating the certification process, including leading the MPO team in the review process.
5. Regional Freight Plan: Staff continued to serve as the project manager (PM) for the development of the Triangle Regional Freight Plan. Work tasks accomplished included but not limited to:
 - Preparation and execution of consultant's contract and municipal agreement between Durham, Raleigh and NCDOT.
 - Update of project scope schedule, deliverable and milestones.
 - Development of data needs
 - Coordination of the formation of the Freight Stakeholder Advisory Committee
 - Initiated the formation of the project steering committee.
 - Budget and accounting setup for the project.
 - Logistical issues and continued to oversee consultant's services.
6. Public Involvement Process: Continued to provide the public with complete information, timely notice, and full access to key decisions and opportunities for early and continuing involvement in the 3C process. Also, continued to assess the effectiveness of the DCHCMPO Public Involvement Process and to develop and enhance the process of regional involvement supporting the objectives of the DCHCMPO public Involvement Policy (PIP) and application federal regulations (such MAP-21). Staff continued to explore, apply new and innovative approaches to improve MPO public participation levels and opportunities, especially for plans and programs using social media; Facebook and Twitter. Continued to oversee the update and the maintenance of the MPO website, including development of portals, update of CivicaSoft website system application and update of content management systems. Provided

- leadership and management support for the MPO visualization such as reviewing current AGOL, land-use 3-D, Urban-canvas, MS2 portals and web servers and suggested updates and enhancements.
7. Safety Analysis and Draft Report: The MPO completed analyses related to bike and pedestrian safety, transit safety and vehicular safety. Other safety related accomplishments include participating on the North Carolina Safety education initiatives and regional bike and pedestrian safety programs.
 8. Environmental Justice. The MPO Board approved the MPO Environmental Justice report and made necessary updates to reflect comments and finalized the report..
 9. Climate Change Adaption: The MPO continues to participate with federal, State and regional climate change initiatives, including the participation on the Energy Team and providing technical and modeling support for the regional Climate Leadership initiative.
 10. Metropolitan Transportation Improvement Program (MTIP): The MPO continue to work on TIP related activities such as prioritization, review of the Local Supplement of the STIP and the development of the draft Metropolitan Transportation Program (MTIP).
 11. Amendments and Administrative Modifications to the MTIP: The MPO processed several amendments and administrative modifications to the 2012-18 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.
 12. Triangle Regional Model (TRM) Update and Enhancement: The MPO continues to participate in the update and enhancement of the TRM at ITRE. Work tasks accomplished included, completion of generation, destination choice and mode choice models, calibration and the validation of 2010 Estimation Year TRM-V6. The MPO is one of the funding partners of the modeling service bureau and continues to provide .5 FTE to ITRE Model Service Bureau..
 13. Bicycle lane restriping. The MPO worked with NCDOT Division 5 and Division 7 regarding priorities and plans for restriping roadways scheduled for resurfacing by NCDOT
 14. Other Project Development Planning and NEPA: the LPA continued to participate on several on-going NCDOT project planning and NEPA for projects within the MPO. These projects are summarized as follows; I-40 Managed Lanes feasibility studies, US 15-501 Corridor study, US 15-1501 feasibility Study, Infinity-Latta intersection, NC54 widening project planning, I-40 widening (US15-501 to I-85) several bridge replacement projects, resurfacing projects, etc.
 15. ITS Strategic Deployment Plan (SDP). Work continues on the implementation of the Triangle Regional ITS SDP. This included linkages of ITP to travel model.
 16. Oversight, Monitoring and Administration of Transit Grants: The MPO continues process invoices for sub-recipients reimbursements as well continue to administer and monitor transit grants.
 17. Service Requests: Staff performed numerous services requests from the public and member agencies.
 18. Management and Operations: Staff continued routine tasks and work elements that encompass the administration and support of the DCHC MPO (3-C transportation planning process) as mandated and required by federal regulations. Specifically, tasks included but were not limited to:

- Provided liaisons between DCHC MPO member agencies, transit providers, GoTriangle, CAMPO, NCDOT, DENR, TJCOG, RDU and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
 - Provided technical assistance to the MPO Board, member agencies, stakeholders and citizens and other member jurisdictions policy bodies.
 - Participated in Joint regional technical meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
 - Reviewed and comment on federal and state transportation-related plans, programs, regulations and guidelines, including review of MAP-21 Notice of Proposed Rule Making (NPRM), federal register and literature review of new transportation planning procedures.
 - Provided assistance to the MPO Board and Technical Committee meeting preparation, agenda and minutes preparation and follow-ups to directives to staff, support of the agenda management system.
 - Updated and provided support for MPO planning documents as required.
 - Administration and oversight of contracts and fiscal management
19. Assisted with the compliance of federal and state regulations and mandates
20. Performed various supervisory duties/functions

Development Schedule

The proposed development schedule for the FY 2016-2017 UPWP is presented below. The schedule provides for the coordination of the UPWP development with the local government budget process and NCDOT deadlines.

Dates	DCHC MPO Activity Description
October 2015-December 2015	Development of draft FY2017 UPWP and coordination with the Oversight Committee and local agencies.
November 6, 2015	Deadline for funding request and supplemental documents to be submitted to MPO by member agencies.
December 16, 2015	TC reviews draft FY2017 UPWP and recommends Board release for public comment.
January 13, 2016	MPO Board reviews draft of FY2017 UPWP and releases draft for public comment.
January 27, 2016	TC receives draft of FY2017 UPWP and recommends Board hold public hearing and approve draft at February Board meeting.
January 31, 2016	Draft FY2017 UPWP submitted to NCDOT/PTD
February 10, 2016	MPO Board holds public hearing and approves draft FY2017 UPWP including approval of self-certification process and local match.
March 31, 2016	Deadline for final FY2017 UPWP to be submitted to NCDOT and FHWA for approval. NCDOT/PTD will submit UPWP to FTA for approval.

MPO Funding Table - Distribution by Agency

Receiving Agency	STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
LPA	\$342,380	\$1,369,520	\$75,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$417,380	\$0	\$1,669,520	\$2,086,900
Carrboro	\$6,735	\$26,941	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,735	\$0	\$26,941	\$33,676
Chapel Hill/CHT	\$41,200	\$164,800	\$0	\$0	\$17,150	\$17,150	\$137,200	\$0	\$0	\$0	\$58,350	\$17,150	\$302,000	\$377,499
Chatham County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Durham/DATA	\$20,700	\$82,800	\$0	\$0	\$17,850	\$17,850	\$142,800	\$28,283	\$28,283	\$226,261	\$66,833	\$46,133	\$451,861	\$564,826
Durham County	\$10,761	\$43,042	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,761	\$0	\$43,042	\$53,803
Hillsborough	\$23,961	\$95,842	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,961	\$0	\$95,842	\$119,803
Orange County	\$8,660	\$34,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,660	\$0	\$34,640	\$43,300
TJCOG	\$13,750	\$55,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,750	\$0	\$55,000	\$68,750
GoTriangle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$85,500	\$85,500	\$684,000	\$85,500	\$85,500	\$684,000	\$855,000
NCDOT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$468,146	\$1,872,586	\$75,000	\$300,000	\$35,000	\$35,000	\$280,000	\$113,783	\$113,783	\$910,261	\$691,929	\$148,783	\$3,362,846	\$4,203,557

In addition to the table above, GoTriangle has been awarded a Transit-Oriented Development Planning Pilot Program Grant as indicated in table below.

Receiving Agency	Transit-Oriented Development Planning Pilot Program Section 20005(b)		
	Local	FTA	Total
	24%	76%	100%
GoTriangle	\$533,385	\$1,691,615	\$2,225,000

MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
	1 Traffic Volume Counts	30,149	120,595	240	960	0	0	0	0	0	0	30,389	-	121,555	151,944	
	2 Vehicle Miles of Travel	800	3,200	400	1,600	0	0	0	0	0	0	1,200	-	4,800	6,000	
	3 Street System Changes	1,042	4,169	1,120	4,480	0	0	0	0	0	0	2,162	-	8,649	10,811	
	4 Traffic Accidents	2,000	8,000	1,080	4,320	0	0	0	0	0	0	3,080	-	12,320	15,400	
	5 Transit System Data	1,860	7,439	1,200	4,800	8,347	8,347	66,775	5,401	5,401	43,210	16,808	13,748	122,224	152,780	
	6 Dwelling Unit, Pop. & Emp. Change	8,804	35,215	5,000	20,000	0	0	0	0	0	0	13,804	-	55,215	69,019	
	7 Air Travel	400	1,600	100	400	0	0	0	0	0	0	500	-	2,000	2,500	
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	9 Travel Time Studies	8,400	33,600	1,800	7,200	0	0	0	0	0	0	10,200	-	40,800	51,000	
	10 Mapping	11,333	45,330	4,800	19,200	3,422	3,422	27,378	0	0	0	19,555	3,422	91,909	114,886	
	11 Central Area Parking Inventory	1,926	7,706	400	1,600	0	0	0	0	0	0	2,326	-	9,306	11,632	
	12 Bike & Ped. Facilities Inventory	5,609	22,435	1,000	4,000	0	0	0	0	0	0	6,609	-	26,435	33,044	
	13 Bike & Ped. Counts	11,186	44,744	1,000	4,000	0	0	0	0	0	0	12,186	-	48,744	60,930	
II-B	Long Range Transp. Plan															
	1 Collection of Base Year Data	3,121	12,486	0	0	0	0	0	0	0	0	3,121	-	12,486	15,607	
	2 Collection of Network Data	4,700	18,800	800	3,200	0	0	0	0	0	0	5,500	-	22,000	27,500	
	3 Travel Model Updates	59,260	237,040	1,932	7,728	0	0	0	0	0	0	61,192	-	244,768	305,960	
	4 Travel Surveys	300	1,200	0	0	0	0	0	0	0	0	300	-	1,200	1,500	
	5 Forecast of Data to Horizon year	6,604	26,416	240	960	0	0	0	0	0	0	6,844	-	27,376	34,220	
	6 Community Goals & Objectives	2,345	9,380	1,330	5,320	0	0	0	0	0	0	3,675	-	14,700	18,375	
	7 Forecast of Future Travel Patterns	11,000	44,000	1,100	4,400	0	0	0	0	0	0	12,100	-	48,400	60,500	
	8 Capacity Deficiency Analysis	5,360	21,440	2,400	9,600	0	0	0	0	0	0	7,760	-	31,040	38,800	
	9 Highway Element of th L RTP	14,218	56,872	3,800	15,200	722	722	5,775	0	0	0	18,740	722	77,847	97,309	
	10 Transit Element of the L RTP	14,888	59,553	3,800	15,200	1,048	1,048	8,385	483	483	3,862	20,219	1,531	87,000	108,750	
	11 Bicycle & Ped. Element of the L RTP	31,465	125,860	3,200	12,800	1,002	1,002	8,017	0	0	0	35,667	1,002	146,677	183,346	
	12 Airport/Air Travel Element of L RTP	1,120	4,480	200	800	0	0	0	0	0	0	1,320	-	5,280	6,600	
	13 Collector Street Element of L RTP	1,794	7,176	600	2,400	0	0	0	0	0	0	2,394	-	9,576	11,970	
	14 Rail, Water or other mode of L RTP	1,579	6,316	0	0	0	0	0	0	0	0	1,579	-	6,316	7,895	
	15 Freight Movement/Mobility Planning	3,000	12,000	200	800	0	0	0	0	0	0	3,200	-	12,800	16,000	
	16 Financial Planning	2,879	11,514	480	1,920	2,096	2,096	16,771	7,930	7,930	63,439	13,385	10,026	93,645	117,056	
	17 Congestion Management Strategies	15,180	60,722	2,252	9,008	1,055	1,055	8,439	0	0	0	18,487	1,055	78,169	97,711	
	18 Air Qual. Planning/Conformity Anal.	1,360	5,440	1,600	6,400	0	0	0	0	0	0	2,960	-	11,840	14,800	
III-C	Short Range Transit Planning															
	Short Range Transit Planning	756	3,024	0	0	3,472	3,472	27,777	10,058	10,058	80,462	14,286	13,530	111,263	139,079	
III-A	Planning Work Program															
	Planning Work Program	8,995	35,982	4,000	16,000	444	444	3,553	0	0	0	13,440	444	55,534	69,418	
III-B	Transp. Improvement Plan															
	TIP	16,218	64,874	5,700	22,800	1,477	1,477	11,819	969	969	7,751	24,365	2,446	107,244	134,055	
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.															
	1 Title VI	2,614	10,455	1,800	7,200	326	326	2,610	350	350	2,803	5,090	677	23,068	28,835	
	2 Environmental Justice	2,056	8,223	2,000	8,000	0	0	0	0	0	0	4,056	-	16,223	20,279	
	3 Minority Business Enterprise	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000	
	4 Planning for the Elderly & Disabled	565	2,256	400	1,600	0	0	0	0	0	0	965	-	3,858	4,823	
	5 Safety/Drug Control Planning	2,800	11,200	1,800	7,200	0	0	0	0	0	0	4,600	-	18,400	23,000	
	6 Public Involvement	10,733	42,932	2,500	10,000	326	326	2,610	937	937	7,494	14,496	1,263	63,036	78,795	
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
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.	7,975	31,900	2,400	9,600	0	0	0	0	0	0	10,375	-	41,500	51,875	
	3 Special Studies	82,212	328,849	0	0	1,795	1,795	14,362	85,500	85,500	684,000	169,507	87,295	1,027,210	1,284,013	
	4 Regional or Statewide Planning	22,639	90,556	3,600	14,400	1,317	1,317	10,536	0	0	0	27,556	1,317	115,492	144,365	
III-E	Management & Operations															
	1 Management & Operations	46,901	187,604	8,326	33,304	8,149	8,149	65,194	2,155	2,155	17,238	65,531	10,304	303,340	379,175	
	Totals	\$468,146	\$1,872,585	\$75,000	\$300,000	\$35,000	\$35,000	\$280,000	\$113,783	\$113,783	\$910,261	\$691,929	\$148,783	\$3,362,846	\$4,203,557	

LPA

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
	1 Traffic Volume Counts	\$30,000	\$120,000	\$240	\$960	\$0	\$0	\$0	\$0	\$0	\$0	\$30,240	\$0	\$120,960	\$151,200	
	2 Vehicle Miles of Travel	\$800	\$3,200	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000	
	3 Street System Changes	\$1,000	\$4,000	\$1,120	\$4,480	\$0	\$0	\$0	\$0	\$0	\$0	\$2,120	\$0	\$8,480	\$10,600	
	4 Traffic Accidents	\$2,000	\$8,000	\$1,080	\$4,320	\$0	\$0	\$0	\$0	\$0	\$0	\$3,080	\$0	\$12,320	\$15,400	
	5 Transit System Data	\$1,600	\$6,400	\$1,200	\$4,800	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800	\$0	\$11,200	\$14,000	
	6 Dwelling Unit, Pop. & Emp. Change	\$8,000	\$32,000	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$52,000	\$65,000	
	7 Air Travel	\$400	\$1,600	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$0	\$2,000	\$2,500	
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	9 Travel Time Studies	\$8,400	\$33,600	\$1,800	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200	\$0	\$40,800	\$51,000	
	10 Mapping	\$8,000	\$32,000	\$4,800	\$19,200	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$51,200	\$64,000	
	11 Central Area Parking Inventory	\$1,800	\$7,200	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200	\$0	\$8,800	\$11,000	
	12 Bike & Ped. Facilities Inventory	\$3,600	\$14,400	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$23,000	
	13 Bike & Ped. Counts	\$11,000	\$44,000	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,000	\$0	\$48,000	\$60,000	
II B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$3,000	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$12,000	\$15,000	
	2 Collection of Network Data	\$4,700	\$18,800	\$800	\$3,200	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500	\$0	\$22,000	\$27,500	
	3 Travel Model Updates	\$59,260	\$237,040	\$1,932	\$7,728	\$0	\$0	\$0	\$0	\$0	\$0	\$61,192	\$0	\$244,768	\$305,960	
	4 Travel Surveys	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500	
	5 Forecast of Data to Horizon year	\$3,000	\$12,000	\$240	\$960	\$0	\$0	\$0	\$0	\$0	\$0	\$3,240	\$0	\$12,960	\$16,200	
	6 Community Goals & Objectives	\$2,000	\$8,000	\$1,330	\$5,320	\$0	\$0	\$0	\$0	\$0	\$0	\$3,330	\$0	\$13,320	\$16,650	
	7 Forecast of Future Travel Patterns	\$11,000	\$44,000	\$1,100	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$12,100	\$0	\$48,400	\$60,500	
	8 Capacity Deficiency Analysis	\$5,360	\$21,440	\$2,400	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$7,760	\$0	\$31,040	\$38,800	
	9 Highway Element of th LRTP	\$9,937	\$39,747	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$13,737	\$0	\$54,947	\$68,684	
	10 Transit Element of the LRTP	\$7,000	\$28,000	\$3,800	\$15,200	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800	\$0	\$43,200	\$54,000	
	11 Bicycle & Ped. Element of the LRTP	\$10,600	\$42,400	\$3,200	\$12,800	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$55,200	\$69,000	
	12 Airport/Air Travel Element of LRTP	\$1,120	\$4,480	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320	\$0	\$5,280	\$6,600	
	13 Collector Street Element of LRTP	\$1,794	\$7,176	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,394	\$0	\$9,576	\$11,970	
	14 Rail, Water or other mode of LRTP	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000	
	15 Freight Movement/Mobility Planning	\$3,000	\$12,000	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200	\$0	\$12,800	\$16,000	
	16 Financial Planning	\$2,000	\$8,000	\$480	\$1,920	\$0	\$0	\$0	\$0	\$0	\$0	\$2,480	\$0	\$9,920	\$12,400	
	17 Congestion Management Strategies	\$14,000	\$56,000	\$2,252	\$9,008	\$0	\$0	\$0	\$0	\$0	\$0	\$16,252	\$0	\$65,008	\$81,260	
	18 Air Qual. Planning/Conformity Anal.	\$1,360	\$5,440	\$1,600	\$6,400	\$0	\$0	\$0	\$0	\$0	\$0	\$2,960	\$0	\$11,840	\$14,800	
II C	Short Range Transit Planning															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-A	Planning Work Program															
	Planning Work Program	\$5,800	\$23,200	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$39,200	\$49,000	
III-B	Transp. Improvement Plan															
	TIP	\$7,800	\$31,200	\$5,700	\$22,800	\$0	\$0	\$0	\$0	\$0	\$0	\$13,500	\$0	\$54,000	\$67,500	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$2,000	\$8,000	\$1,800	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$15,200	\$19,000	
	2 Environmental Justice	\$1,800	\$7,200	\$2,000	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800	\$0	\$15,200	\$19,000	
	3 Minority Business Enterprise	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	4 Planning for the Elderly & Disabled	\$400	\$1,600	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$0	\$3,200	\$4,000	
	5 Safety/Drug Control Planning	\$2,800	\$11,200	\$1,800	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,600	\$0	\$18,400	\$23,000	
	6 Public Involvement	\$8,800	\$35,200	\$2,500	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$11,300	\$0	\$45,200	\$56,500	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Png./Project Dev.															
	1 Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Enviro. Analysis & Pre-TIP Png.	\$3,500	\$14,000	\$2,400	\$9,600	\$0	\$0	\$0	\$0	\$0	\$0	\$5,900	\$0	\$23,600	\$29,500	
	3 Special Studies	\$49,000	\$196,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,000	\$0	\$196,000	\$245,000	
	4 Regional or Statewide Planning	\$4,400	\$17,600	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000	
III-E	Management & Operations															
	1 Management & Operations	\$38,649	\$154,597	\$8,326	\$33,304	\$0	\$0	\$0	\$0	\$0	\$0	\$46,975	\$0	\$187,901	\$234,876	
	Totals	\$342,380	\$1,369,520	\$75,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$417,380	\$0	\$1,669,520	\$2,086,900	

Recommended STP-DA/TAP Distribution Policy (Distribution is on an annual basis from FY2017 through FY2025)*

FY 17 STPDA	\$ 4,469,000	TJCOG Planning	\$ 55,000
		LPA Routine Planning	\$ 600,000
		LPA Extra Planning	\$ 450,000
FY 17 TAP	\$ 350,000		
Total STP-DA and TAP	\$ 4,819,000	Remainder	\$ 3,414,000

2014 NTD data for Durham USA are used for transit data. (In future years, use the most recent data entered into NTD by providers.)

	30% Vehicle Revenue Miles					30% Vehicle Revenue Hours					30% Unlinked Trips					10% Fleet Age								
	Bus	Demand Response	Vanpool	Total	%	Bus	Demand Response	Vanpool	Total	%	Bus	Demand Response	Vanpool	Total	%	Bus Average Fleet Age (Ideal 6)	Cost of Buses Needed to Meet Ideal (2.5)	Demand Response Average Fleet Age (Ideal 2.5)	Vanpool Average Fleet Age (Ideal 2.5)	Cost of LTVs to Meet Ideal	Cost of Vans to Meet Ideal	Total Cost to Meet Ideal	%	STP-DA
GoTriangle	1,307,929	243,295	590,933	2,142,157	26%	63,455	10,116	16,462	90,033	17%	1,002,570	17,486	185,654	1,205,710	8%	5.1	\$ -	3.2	4.9	\$ 196,875	\$ 543,432	\$ 740,307	40%	\$ 136,527
GoDurham	2,440,705	1,442,493	-	3,883,197	49%	196,362	96,085	-	292,447	15%	6,314,529	210,101	-	6,524,630	44%	7.5	\$ 4,000,000	4.2	-	\$ 973,420	\$ 263,093	\$ 5,236,513	40%	\$ 400,375
CAT	1,763,714	171,237	15,116	1,950,067	24%	152,879	14,174	622	167,675	31%	6,903,809	35,222	2,198	6,939,229	47%	7.5	\$ 6,400,000	5.4	-	\$ 483,333	\$ 161,111	\$ 7,052,444	53%	\$ 308,101
OPT	61,690	60,132	-	121,822	2%	2,557	3,279	-	5,836	1%	16,690	11,145	-	27,835	0%	0.0	\$ -	8.5	-	\$ 211,765	\$ -	\$ 211,765	2%	\$ 8,490

Jurisdiction	Population	Population Share	Munis Only Population Share	Proportionate, \$70,000 Min + Proportionate Munis Only
Durham	228,330	58%	73%	\$ 1,039,398
Chapel Hill	57,233	15%	18%	\$ 312,988
Carboro	35,382	9%	6%	\$ 153,137
Hillsborough	6,087	2%	2%	\$ 95,843
Durham County	35,384	9%	-	\$ 44,836
Orange County	34,172	9%	-	\$ 43,300
Chatham County	11,801	3%	-	\$ 17,686

Total STPDA programmed each year based on TAP	\$ 4,469,000
Total TAP programmed each year based on TAP	\$ 350,000
Total	\$ 4,819,000

*Transit results will change as most recent NTD data will be used for the calculation each fiscal year. NTD data is typically two years behind current year. Population data in the local discretionary formula will change after next census.

OPT fleet age is based solely on the fleet age of LTVs whether used for fixed route or demand response as OPT runs only LTVs.

ENVIRONMENTAL JUSTICE (EJ)

Executive Order 12898 (EO12898) requires each federal agency to achieve “environmental justice... by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”

Having the ability to effectively communicate and share ideas with minority populations, lower income groups, and other “communities of concern” strengthens a community and community planning efforts. Entrepreneurs and innovative ideas exist within these groups, equivalent to other income groups and populations. Too often, however, avenues for communicating and sharing local acumen are poorly established. For immigrants, language can be a barrier. Other social and cultural barriers limiting knowledge or comfort levels in the ability to engage local leaders may exist, resulting in a consistent lack of participation and engagement.

The best communities and community planning efforts are able to fully tap into their most important resource - people. People know the strengths and weaknesses of their community and the improvements that can catalyze resilient prosperity. Not unlike the scientific method, human daily routines are the product of much trial and error; developing presumptions, exploring options, and uncovering successful strategies in daily routines and longer-term planning. This is how people find their community niche (or create one for themselves and others). By more thoroughly and effectively connecting to all groups - hence including a more diverse pool of entrepreneurs and ideas - innovative community solutions can be revealed and encouraged to flourish. This makes planning outputs in the Durham-Chapel Hill-Carrboro Urban Area more valuable and meaningful.

When the DCHC MPO adopts the 2014 Environmental Justice Report, it will be available on the MPO website using this link: <http://www.dchcmpo.org/involvement/ej.asp>

The following pages are an excerpt from the draft EJ report.



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4. ENVIRONMENTAL JUSTICE IN DCHC MPO'S MAJOR PLANNING ACTIVITIES

CHAPTER CONTENTS

INTRODUCTION (4-1) | PUBLIC INVOLVEMENT POLICY (4-1) | METROPOLITAN TRANSPORTATION PLAN (4-7) | TRANSPORTATION IMPROVEMENT PROGRAM (4-12)

UNIFIED PLANNING WORK PROGRAM (4-16) | FINDINGS FOR DCHC MPO'S LONG-RANGE PLANNING ACTIVITIES (4-18) | CONCLUSIONS AND NEXT STEPS (4-19)

INTRODUCTION

The DCHC MPO is responsible for all major transportation planning projects, plans, and services for the DCHC MPO area. This chapter provides a review of environmental justice considerations and activities undertaken during each of the DCHC MPO's major planning activities.

DCHC MPO PUBLIC INVOLVEMENT POLICY (PIP)

Recognizing the importance of involving the public in planning for the future of this region, the DCHC MPO developed a Public Involvement Policy (PIP) that includes a Limited English Proficiency Plan. The PIP provides guidance and direction for the incorporation of public outreach, involvement, and engagement for all plans, programs, and initiatives related to the transportation planning process. This provides an opportunity for the community to play an integral part in the transportation planning process.

The PIP includes guidance on the public involvement process for all of the DCHC MPO's planning activities, including the Metropolitan Transportation Plan (MTP), the metropolitan Transportation Improvement Program (TIP), the

Air Quality Conformity Determination, major investment studies, the Unified Planning Work Program (UPWP), the MPO's provisions for the American with Disabilities Act (ADA), and on-going transportation planning (3-C) process. An overview and summary of key objectives of the PIP are included in this chapter and the adopted PIP is available for review on the DCHC MPO's website (www.dchcmpo.org).

PIP Objectives

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.
2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.

6. Make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO metropolitan transportation plans, TIPs, and other project planning activities.
8. Consult with federal and state agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of metropolitan transportation plans, TIPs, and project planning.
9. Establish a channel for an effective feedback process.
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in MAP-21, NEPA, and the Interim FTA/FHWA Guidance on Public Participation.

Outreach Methods and Techniques

In accordance with the DCHC MPO's adopted PIP, the DCHC MPO uses the following methods to connect with and inform the public about upcoming opportunities for public input on planning activities:

- Legal notices in local newspapers
- MPO website
- Mailing lists
- Targeted mailings to neighborhood and advocacy groups
- Press releases
- Periodic MPO newsletters

Meeting Notices

Notices for upcoming DCHC MPO meetings are filed with every town clerk's office. Notices for DCHC MPO public involvement meetings or workshops for planning activities are advertised in local newspapers. The notice for public meetings/workshop includes a statement in Spanish that translator services may be requested in advance. The notice also include a statement that sign language services may be requested in advance.

All notices for planning activities of the DCHC MPO include an announcement that states that persons with disabilities will be accommodated. Special provisions can be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested).

Notices for the public comment period and the public hearing are advertised in the area's major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media as well. Public meetings are held in locations accessible to persons with disabilities and are located near or on a transit route.

The DCHC MPO allows time for public review and comment on transportation planning activities at key decision points. Minimum notification periods are as follows:

- Amendments to DCHC MPO's Public Involvement Policy - 45 days
- Adoption of the TIP & major TIP amendments - 21 days
- Adoption of the TIP Regional Priority List & major amendments - 21 days

- Adoption of the MTP/CTP & major amendments - 42 days
- Adoption of the Air Quality Conformity Determination - 30 days
- Adoption of the UPWP & major amendments - 21 days
- Policy Board & Technical Committee (TC) meetings - 7 days

Public Involvement for Major Planning Activities

Metropolitan Transportation Plan (MTP)

The Public Involvement Process for the MTP consists of a series of innovative public participation techniques, including: transportation-related committees from DCHC MPO jurisdictions, public service announcements, a newsletter, public meetings, surveys, and the mass media. These techniques are employed at various stages of the development of a plan update, and as appropriate for major or minor revisions.

PUBLIC INVOLVEMENT PROCESS FOR THE MTP

1. The DCHC MPO provides opportunity for early and meaningful public involvement in the development and update of the MTP. The DCHC MPO produces a public involvement plan for the development and update of metropolitan transportation plans.
2. Proactive participation techniques are employed to involve citizens and provide full access to information and technical data. The techniques generally include, but not be limited to: public meetings/hearings; surveys; focus groups; newsletters; public service announcements; charrette; transportation related committees, and mass media.

3. Information dissemination, notification of meeting, publication of proposed plans are integral elements of the public involvement process.
4. The DCHC MPO initiates the MTP update process as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Clean Air Act Amendments (CAAA) and subsequent federal regulations. Elements of the MTP, and/or amendments meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the North Carolina Department of Transportation (NCDOT) requirements.
5. A draft MTP and schedule for the MTP update process are developed by the Technical Committee (TC) and made available for public review. The MTP details the strategy for the update process including work elements and a tentative schedule.
6. Copies of the draft MTP and schedule are distributed to the member jurisdictions, citizen groups and agencies, and are placed in the local libraries. Notification of the draft MTP is provided in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.
7. The notification informs the public of the availability of the draft MTP for review and comment, where to send written comments, and the addresses and phone numbers of contact persons. The notices also include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions, as requested). Additionally, the notice informs the public

that copies of the draft MTP are available for review at local libraries and offices of member agencies.

8. The public comment period is a minimum six-week (42-day) public comment period, effective from the date of the public notice publication. Written comments are received during the comment period and are directed to the Lead Planning Agency (LPA). The Lead Planning Agency's contact person, phone number and e-mail address are included in the public notice.
9. Public meeting(s)/workshops are held to: formulate a vision for the MTP development; provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the MTP update process; and receive citizen input.
11. Public meetings (forums) designed to solicit public comment are held at various locations around the DCHC MPO area to encourage the greatest public participation. Public meetings are held at a location which is accessible to persons with disabilities and is located on a transit route.
12. The DCHC MPO TC assembles all comments and forwards comments to the DCHC MPO Board. The DCHC MPO Board may choose to hold a public hearing before adopting the strategy and work program for the MTP. Comments regarding the draft strategy are considered and addressed in adopting the final plan.

Transportation Improvement Program

The DCHC MPO prepares a Transportation Improvement Program (TIP), which is consistent with the requirements of the MAP-21, and any implementing federal regulations. The TIP will be developed based on: 1) revenue estimates provided by the North Carolina Department of Transportation (NCDOT); and, 2) the DCHC MPO Regional Priority List. The public input element of the Transportation Improvement Program is presented below.

PUBLIC INVOLVEMENT PROCESS

1. The DCHC MPO TC develops a draft Regional Priority List from the Local Project Priorities of the DCHC MPO jurisdictions.
2. The Regional Priority List is published for a minimum three-week (21-day) public comment period and the notice is published by the Lead Planning Agency (LPA) in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate. The notices for the public comment period and the public hearing include an announcement that states that persons with disabilities will be accommodated. Special provisions can be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Regional Priority List is on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, the Triangle Transit Authority, and the county public libraries for public review and comment.

3. The DCHC MPO Board holds a public hearing on the draft Regional Priority List. The public hearing is held at a location which is accessible to persons with disabilities and located on a transit route. The DCHC MPO Board approves a final Regional Priority List after considering the public comments received.
4. The DCHC MPO TC develops a draft TIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TC forwards the draft TIP to the MPO Board. The MPO Board publishes the draft TIP for public review and comment.
5. Copies of a draft TIP are distributed to DCHC MPO Board members and the transportation related committees of DCHC MPO member jurisdictions. Each jurisdiction also provides hard copies for public review. The draft TIP will follow the same notification procedures as outlined above for the Regional Priority List.
6. The public comments are assembled and presented to the DCHC MPO Board. The DCHC MPO Board holds a public hearing on the draft TIP. The public hearing is held at a location which is accessible to persons with disabilities and located on a transit route. Public comments are addressed and considered in the adoption of the TIP.
7. The DCHC MPO, being a maintenance area for air quality, provides additional opportunity for public comment on the revision of the draft TIP (if the final TIP is significantly different and/or raises new material issues).
8. The process for updating and approving the Transportation Improvement Program follows the sequence and procedure as described in the aforementioned PIP framework.
9. Amendments to TIP are available for public review and comment if they make a substantial change to the TIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions deletions of less than \$1 million may be sought at the discretion of the DCHC MPO Board by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the DCHC MPO Board may approve changes to project funding without a separate public meeting.
10. Written public comments and their responses are published as an appendix to the final TIP.

DCHC	
<small>DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION</small>	
<small> Member Governments Town of Carrboro Town of Chapel Hill County of Chatham City of Durham County of Durham Town of Hillsborough NC Department of Transportation County of Orange </small>	<p>FY 2012 – 2018 Metropolitan Transportation Improvement Program September 14, 2011</p> <p style="text-align: right;"> <small>City of Durham Transportation Division 101 City Hall Plaza Durham, NC 27701</small> <small>(919) 560-4366</small> </p>
<small>City of Durham • Department of Transportation • 101 City Hall Plaza • Durham, North Carolina 27701 • (919) 560-4366 • Facsimile (919) 560-4561</small>	

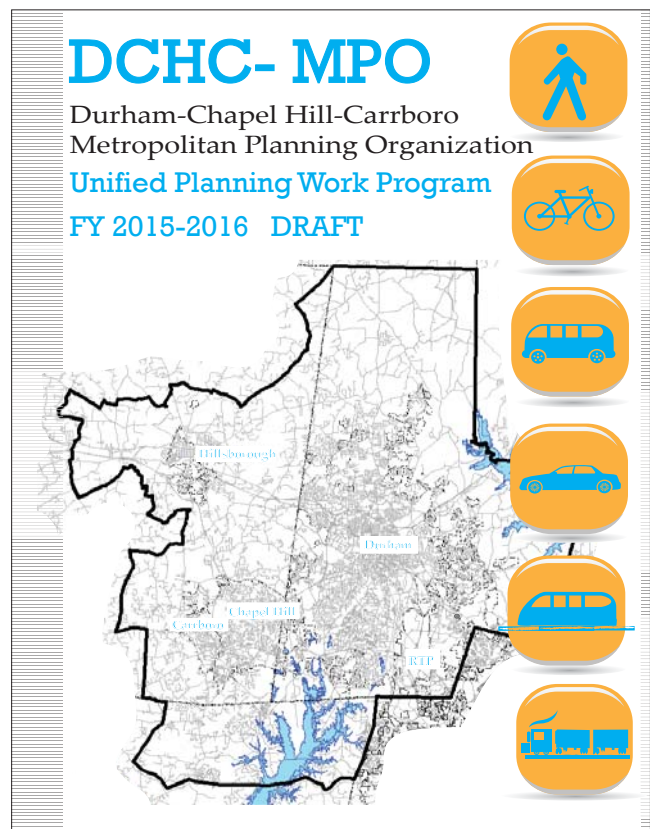
Unified Planning Work Program

Each year the DCHC MPO prepares an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the DCHC MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

PUBLIC INVOLVEMENT PROCESS

1. The Distribution Formula for FTA Section 5307 funds for the appropriate federal fiscal year is submitted to the MPO Board for approval. The DCHC MPO Board meetings are open to the public and comments on the Distribution Formula may be received at this time.
2. The Lead Planning Agency distributes FHWA Section 104(f) planning funds based on the MPO Board-approved formula.
3. The local jurisdictions prepare a list of tasks and funding for the federal fiscal year according to the approved Distribution Formula. These lists are submitted to the Lead Planning Agency for compilation into a draft Unified Planning Work Program.
4. The draft Unified Planning Work Program is reviewed by the DCHC MPO TC. The DCHC MPO TC meetings are open to the public. The DCHC MPO TC endorses a draft UPWP and forwards the document to the DCHC MPO Board for release for a minimum 21-day comment period.
5. The draft UPWP is reviewed by the DCHC MPO Board. The MPO Board releases a draft UPWP for a 21-day comment period. The draft is sent to the NCDOT Public Transportation Division for comments.

6. The final UPWP comes back to the DCHC MPO Board for approval. Upon DCHC MPO Board approval, the UPWP is forwarded on to the State and FHWA/FTA.
7. The process for updating and approving the annual UPWP shall generally follow the principles as described in the PIP Framework.



2040 METROPOLITAN TRANSPORTATION PLAN

The MTP serves as the official long-range transportation plan for the DCHC MPO region and guides the transportation decision-making for at least a projected 20-year planning horizon. It is updated periodically and was recently updated to plan for the years through 2040. The primary goals of the updated MTP are identified as:

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

- An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.
- Continue to improve transportation safety and ensure the security of the transportation system.
- Improve mobility and accessibility of freight and urban goods movement.

The 2040 MTP contains an overview of environmental justice issues and identifies the location of particular communities of concern (low-income, minority, and LEP populations).

Public involvement was an essential component in developing the 2040 MTP. The MTP's public involvement process, as directed by the DCHC MPO's PIP, was instituted to ensure early and timely input from a wide range of participants, particularly at critical milestones in the plan development process. For future updates and MTP development, the DCHC MPO will refer to this EJ report for information on the locations and potential impacts EJ populations. It is important to ensure that all groups in the DCHC MPO region understand and have access to the MTP process, including representatives from low-income, LEP, elderly, and minority communities.

2040 MTP Project Evaluation

By analyzing the geographic and funding distribution of projects included in the 2040 MTP, it can be determined if the MTP complies with Title VI, Executive Orders 12898 and 13166, and USDOT Orders related to EJ. Project cost estimates included in the 2040 MTP are estimates of perceived costs for future transportation projects. Updated cost estimates for projects will be developed when the project has been programmed in the TIP and design/preliminarily engineering for the project has been completed.

2040 MTP Projects Measured Against Communities of Concern Block Groups

DETERMINING THE THRESHOLD

There are 257 total Block Groups in the DCHC MPO region. The evaluation of EJ communities of concern in chapter 3 identified a total of **361 instances** in which a Block Group exceeded at least one of the regional thresholds for EJ populations. In many cases, two or more communities of concern existed in the same Block Group and were considered overlapping communities of concern. These overlaps represented more highly concentrated areas of EJ communities of concern. There were **95 instances** where two or more communities of concern overlapped and existed in the same Block Group.

The evaluation of communities of concern in chapter 3 determined that **23 percent** of all Block Groups in the DCHC MPO area were considered an EJ community of concern. **23 percent was set as the threshold for measuring the distribution of MTP projects.** It is reasonable to assume that 23 percent of all MTP projects and MTP project funding fall within, adjacent to, or impact an EJ community of concern Block Group.

MEASURING 2040 MTP PROJECTS AGAINST THE THRESHOLD

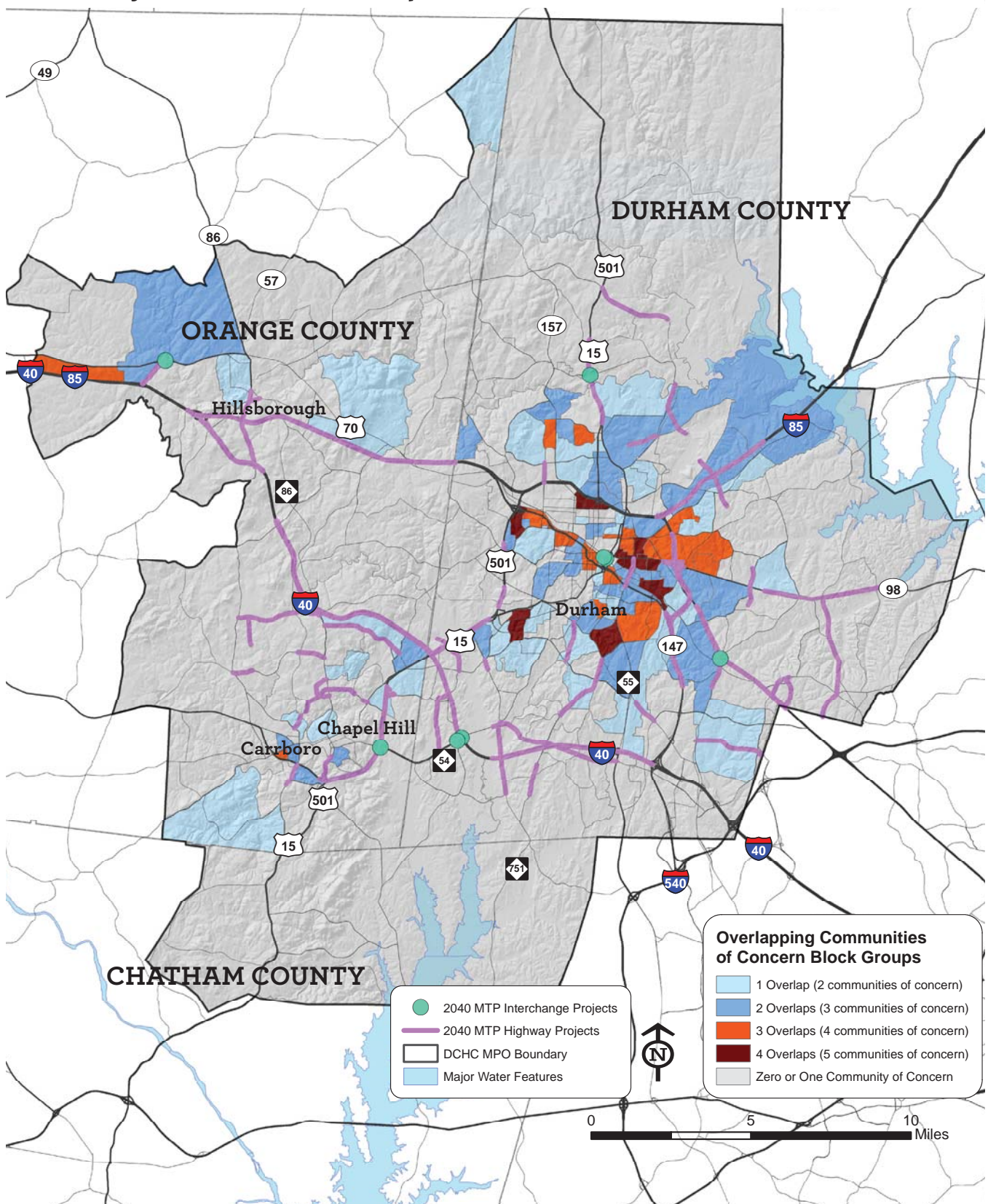
Maps 4.1 and 4.2 on pages 4-9 and 4-10 respectively display the relationship between locations of MTP projects and overlapping community of concern Block Groups. There were a total of 81 projects in the adopted 2040 MTP. The 81 projects were mapped by segments to more concisely determine the portion or portions of a project that impact an overlapping community of concern Block Group. If a project segment was located partially or completely within a community of concern Block Group, it was assumed to impact those populations living there.

The MTP included **eight interchange projects totaling \$115 million in project funding.** Of the eight projects, four projects (50 percent) were located within, partially within, or connected directly to an overlapping community of concern Block Group. Of the \$115 million in total funding, \$88 million, or **76 percent** was within, partially within, or connected directly to an overlapping community of concern Block Group.

The MTP included **740 highway project segments totaling \$2.2 billion in project funding.** Of the 740 project segments, 297 project segments (40 percent) were located within, partially within, or connected directly to, an area of overlapping communities of concern Block Groups. Of the \$2.2 billion in total funding, \$750 million, or **34 percent** was within, partially within, or connected directly to an overlapping community of concern Block Group.

The MTP included **194 transit route projects segments. Of the 194 project segments, 165 segments or 85 percent** were located within, partially within, or connected directly to an area of overlapping communities of concern Block Groups. Projected costs for transit route projects and service in 2040 were calculated as part of the 2040 MTP, however, a methodology for geographic distribution of transit route project costs was not included as part of the 2040 MTP. Thus, the geographic distribution of funding for transit route service projects could not be compared to locations of EJ communities of concern as part of this EJ report.

Map 4.1 Location of 2040 MTP Highway Projects Relative to Overlapping Community of Concern Block Groups



Map 4.2 Location of 2040 MTP Transit Route Projects Relative to Overlapping Community of Concern Block Groups

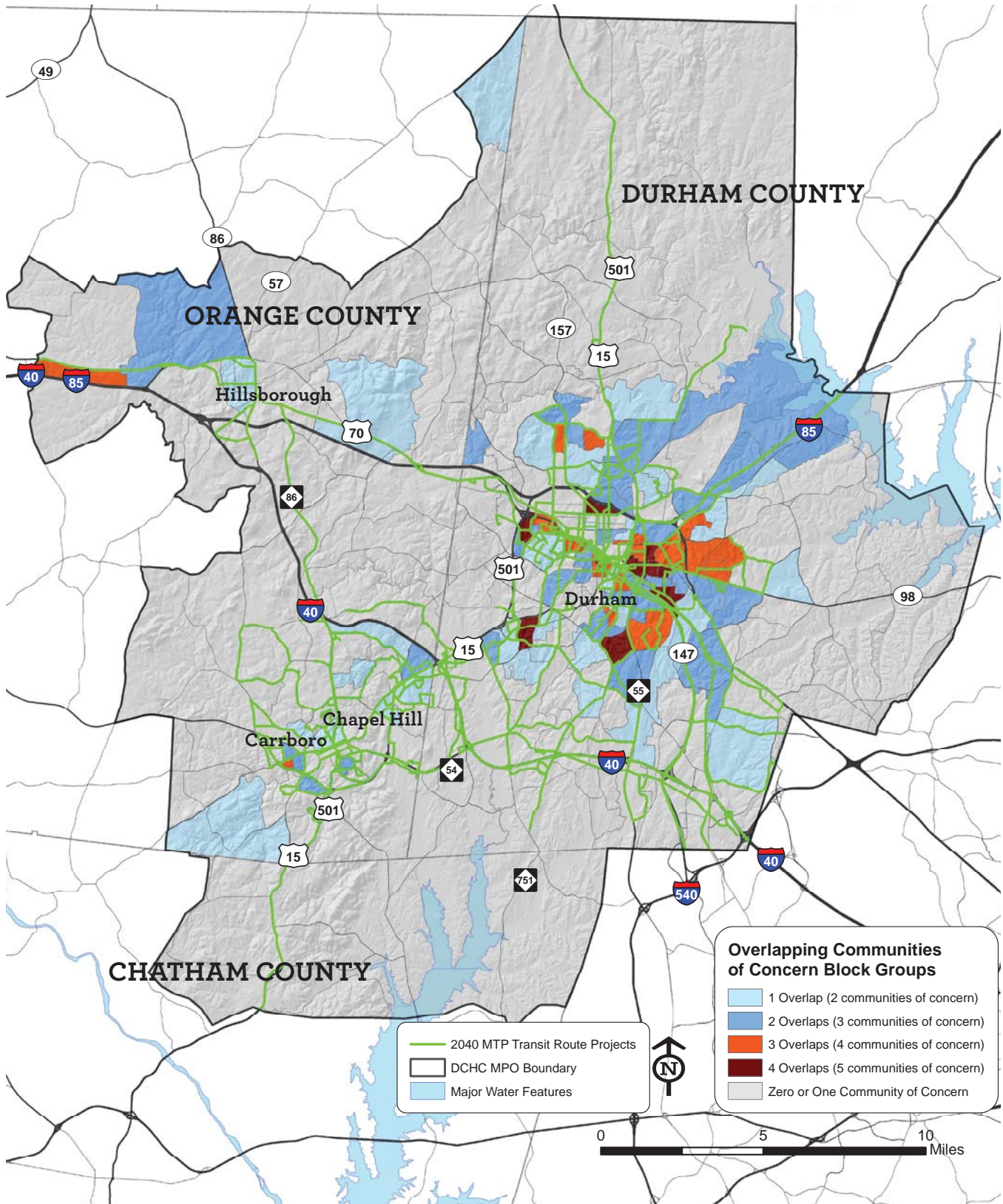


Table 4.1 below presents the percentage of MTP project segments and MTP project funding relative to overlapping EJ communities of concern Block Groups. The percentages of MTP projects and MTP project funding for interchange projects and transit route projects were **above the 23 percent threshold**. However, the percentage of highway project segments located within or near overlapping EJ communities of concern Block Groups segments was 40 percent, and funding for the same highway project segments accounted for **34 percent** of total funding for highway projects, which is relatively closer to the 23 percent threshold.

Table 4.1: 2040 MTP Project Distribution

Type of MTP Project	Located Within Overlapping Communities of Concern Block Groups	Total # of Project Segments or Total Project Funding in DCHC MPO Area	Percent of Total
MTP Interchange Projects	4	8	50%
MTP Interchange Project Funding	\$87,546,000	\$115,446,000	76%
MTP Highway Project Segments	297	740	40%
MTP Highway Project Funding	\$752,340,173	\$2,222,439,325	34%
MTP Transit Route Projects	165	194	85%

TRANSPORTATION IMPROVEMENT PROGRAM

The TIP reflects the transportation capital improvement priorities of the DCHC MPO region and serves as the link between the transportation planning process and project implementation. It includes a list of transportation projects and programs, scheduled for implementation over a ten-year period, which must be consistent with the goals and the policies in the MTP. While inclusion in the TIP does not guarantee funding, it is an essential step in the authorization of funding for a project, and it is critical to the successful implementation of the project. It is important to ensure that all groups in the DCHC MPO region understand and have access to the TIP process, including representatives from low-income, LEP, elderly, and minority communities.

FY2012-2018 TIP Project Evaluation

By analyzing the geographic and funding distribution of projects included in the TIP, it can be determined if the TIP complies with Title VI, Executive Orders 12898 and 13166, and USDOT Orders related to EJ. Project cost estimates included in the TIP were estimates of perceived costs for future transportation projects. Updated cost estimates for projects will be developed when the design/preliminary engineering for the project has been completed.

TIP Projects Measured Against Communities of Concern Block Groups in the DCHC MPO Area

DETERMINING THE THRESHOLD

There are 257 total Block Groups in the DCHC MPO region. The evaluation of EJ communities of concern in chapter 3 identified a total of **361 instances** in which a Block Group exceeded at least one of the regional thresholds for EJ populations. In many cases, two or more communities of concern existed in the same

Block Group and were considered overlapping communities of concern. These overlaps represented more highly concentrated areas of EJ communities of concern. There were **95 instances** where two or more communities of concern overlapped and existed in the same Block Group.

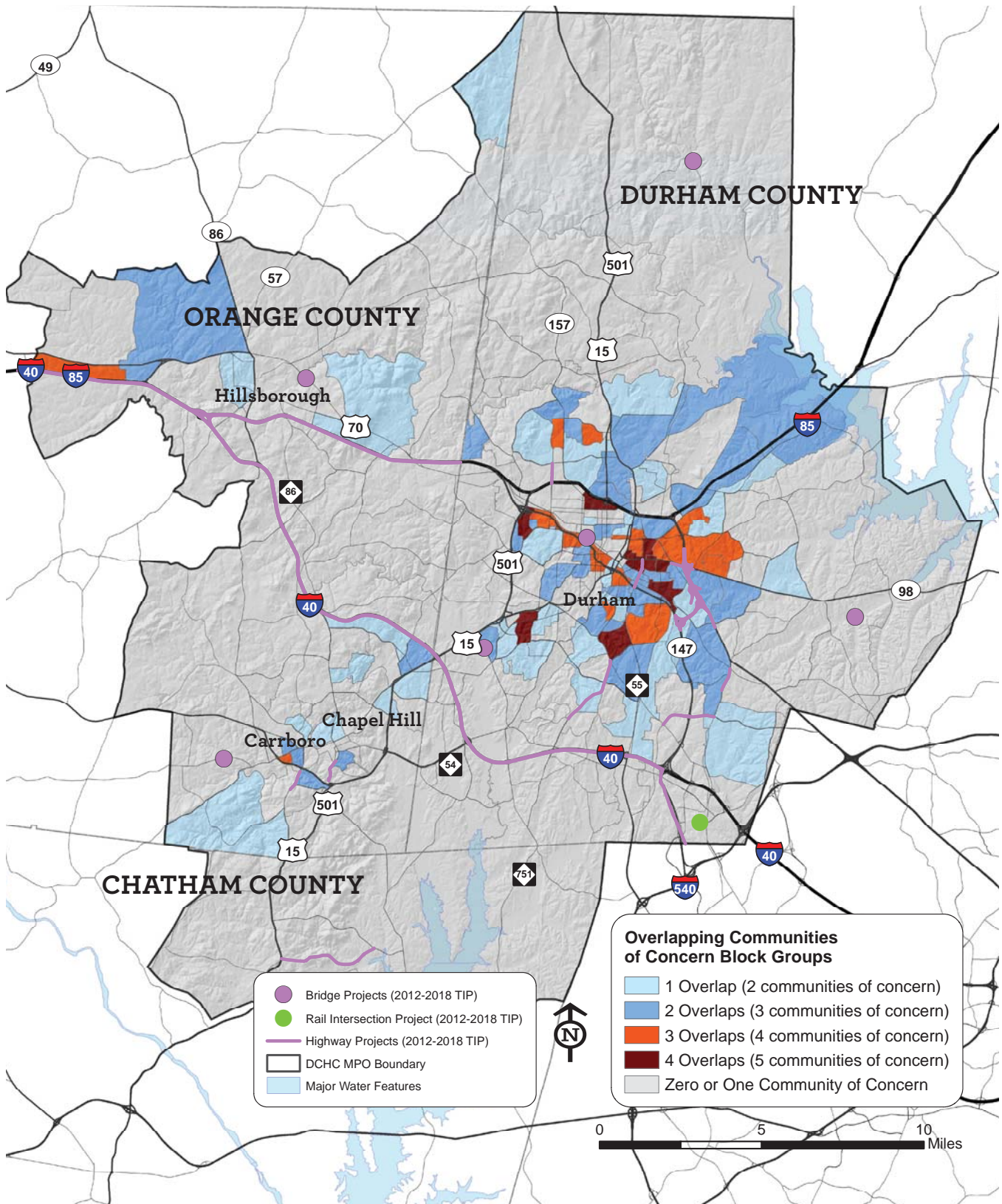
The evaluation of communities of concern in chapter 3 determined that **23 percent** of all Block Groups in the DCHC MPO area were considered an EJ community of concern. **23 percent was set as the threshold for measuring the distribution of TIP projects.** It is reasonable to assume that 23 percent of all TIP projects and TIP project funding fall within, adjacent to, or impact an overlapping EJ community of concern Block Group.

MEASURING TIP PROJECTS AGAINST THE THRESHOLD

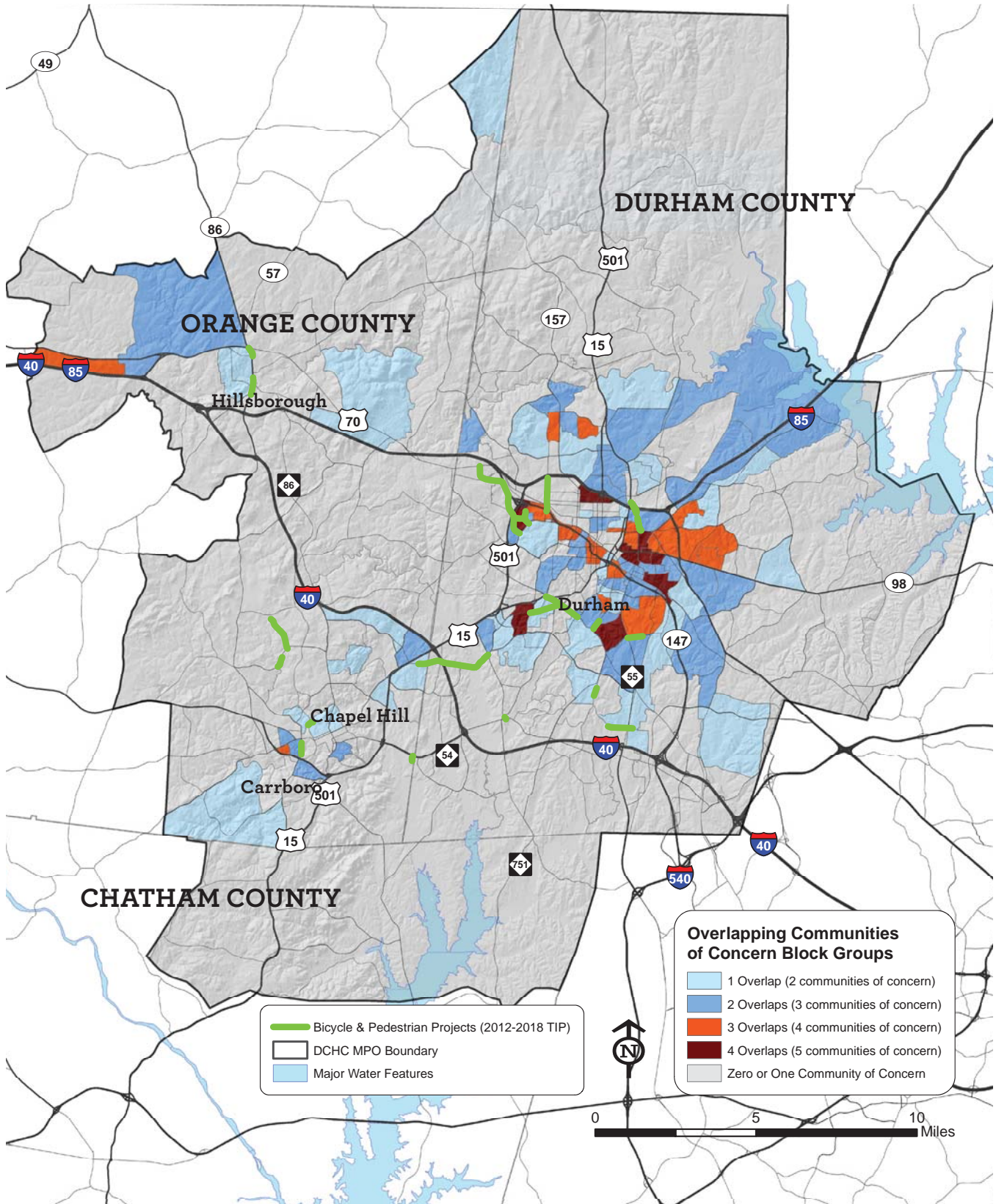
The FY2012-2018 TIP was reviewed for projects that were considered to improve local safety, preserve the existing roadways, or enhance the local transportation system, and the projects that could possibly be mapped, were mapped. Projects were categorized as either a highway, bridge, rail intersection improvement, or a bicycle/pedestrian project. Maps 4.3 and 4.4 on pages 4-13 and 4-14 respectively, display the relationship between locations of TIP projects and overlapping community of concern Block Groups.

Highway projects in the TIP were mapped by segments to more concisely determine the portion or portions of a project that impact an overlapping community of concern Block Group. If a project segment was located partially or completely within a community of concern Block Group, it was assumed to impact those populations living there. Bicycle and pedestrian projects in the TIP were not mapped by segment, as these projects were often shorter in length.

Map 4.3 Location of TIP Highway, Bridge, and Rail Projects Relative to Overlapping Communities of Concern Block Groups



Map 4.4 Locations of TIP Bicycle and Pedestrian Projects Relative to Overlapping Community of Concern Block Groups



The FY2012-2018 TIP included **29 bicycle and pedestrian project totaling \$55 million in project funding**. Of the 29 projects, 21 projects (72 percent) were located within, partially within, or connected directly to an area of overlapping EJ communities of concern Block Groups. Of the \$55 million in total project funding, \$40 million, or **73 percent** was within, partially within, or connected directly to an overlapping EJ community of concern Block Group.

The FY2012-2018 TIP included **385 highway project segments totaling over one billion dollars in project funding**. Of the 385 projects segments, 153 project segments were located within, partially within, or connected directly to an area of overlapping EJ communities of concern Block Groups. Of the one billion dollars in total project funding, \$525 million, or **45 percent** was within, partially within, or connected directly to an overlapping EJ community of concern Block Group.

The FY2012-2018 TIP included **six bridge projects totaling \$16 million in project funding**. Of the six projects, two were located

within, partially within, or connected directly to an area of overlapping EJ communities of concern Block Groups. Of the \$16 million in total project funding, \$7 million, or **50 percent** was within, partially within, or connected directly to an overlapping EJ community of concern Block Group.

The FY2012-2018 TIP included **one rail intersection improvement project totaling \$30 million in project funding**. This project was not located within, partially within, or directly connected to an area of overlapping communities of concern Block Groups. Of the \$30 million in total project funding, no funding was within, partially within, or directly connected to a community of concern Block Group.

Table 4.2 below presents the percentage of TIP projects, project segments, and TIP project funding relative to overlapping EJ communities of concern Block Groups. The percentages of TIP project segments and the percentages of TIP project funding were **above the 23 percent threshold for each project type except for the rail improvement project**.

Table 4.2: FY2012-2018 TIP Project Distribution

Type of TIP Project	Located Within Overlapping Communities of Concern Block Groups	Total # of Projects or Project Segments or Total Project Funding in DCHC MPO Area	Percent of Total
Bicycle and Pedestrian Projects	21	29	72%
Bicycle and Pedestrian Project Funding	\$39,709,656	\$54,501,858	73%
Highway Projects	153	385	40%
Highway Project Funding	\$524,858,140	\$1,159,944,000	45%
Bridge Projects	2	6	33%
Bridge Project Funding	\$6,666,000	\$15,938,000	42%
Intersection (Rail Improvement) Project	0	1	0%
Intersection (Rail Improvement) Project Funding	\$0	\$30,037,000.00	0%

UNIFIED PLANNING WORK PROGRAM

Each year, the DCHC MPO, in cooperation with member agencies, prepares a Unified Planning Work Program (UPWP). The UPWP includes documentation of planning activities to be performed with funds provided to the DCHC MPO by the FHWA and FTA. All transportation-planning activities of member agencies and consultants, as well as the work done directly by the DCHC MPO staff and funded in federal sources are included in the UPWP.

Public Involvement

Public involvement is important to the development of the UPWP. From the outset, citizens are given an opportunity to suggest projects and other activities for consideration. Moreover, the DCHC MPO staff solicits comments from the public, stakeholders, members of the DCHC MPO TC and members of the DCHC MPO Board.

The draft UPWP is made available for a 21-day public review and comment period. Once comments have been received and addressed, the final UPWP document is presented to the DCHC MPO TC and the DCHC MPO Board. The MPO Board holds a public hearing prior to voting on adoption of the final UPWP document. Once adopted, the UPWP is made available on the DCHC MPO website with hard copies available by request.

FY2014-2015 UPWP Program of Funding

Over **\$5 million** in federal, state, and local funding was programmed for use in the FY 2015 UPWP. Of these funds, over **\$1.9 million** was programmed to support activities of the DCHC MPO lead planning agency staff. Over **\$2 million** was programmed for other municipal

and county transportation planning activities and over **\$1 million** was programmed for regional transit planning activities. While a majority of this funding is needed for mandatory regional planning activities (such as the MTP and this EJ report), and staff support to carry them out, a notable amount of money is available to conduct studies and fund planning projects. Table 4.3 on page 4-17 presents a summary of the FY2014-2015 UPWP funding program.

UPWP Funding Relative to EJ Populations

As there continues to be funding available through the UPWP to fund local studies and projects, it is critical for the DCHC MPO to carefully review this EJ report to ensure EJ populations in the DCHC MPO area enjoy the same benefits of the federal investments, bear the same burdens resulting from the federal projects, and have equal participation in the local and state issues. Public outreach efforts must be strategic and diverse, as the different populations that live within the DCHC MPO area have diverse interests, needs, and abilities. Each receiving agency must ensure public access to, and public engagement during the development of federally funded programs and planning activities. Receiving agencies should continue to work strategically to connect with, and engage traditionally underrepresented populations in the DCHC MPO area.

Table 4.3: FY2014-2015 UPWP Funding Program

Receiving Agency	STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit		
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%
LPA	\$302,508	\$1,210,034	\$84,273	\$337,090	\$0	\$0	\$0
Carrboro	\$36,802	\$147,206	\$0	\$0	\$0	\$0	\$0
Chapel Hill/CHT	\$47,147	\$188,588	\$0	\$0	\$18,443	\$18,443	\$147,541
Durham/DATA	\$47,720	\$190,880	\$0	\$0	\$19,195	\$19,195	\$153,563
Durham County	\$12,029	\$48,115	\$0	\$0	\$0	\$0	\$0
Orange County	\$11,062	\$44,248	\$0	\$0	\$0	\$0	\$0
TJCOG	\$13,750	\$55,000	\$0	\$0	\$0	\$0	\$0
TTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals	\$471,018	\$1,884,071	\$84,273	\$337,090	\$37,638	\$37,638	\$301,104

Receiving Agency	Section 5307 Transit			Section 5309 Transit			Local Transit 100
	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local
LPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Chapel Hill/CHT	\$35,453	\$35,453	\$283,621	\$26,250	\$26,250	\$210,000	\$0
Durham/DATA	\$30,634	\$30,634	\$245,075	\$0	\$0	\$0	\$0
Durham County	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TTA	\$85,500	\$85,500	\$684,000	\$0	\$0	\$0	\$215,000
Totals	\$151,587	\$151,587	\$1,212,696	\$26,250	\$26,250	\$210,000	\$215,000

Receiving Agency	Funding Summary			
	Local	NCDOT	Federal	Total
LPA	\$386,781	\$0	\$1,547,124	\$1,933,905
Carrboro	\$36,802	\$0	\$147,206	\$184,008
Chapel Hill/CHT	\$127,293	\$80,146	\$829,750	\$1,037,189
Durham/DATA	\$97,549	\$49,829	\$589,518	\$736,896
Durham County	\$12,029	\$0	\$48,115	\$60,144
Orange County	\$11,062	\$0	\$44,248	\$55,310
TJCOG	\$13,750	\$0	\$55,000	\$68,750
TTA	\$300,500	\$85,500	\$684,000	\$1,070,000
Totals	\$985,766	\$215,475	\$3,944,962	\$5,146,203

FINDINGS FOR DCHC MPO'S LONG-RANGE PLANNING ACTIVITIES

A comparison of the ratio of total 2040 MTP and FY2012-2018 TIP projects with those projects located in communities of concern Block Groups, indicates that the DCHC MPO has unevenly distributed projects and funding across the region.

2040 MTP Findings

The evaluation of 2040 MTP projects and project segments indicates that 50 percent of interchange projects, 40 percent of highway projects, and 85 percent of transit route projects were located within or adjacent to communities of concern Block Groups. These percentages **exceed the regional threshold of 23 percent** for measuring the distribution of MTP projects.

The evaluation of 2040 MTP project funding indicates that 76 percent of funding for interchange projects and 34 percent of funding for highway project segments were located within or adjacent to communities of concern Block Groups. The percentages of project funding **exceed the regional threshold of 23 percent** for measuring the distribution of MTP project funding.

FY2012-2018 TIP Findings

The evaluation of FY2012-2018 TIP projects indicates that 72 percent of bicycle and pedestrian projects, 40 percent of highway projects, 33 percent of bridge projects, and zero percent of the rail improvement projects were located within or adjacent to communities of concern Block Groups. With the exception of the rail improvement project, these percentages **exceed the regional threshold of 23 percent** for measuring the distribution of TIP projects.

The evaluation of FY2012-2018 TIP project funding indicates that 73 percent of funding for bicycle and pedestrian projects, 45 percent of funding for highway projects, 42 percent of funding for bridge projects, and zero percent of funding for the rail improvement project, were located within or adjacent to communities of concern Block Groups. The percentages of project funding **exceed the regional threshold of 23 percent** for measuring the distribution of TIP project funding.

Summary

Project funding and the number of projects in the 2040 MTP and FY2012-2018 TIP that were located within or adjacent to EJ communities of concern Block Groups exceeded regional thresholds identified in this EJ report. The DCHC MPO should refer to the findings of this EJ report to more fully incorporate the consideration of EJ communities of concern into major planning activities. Impacts related to transportation projects can be beneficial to, or burdensome to nearby communities. An equitable distribution of funding and projects will allow all populations to equally enjoy the benefits and bare the burdens related to transportation projects. The DCHC MPO should carefully assess potential benefits and burdens related to projects that are proposed for inclusion in long-range planning efforts such as the MTP and TIP. **Particularly, early and careful consideration of project-related burdens, relative to the populations that exist in close proximity to the project is important. Consideration of the timing or schedule of projects will also significantly limit unnecessary or continual burdens felt by those populations.**

Benefits and burdens related to transportation projects are discussed in more detail beginning on page 4-20 of this EJ report.

CONCLUSION AND NEXT STEPS

Considering the Planning Process and Impacts

EJ analysis is a type of equity analysis that is performed as part of the DCHC MPO’s long-range planning process and also as a component of the planning phase for a specific project. For specific projects, the emphasis is not just to consider potential impacts of project alternatives on the affected community, but also whether the community participated in project inputs and project meetings.¹ An appropriate public outreach and engagement strategy must be developed early in the planning process or in the project development phase and must include opportunities for community input and feedback at all key milestones or decision-making points.

Public Involvement Strategies

The DCHC MPO Public Involvement Policy (PIP) provides effective guidance on public outreach and engagement methods, techniques, strategies, and time lines. However, as the demographic population profiles of the DCHC MPO area evolve over time, so should the PIP. Each time the *Environmental Justice Report for the DCHC MPO* is updated based on more recent US Census Bureau American Community Survey data sets, the DCHC MPO should revisit the PIP to verify that the methods, techniques, strategies, and timelines for public involvement are still relevant and successful. If recent public outreach and engagement efforts have not been successful, the DCHC MPO should re-evaluate the PIP and update it as appropriate.

Updating the Public Involvement Policy

During the next update to the PIP, a specific EJ-related outreach policy statement should be incorporated. It is also important to identify and

consider the unique communities that live in the DCHC MPO area. The DCHC MPO should refer to this EJ report or any future updates to this EJ report to identify any highly concentrated areas of EJ populations. **It is critical that updates to the PIP do not exclude the consideration of non-EJ populations** that live in the DCHC MPO area. The DCHC MPO should learn and understand the values, traditions, and histories of **all** communities and populations that exist in the DCHC MPO area and tailor outreach strategies appropriately. A few key questions that the DCHC MPO should ask during an update to the PIP are:

- Historically, what populations or communities have been underrepresented during transportation planning activities?
- Is there a local community leader that would be willing to serve as a liaison?
- Where do members of these communities work?
- Where do members of these communities recreate or congregate?
- Where do members of these communities access basic needs, in particular, food and retail goods?
- What languages do members of these communities speak at home?
- How do members of these communities seek out and share information within their communities?
- What obstacles such as physical ability, transportation, employment, or family responsibilities would prevent members of these communities from participating in public meetings or workshops?

For public outreach in the DCHC MPO area to be successful, an update to the PIP should reflect answers or solutions to the questions listed above.

Benefits and Burdens

Not every project can be considered supremely beneficial to the communities that it directly impacts. There are benefits and burdens related to every transportation-related project and both must be comprehensively assessed for each specific project during the project identification and prioritization phases of long-range planning activities such as the MTP and the TIP.

POTENTIAL BURDENS

When considering potential burdens of transportation-related projects, all reasonably foreseeable adverse social, economic, and environmental effects on minority, LEP, elderly, and low-income populations must be identified and addressed. For the purposes of this EJ report, burdens are impacts related to the transportation process that have an adverse impact or effect on the surrounding communities.

The USDOT update to the Final Environmental Justice Order 56102 states that **adverse effects** include, but are not limited to:

- Bodily impairment, infirmity, illness, or death;
- Air, noise, and water pollution and soil contamination;
- Destruction or disruption of man-made or natural resources;
- Destruction or diminution of aesthetic values;
- Destruction or disruption of community cohesion or a community's economic vitality;
- Destruction or disruption of the availability of public and private facilities and services;
- Vibration;
- Adverse employment effects;
- Displacement of persons, businesses, farms, or nonprofit organizations;

- Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community; and
- The denial of, reduction in, or significant delay in the receipt of benefits of USDOT programs, policies, or activities.²

As stated on page 4-18, the DCHC MPO should carefully assess potential burdens related to projects that are proposed for inclusion in long-range planning efforts such as the MTP and TIP.

POTENTIAL BENEFITS

Benefits of a transportation investment are the direct, positive effects of that project; that is to say, the desirable things we obtain by directly investing in the project.³ Example benefits include but are not limited to:

- Reduction of travel time;
- Reduced vehicle-related costs (costs of owning and operating a vehicle);
- Reduction in the number or severity of crashes;
- Reduction in circuitry of travel (provide a shorter route); and
- Reduction of costs related to emission reductions.

The DCHC MPO should carefully assess anticipated benefits related to projects that are proposed for inclusion in long-range planning efforts such as the MTP and TIP. Not all proposed projects will be beneficial to all populations that exist in close proximity to the projects and **full consideration of EJ measures such as accessibility, mobility, safety, displacement, equity, environmental, social, and aesthetics should be made during all long-range planning activities.**

Benefits and Burdens Comparison Table

The Coastal Region Metropolitan Planning Organization (CORE MPO), located in the Savannah, Georgia Urbanized Area, adopted an *Environmental Justice Report of the Coastal Region Metropolitan Planning Organization* in 2012. Chapter 2 of the CORE MPO report presents a summary table of benefits and burdens related to transportation projects and includes potential

mitigation strategies that were identified by the CORE MPO.⁴

The summary table (below) has been included in this EJ report because it provides a wealth of excellent information in an easy to read and condensed format. The DCHC MPO will refer to Table 4.4 during future planning process and will also update the table as needed to reflect EJ goals of the DCHC MPO area.

Table 4.4: Example Table of Potential Benefits and Burdens of Transportation Projects

Proposed Project Type	Possible Benefits	Possible Burdens	Possible Mitigation Strategies
HIGHWAY SYSTEM			
New Road	Enhance accessibility and mobility; Promote economic development; Improve safety; Improve operational efficiency.	Benefits limited to populations with motor vehicles; Increase in noise and air pollution; Might impact existing neighborhoods.	Signal synchronization, pedestrian crosswalks, bike lanes, bus route addition, etc; Select ROW for minimum impacts; Try to incorporate context-sensitive design to maintain the neighborhoods.
Resurface/Upgrade of existing roadways	Promote system preservation; Improve safety; Improve operational efficiency.	Expansion of shoulder width impinges on residential property; Diverted traffic during project construction causes heavy traffic and dangerous conditions on city streets; Noise and air pollution during construction.	Build curbing and sidewalks rather than shoulders; Close large section of roadways on weekends to increase resurfacing productivity; Reroute traffic to major streets if possible.
PUBLIC TRANSIT			
Fixed Route Bus Service	Enhance accessibility by transit to EJ populations; Reduce reliance on motor vehicles and improve air quality; Increase mobility to EJ populations.	Buses are sometimes smelly and noisy; Bus headways in certain routes might be too long; Possible capacity problems with ferry boat; Some bus shelters are not wheelchair accessible.	Try to create a comfortable environment for the bus and ferry boat riders; Improve transit frequency if possible; Bus routes should be within walking distance of EJ populations; Install bus shelters accessible by wheelchairs.
PEDESTRIAN AND BICYCLE FEATURES			
Addition of Pedestrian Amenities and / or Safety Provisions	Improve quality of life, health and environment by encouraging people to use the bike/pedestrian facilities.	“Bump-outs” and traffic calming measures make commercial deliveries difficult.	Need to come up with some original improvement plans to accommodate both motor vehicle traffic and bike/pedestrian usage.
PEDESTRIAN AND BICYCLE FEATURES ~ CONTINUED			
Addition of Bike Routes/Lanes to Existing Roads	Improve safety to pedestrians and bike riders; Provide an alternative to motor vehicles.	Bike routes takes space for passing turning cars at intersections and reduce on-street parking.	Develop standardized design guidelines that accommodate both motor vehicle traffic and bike/pedestrian usage.
OTHER TRANSPORTATION PROJECTS			
Multi-modal connections	Enhance mobility and accessibility.	Some ITS projects might be expensive to implement.	Multi-modal incorporates transit stations and other modes.
ITS improvements	Improve safety.		Have a comprehensive design before any ITS projects are implemented.
CMP strategies	Enhance system preservation and operational efficiency.		

Next Steps: Using & Updating this EJ Report

This EJ report can help local, regional, and state agencies or organizations identify the locations and concentrations of EJ populations. Additionally, it can be of assistance during long-range planning processes to avoid disproportionately high and adverse impacts of plans and policies on EJ populations. This report should be used in conjunction with a more detailed, project-specific EJ analysis conducted during long-range planning activities such as the MTP and TIP, and again during individual project planning phases, such as the NEPA phase. As the DCHC MPO region continues to grow and change demographically, the methodology developed for this EJ report to evaluate EJ communities of concern should be reassessed for consistency with new or current EJ population evaluation methodologies.

As was done in this document with the inclusion of the LEP, elderly, and zero-car household analyses, future analyses may include the evaluation of additional EJ populations. The DCHC MPO may consider the creation of a project-specific EJ Advisory Committee, coordination with other MPOs involved in similar processes, receipt of input from stakeholders, individual citizens or community groups, and research and updating of data sources that may prove useful to the analysis. The DCHC MPO should also **consider including a review and evaluation of past projects or recently completed projects in a future update to this EJ report. The inclusion of such an evaluation would ensure there are no systematic or cumulative impacts to any one EJ or non-EJ population in the DCHC MPO area.**

Additionally, the DCHC MPO will continue to implement EJ activities as part of its annual UPWP, fulfillment of federal certification requirements, and completion of regional goals

related to EJ. The EJ program at DCHC MPO is constantly evolving, becoming more effective and inclusive over time. To ensure EJ compliance and considerations are implemented in all major planning activities of the DCHC MPO, the MPO will:

- Remain informed of legal developments related to Title VI and other non-discrimination statutes;
- Continue to update the Table 4.4 of potential benefits and burdens related to transportation projects in the DCHC MPO area and include evaluation of **additional EJ measures such as accessibility, mobility, safety, displacement, equity, environmental, social, and aesthetics;**
- Evaluate the potential impacts of DCHC MPO transportation projects on EJ communities of concern and strive to mitigate or reduce the level of burden associated with a project;
- Assess DCHC MPO studies and programs to identify the regional benefits and challenges of different populations groups;
- Determine strategic outreach efforts to LEP populations and strengthen efforts to include all population groups in the DCHC MPO area in the regional planning process;
- Provide EJ education and training for DCHC MPO staff to heighten the awareness of EJ in the planning process;
- Maintain and update the Title VI Compliance, Public Involvement Policy, LEP Plan, and Environmental Justice Report as necessary;
- Refer to this EJ report often during planning processes for guidance on the locations and concentrations of EJ communities of concern in the DCHC MPO area; and
- Update this EJ report following, or in conjunction with the adoption of future MTPs.