

Member Governments

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

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

AGENDA

**April 3, 2006
9:00 a.m.**

**City Council Committee Room
2nd floor Durham City Hall**

- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

ACTION ITEMS

- 4. Triangle Regional Model Update
(Attachment 4, 4A)
Felix Nwoko, LPA Staff
Jeremy Raw, LPA Staff**

The TAC requested information regarding funds spent on activities related to the regional travel demand model (the Triangle Regional Model or TRM). Attachment 4 contains a spreadsheet that outlines both DCHC expenditures planned for the next four years as well as expenditures proposed by other TRM stakeholders (where these are known).

The TAC also requested a brief introduction to travel demand modeling and how that theory relates to the Triangle Regional Model in practice. The TCC will review a presentation on modeling and offer recommendations to LPA staff (Attachment 4A).

TCC Action: Review the presentation, discuss, and provide comments.

- 5. 2006-2007 Urban Planning Work Program (UPWP) Draft
(Attachment 5, other attachments to be distributed at the meeting)
Felix Nwoko, LPA Staff**

The UPWP subcommittee met at 9:00 am on Wednesday, March 29, 2006 to discuss the UPWP in more detail and to make recommendations for funding. A draft UPWP is submitted for TCC review. The draft UPWP will be submitted to the TAC at the April 12, 2006 meeting, and the final UPWP will be submitted for approval by the TAC at the May TAC meeting.

Additional materials will be presented at the meeting.

TCC Action: Receive draft 2006-2007 UPWP, discuss, and recommend that the draft be forwarded to the TAC.

6. Triangle Ozone Redesignation

(Attachment 6, 6A, 6B)

Felix Nwoko, LPA Staff

Eddie Dancausse, FHWA

The NCDAQ recently announced that the Triangle area was attaining the 8-hour ozone standard based on the 2003-2005 data. A SICM meeting and an interagency consultation meeting was held with the Triangle transportation partners on March 23, 2006. The schedule and data needs for the redesignation demonstration and maintenance plan were discussed. Attachment 6 is an overview letter from NCDAQ. Attachment 6A is the minutes from the interagency consultation meeting. Attachment 6B is the schedule for Triangle redesignation.

TCC Action: Review documents, take action if appropriate.

7. TIP Amendments for FTA Section 5309 Funds

(Attachment 7)

The City of Durham, Town of Chapel Hill, and TTA have received Section 5309 earmarks for bus and bus facilities. The MPO must amend the 2006-2012 MTIP to include these bus projects before June 1, 2006. The letters from NCDOT regarding these funds are attached as Attachment 6. At the TCC's request, LPA staff will draft a resolution for the April 12, 2006 TAC meeting to amend the MTIP appropriately.

TCC Action: Direct the LPA staff to draft a resolution amending the MTIP, recommend that the TAC adopt the resolution.

8. Request to NCDOT Regarding the Transfer of CMAQ Funds to FTA

(Attachment 8)

Felix Nwoko, LPA Staff

FFY 2006 CMAQ funds used for transit projects must be transferred from the Federal Highway Administration to the Federal Transit Administration. At the 3/8/2006 TAC meeting, the TAC approved the transfer of funds for the Carrboro shared ride feeder service. The TAC still needs to approve the transfer of funds for the DATA and Chapel Hill Transit bus purchases. A letter requesting the transfer is Attachment 8.

This item was discussed at the 3/22/06 TCC meeting and was referred to the 4/3/06 TCC meeting in order to consider additional information from PTD.

TCC Action: Recommend that the TAC approve the transfer of funds.

9. JARC/New Freedom Funding Programs

(Attachment 9)

Felix Nwoko, LPA Staff

FTA held a conference call regarding Elderly Person with Disabilities (5310), Job Access Reverse Commute (5316), and New Freedom (5317) funding programs. The presentation used in the call is Attachment 9. The TCC needs to discuss the new program requirements and may refer this item to the transit subcommittee.

TCC Action: Review program requirements, take action as appropriate.

Adjourn

Next meeting: April 26, 2006

Triangle Regional Model (TRM) & Other Model Related Investments

No.	Model tasks	Comments	Time Period	DCHC	CAMPO	NCDOT	TTA	Total
Regional Model Support, Recurring								
1	Model Service Bureau (Total Direct Costs)		annual/on-going	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
2	Model Service Bureau 0.5 FTE (50% in-kind staff contribution)	cost varies by agency	annual/on-going	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Total Regional Model Support				\$140,000	\$140,000	\$140,000	\$140,000	\$560,000
DCHC MPO Additional Recurring Costs								
3	DCHC Additional Staff Costs		annual/on-going	\$140,000	? \$100,000 ?	Unknown	Unknown	Unknown
Total Recurring Model Support Costs				\$280,000	\$240,000	Unknown	Unknown	Unknown
Regional Model Updates & Enhancements								
4	TRM model update and enhancement	funded	Cost Over 4 Years	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
5	Household survey	funded	one-time cost	\$175,000	\$225,000	\$150,000	\$150,000	\$700,000
6	Onboard transit survey	unfunded	one-time cost	\$85,500	\$58,500		\$19,500	\$163,500
7	Transit ridership counts	funded	one-time cost	\$60,000	\$60,000		\$9,000	\$129,000
8	Traffic counts	funded	one-time cost			\$67,500		\$67,500
9	External Station	unfunded	one-time cost	\$30,000	\$70,000	\$70,000	\$30,000	\$200,000
10	Commercial vehicle	unfunded	one-time cost	\$43,000	\$43,000	\$43,000	\$43,000	\$172,000
11	Special Generator	unfunded	one-time cost	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
12	Travel Time Speed survey*	partially funded	one-time cost	\$150,000	? \$90,000 ?			\$240,000
Total Regional Model Updates				\$643,500	\$646,500	\$430,500	\$351,500	\$2,072,000
DCHC MPO Model Enhancements								
13	Land use Model		one-time cost	\$250,000				\$250,000
14	Non-motorized trip modeling		one-time cost	\$250,000				\$250,000
15	Others: Sub-area, Select-link, LRTP and Mobile 6 Interface		one-time cost	\$75,000				\$75,000
Total DCHC Model Enhancements				\$575,000	\$0	\$0	\$0	\$575,000
Total Modeling Costs			Cost Over 4 Years	\$2,338,500	\$1,606,500	\$570,500	\$491,500	\$3,207,000
LRTP Investments				\$6,130,000,000	\$12,000,000,000	#N/A	#N/A	#N/A
Percentage for all modeling			Cost Over 4 Years	0.0381%	0.0134%	#N/A	#N/A	#N/A
Percentage for regional modeling only (apart from DCHC Model Enhancements)			Cost Over 4 Years	0.0288%	0.0066%	#N/A	#N/A	#N/A

* highway/transit: depends on sample size

Travel Demand Modeling: What, Why and How

Presentation to DCHC MPO
Transportation Advisory Committee
April 12, 2006

Overview

- Overview of Travel Demand Models
 - General elements
 - Practical Challenges
- Science of Travel Models
 - History
 - How a Travel Demand Model Works
- How the Triangle Regional Model Fits In

3/8/2006

2

What Is A Travel Model For?

- Visualizing future regional travel patterns
- Estimating characteristics of future travel
- Evaluating Alternatives:
 - Transportation Projects
 - Transportation Policies
- Supporting other models
 - Air Quality
 - Future Land Use

3/8/2006

3

What Does A Travel Model Do?

- Describes
 - Regional travel
 - On a typical working day
- Visualizes assumptions quantitatively
 - Presented as maps and summary statistics
- Depends on assumptions about
 - Land use
 - Travel behavior
 - Future regional growth

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4

What Does A Travel Model Need?

- Data
 - What goes into the model?
- Science
 - What does the model do with its inputs?
- Public Purpose
 - What do we expect from the output?
- Model won't "work" without all three

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5

Elements of Good Data

- Model Data are statistics about
 - Current conditions
 - How people respond to conditions
 - Future conditions
- Should be data about the right things
 - Good science tells us what those are
- Should be at the right level of detail
 - Too much data can be as bad as too little
 - Must be able to summarize effectively
 - In general, it's still better to know more!

3/8/2006

6

Elements of Good Science

- The “Science” of the model:
 - Knowledge of influences on travel behavior
 - Technology to apply knowledge to input data
 - Technology to develop useful outputs
- The best science is still incomplete
- All scientific forecasts rely on assumptions
 - Which influences stay the same over time? Which change? How do they change?
 - The future is not always like the past!

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7

Elements of Public Purpose

- The Context in which a travel model is applied
 - Can be set by others (EPA, FTA)
 - Can be set regionally (TRM Stakeholders)
 - Can be set locally (DCHC MPO)
- Public Purpose Determines
 - Applicable science
 - Useful or “correct” assumptions
 - Required data
 - What we can afford
- Like data and science: there’s always a tradeoff

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8

Data Precision and Uncertainty

- All the data we collect is uncertain
 - Difficulties measuring it
 - Physical
 - “Social”
 - Difficulties managing it
 - The datasets are numerous and very large
 - Intrinsic variability
- Manage uncertainty:
 - Know amount and source of variability
 - Summarize at suitable level of detail
 - Level of detail must be consistent with data variability

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9

Variation and Expectation 1

- Base year model attempts to reproduce observed reality
 - Our “expectation”
- Future year forecasts anticipate some change
 - A “variation”
- Statistical problem of “over-fitting”
 - Matches base year results perfectly
 - Does not account for variability in base year
 - Poor ability to predict variability in future years

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10

Variation and Expectation 2

- Model Forecasts:
 - Better: calibrated within acceptable range
 - Worse: calibrated “on the nose”
- “Acceptable Range” is determined by
 - Policy Needs
 - Level of Detail required
 - Data Quality
 - Level of variability
 - Knowledge of variability

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11

The Science of Travel Modeling

- History
- How Travel Models Work
- State of the Triangle Regional Model

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12

History of Travel Demand Models 1

- Early regional models
 - Began in 1950's Chicago
- Emphasized
 - Autos and public transit
 - Trip to Work
- Limitations
 - Data and computing resources
 - Low level of detail (very big picture)
 - "Four Step" model
- Policy Context:
 - Large urban roadway investments

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13

History of Travel Demand Models 2

- Evolution toward disaggregate models (1960's – 1980's)
 - Aggregate summaries of individual choices
- Benefits
 - Unlimited theoretical level of detail
 - Handles complex interrelated choices
 - Better analysis of household travel survey information
- Limitations
 - Amount of data available vs. necessary
 - Summarization may produce errors due to inconsistent levels of detail in input data
 - Still a "Four Step" Process in practice

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14

History of Travel Demand Models 3

- Enrichment of Policy Context
 - 1970's – Present
 - More than "trip to work"
 - Recognize interdependence of travel choices
 - More policy options to assess (e.g. HOV)
- New model structures respond
 - Evolution of "Four Step" models
 - Micro-simulation models
 - Tour-based Models
 - Activity-based Models

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15

How Travel Models Work

- Four Step Models
- Enhancements to Four Step Models
- The Four Steps:
 - Trip Generation – How many trips?
 - Trip Distribution – Going where?
 - Mode Choice – Using what travel mode?
 - Trip Assignment – On what specific route?

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16

Model Basics

- Elements of the transportation system
 - Network (at some level of detail)
 - Road/Highway network
 - Transit network
 - Traffic Analysis Zones
 - Origins and Destinations
 - Size depends on model level of detail
 - Individual Building ↔ Census Tract or County
 - Simplify demographic variability
 - Support effective data summaries

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17

Trip Generation

- Number of trips vary with
 - Demographics
 - Number of workers, Household Income, Household size, Student populations
 - Trip Purpose
 - Home to Work, Home to Shopping, Home to Other places (doctor, friends), Not from Home (errands from work)
- Traditionally use trip rate formulas
- More recently use trip choice models
 - Probability of choosing 1, 2, 3, ... trips

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18

Trip Distribution

- Match up Origins and Destinations
 - Based on regional trip patterns
 - Distribution of trip lengths by trip purpose
- Traditionally done using “Gravity Model”
 - Bigger and closer places draw more trips
 - Not effective if region has a weak “center of gravity”
- More recently: destination choice models
 - Compute likelihood of trips between zones
 - Can consider more predictive variables
 - Better handle diffuse regional land use

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19

Mode Choice

- Common model strategies
 - Discrete choice model computes likelihood of using mode
 - Percentage split by trip purpose and origin/destination zone
- Discrete choice looks at many characteristics of trip
 - Possibility/difficulty of traveling by different modes (accessibility)
 - Demographics of travelers
 - Trip Purpose
 - Characteristics of origin and destination zones
- May supplement with other modeling strategies
 - Auto/Transit choice happens at different scale than Auto/Walking
 - Use discrete choice for Auto/Transit from zone demographics
 - Use percentage for Auto/Walk from detailed land use information

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20

Trip Assignment

- Determine when trips occur
 - Morning/Evening Peak/Off-Peak
 - Use observed proportions
- Assignment procedure picks “best” route
 - Shortest travel time, given levels of congestion
 - Computed through iterations
 - Volume/Delay function quantifies incentive to choose alternative routes
- Recent innovations:
 - Increasing temporal level of detail (hour by hour)
 - Peak-spreading: choose different departure time to avoid congestion

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21

Limits of Four-Step Models

- The four steps are not independent
- Households make joint travel decisions
 - Most High-Occupancy vehicles are occupied by family members traveling together
- Road Congestion changes more than the route chosen
 - Might encourage transit usage or other modes
 - Might change my destination
 - Might alter when (or even IF) I choose to travel
- Trip characteristics are not unrelated
 - Taking the car to work changes the probability of taking the bus home from work
 - Dropping children at school alters the trip to work

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22

Solutions to 4-Step Limitations

- Create “feedback” between model steps
 - Road congestion feeds back to
 - Choice of destination
 - Choice of mode
- Combine choice steps
 - Destination choice and Mode choice may be made at the same time
- Further subdivide trip purposes
 - University Student Home to University
 - Home-Based-Trip-To-Work-Via-Elementary-School
- Implement a “Bleeding Edge” solution

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23

The Bleeding Edge 1 (Optional)

- Tour-Based Models
 - Model related trips (“tours”) as a unit
 - Different patterns possible based on household demographics
 - Often simulate individual households and then add up results
- Full Microsimulation Models (e.g. TransIMS)
 - Model individuals and households in full detail
 - Could go right down to available turn lanes and parking spaces
- Activity-Based Models
 - Model daily patterns of activity (including in-home activities)
 - Differs from tour-based:
 - Activity-based constructs tours from its activity elements
 - Tour-based selects type of tour from statistically pre-determined set

3/8/2006

24

The Bleeding Edge 2 (Optional)

- Limits of the Bleeding Edge
 - Few examples of advanced models in practice
 - More are coming on line
 - Require a large investment in detailed data
 - Few comparisons of whether the cost is matched by perceptibly better forecasts
- The TRM relative to the Bleeding Edge
 - No current plans in the region to adopt any of these approaches
 - 2006 Travel Survey is gathering enough information to set up four-based modeling in the future
 - TRM will remain an “enhanced 4-step” model

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25

Triangle Regional Model History 1

- Original model in 1997
 - Based on 1995 travel survey and updated 1990 Census demographics
 - 4-step model with feedback
 - Tranplan Software:
 - Cumbersome
 - Did not permit nuanced model networks
 - Transit modeling was hard to maintain
- Updated in 2000 (2025 LRTP)
 - Added structures to deal with HOV lanes
 - New highway and transit networks
- Updated in 2004 (2030 LRTP and AQ Conformity)
 - Used 1995 Survey for travel behavior patterns
 - Incorporated Census 2000 demographics
 - Validated against 2001/2002 traffic counts
 - New highway and transit networks
 - New land use planning assumptions

3/8/2006

26

Triangle Regional Model History 2

- Major model update plan developed in 2001:
 - Recommended Service Bureau structure
 - Stabilize staff commitment
 - Ensure that core development is useful to all stakeholders
 - Get model development away from the “crisis of the moment”
 - Identified improved model structures
 - Fully enhanced 4-step model
 - New data requirements
 - Anticipated delivery in 2005
 - However:
 - Funding at a lower level than the plan proposed
 - Slow to conclude agreements for Service Bureau and hire staff
 - Unanticipated challenges to existing model (TTA New Starts)

3/8/2006

27

Triangle Regional Model History 3

- TTA New Starts Application (2004)
 - FTA found problems with the model
- TTA contracted to improve model (2005)
 - Tranplan software with Fortran extensions
 - Using same 1995+2002 data (like 2030 LRTP)
 - Considerably enhanced 4-step model
 - Includes some of the major update enhancements (not all)
 - Could not fully implement due to data shortcomings
 - Used only to prepare New Starts application

3/8/2006

28

Triangle Regional Model Today

- New Starts Model incorporated in TRM
 - Initial version due July 2006
 - TransCAD Platform with Fortran Extensions
 - Updated Traffic Zones and Networks
 - Calibrated with 1995+2002 data
 - Updated and extended calibration targets (e.g. transit)
 - Fully checked against observed 2005 data (Fall 2006)
 - Will be used for 2035 LRTP and AQ Conformity
- Will be extended by DCHC MPO
 - Small area analysis (e.g. Horace Williams Tract)
 - Greater sensitivity of non-motorized component to detailed land use characteristics

3/8/2006

29

Triangle Regional Model Tomorrow

- Major Model Update (2009-2010)
 - Will be calibrated from new survey data
 - Household Survey (Spring 2006)
 - Transit On-Board Survey (Fall 2006)
 - External Station Survey (possibly Fall 2006)
 - Speed Study (2006)
 - Will incorporate significant improvements
 - Improved Peak Hour Model
 - Improved Bus Speed Model
 - Full Destination Choice
- Work has started, but will only become a priority when the 2035 LRTP Model (Fall 2006) is ready

3/8/2006

30

The TRM and DCHC MPO 1

- The TRM reflects the “Greatest Common Denominator” of its Stakeholders needs
- DCHC MPO has been committed to enhancing the model to serve policy goals unique to this body
- Various initiatives (detailed separately) have been undertaken to ensure that the MPO’s needs are met

3/8/2006

31

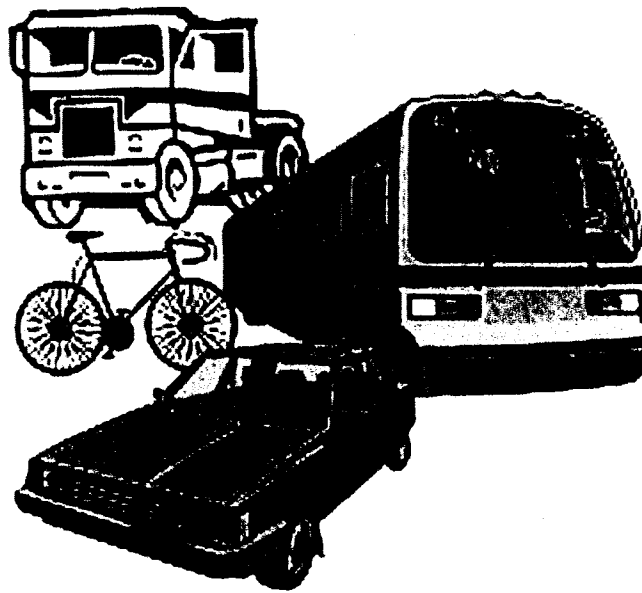
The TRM and DCHC MPO 2

- Small area analysis
 - More detailed zone and network structures
 - Analysis of development hot spots
- Non-Motorized model component
 - Sensitive to small scale variations in land use and demographics
- Land Use Forecasting
 - Model feedback from transportation to land use development
 - Dynamic land use and demographic forecasts
- Data Automation
 - Comprehensive regional database of transportation and land use data
 - Institutionalize regular data updates
 - So the model can rely on the best contemporary data
 - Minimize cost in dollars and staff time of those updates

3/8/2006

32

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



DRAFT

2006-2007
Unified Planning Work Program (UPWP)

May 10, 2006

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2006-2007 Unified Planning Work Program

May 10, 2006

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

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

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

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

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

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

TAC Chair

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

Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

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

RESOLUTION (Transit)

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

April 10, 2006

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

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

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

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

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

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

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

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

(Notary seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires _____

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

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

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

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

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

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

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

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

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

Chair, Transportation Advisory Committee

Clerk/Planner (Transportation Planning Manager)

STATE of: North Carolina
COUNTY of: Durham

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

Notary Public

101 City Hall Plaza
Durham, NC 27701

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

Overview

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

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

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

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

INTRODUCTION

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

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

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

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

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

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

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

SOURCES OF FUNDS

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

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

Federal Funds

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

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

State Funds (NCDOT)

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

Local Funds

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SYNOPSIS OF ROUTINE AND ONGOING PROJECTS

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

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

Objective:

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

Previous Work:

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

Proposed Activities:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
4. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

Work Product Expected:

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

Model Maintenance/Air Quality Planning***Objective:***

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

Previous Work:

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

Proposed Activities:

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

Expected Work Products:

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

Unified Planning Work Program - UPWP***Objective:***

To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated

within the DCHC MPO planning area for the FY 2006-2007. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Previous Work:

1. FY 2004-2005 Unified Planning Work Programs adopted by the TAC on April 14, 2004 and FY 2005-06 UPWP expected to be approved by the TAC on April 13, 2005.
2. Amendments of the UPWP as requested by member agencies.

Proposed Activities:

1. Review and amend relevant portions of the DCHC's UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives.
2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development process and public involvement endorsed by the TAC at its January 2005 meeting.

Expected Work Products:

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

Public Involvement Process

Objectives:

To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information.

Previous Work:

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

Proposed activities:

1. Refine the current Public Participation Process as needed.
2. Apply the Public Involvement Process to transportation programs and tasks:
3. Public meetings, workshops, and outreach programs to increase public

participation, information dissemination, and education.

Expected Work Products:

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

Transportation Improvement Program (TIP) Development

Objectives:

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

Previous Work:

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

Proposed Activities:

1. Solicit transportation improvement projects from municipalities and transit providers.
2. Develop 2007-2013 MPO Regional Priority Lists and 2007-13 MTIP.
3. Refine project ranking methodology and priority system.
4. Conduct appropriate public participation for the TIP consistent with the MPO Public Involvement Policy.
5. Conduct formal amendments and adjustments as necessary.
6. Produce and distribute TIP documents for federal, state and local officials.
7. Attend regular meetings with NCDOT to exchange information regarding transportation improvement projects.

Expected Work Product:

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

Environmental Justice

Objectives:

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

Previous Work:

Demographic profiles based on 1990 Census- maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.

Proposed activities:

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

Expected Products:

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

SPECIAL EMPHASIS PROJECTS SUMMARY DESCRIPTION

GIS Data Integration and Automation

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

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

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

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

Summary of Project Scope

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

4. Develop a MPO-wide master line layer or “base map” (a foundation for spatial and attribute data). Develop master line layer to integrate transportation GIS applications. The line layer shall be linked to other layers of information, such as zip codes, Census geography orthophotos, etc.
5. Develop a relational database that captures the following (this item is linked to tasks 1 and 4):
 - Functional classification
 - TIP
 - LRTP
 - CMS
 - TIP priority lists
 - Environmental data
 - Census PUMS, CTPP, ACS
 - Model input data, results and intermediate outputs
 - Land use and parcel data
 - Property tax
 - Employment data
 - Centerline data and attributes
 - NCDOT roadway attributes
 - Transit data and attributes
 - Sidewalk and pedestrian attributes
 - Bicycle facilities attributes
 - Previous completed improvements
 - Monitoring results based on completed improvements
 - Traffic count data, including TMCs
 - Accident information
 - TRM networks data
 - ITS information
 - Additional data sources as needed
6. Create customized applications for the LPA and MPO agencies using standard open source scripting languages.
7. Develop a user-friendly graphical interface and interactive web application. The interface is vital for staff, the public, and decision-makers in terms accessing information and improving spatial analytical capabilities. Also, it would enhance decision-makers’ understanding of complex issues and facilitate the quick response to transportation GIS requests.
8. Develop a data maintenance strategy

Applications

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

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

LPA staff resources:

Jeremy Raw, project manager
Felix Nwoko, technical staff support

MPO Technical Team will be constituted to provide oversight

Development of the Land Use Model

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

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

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

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

Origin of Project

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

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

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

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

Objectives:

Two policy objectives motivate this project:

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

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

Synopsis of benefits:

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

Applications:

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

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

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

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

Proposed Approach:

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

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

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

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

LPA staff resources:

Jeremy Raw, project manager

Felix Nwoko, technical staff support

Chao Wang, technical staff support

MPO Technical Team will be consulted to provide oversight

MPO Model Enhancements

1) Sub-area analysis tool

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

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

Region-wide Abstraction

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

Sub-area Windowing

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

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

Sub-area Focusing

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

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

Recommended Technique

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

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

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

2) Select Link Analysis Tool.

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

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

3) LRTP and AQ Performance Measures.

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

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

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

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

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

				Local	FHWA	Total
7	ITS Deployment Plan Update	70,000				
	Triangle Regional Architecture					
			Durham	10,814	56,000	
			Town of Chapel Hill	2,370		
			Town of Carrboro	816		
			Orange County	0		
			Total	14,000	56,000	70,000

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

MPO Funds Distribution by Agency		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Funding Distribution by Agency & Funding Sources																MPO Summary 3/31/2006 14:23										
		SPR Highway				STP-DA Sec. 133(b)(3)(7)				Section 104(f) PL				Section 5303 Highway/Transit				Section 5307 Transit				Section 5309 Transit				Task Funding Summary		
		NCDOT	FHWA	Local	80%	Local	FHWA	80%	Local	20%	Local	FHWA	80%	Local	10%	NCDOT	10%	FTA	80%	Local	10%	NCDOT	10%	FTA	80%	Local	NCDOT	Federal
Durham/DATA		372,650	1,490,600	116,162	464,647	12,289	98,312	43,931	43,931	0	0	0	0	0	0	0	351,445	0	0	0	0	0	0	0	545,031	56,220	2,405,004	3,006,255
Carrboro		0	0	6,341	25,364	0	0	0	0	0	0	0	0	0	0	0	0	0	6,341	0	0	0	0	0	6,341	-	-	31,705
Chapel Hill/CHT		40,000	160,000	16,499	65,996	11,807	94,456	20,000	20,000	0	0	0	0	0	0	0	160,000	0	0	0	0	0	0	0	88,506	31,807	480,452	600,565
Orange County		0	0	2,401	9,604	0	0	0	0	0	0	0	0	0	0	0	0	0	2,401	0	0	0	0	0	2,401	-	9,604	12,005
TJCOG		0	0	2,720	10,880	0	0	0	0	0	0	0	0	0	0	0	0	0	2,720	0	0	0	0	0	2,720	-	10,880	13,600
TTA		27,916	111,664	9,000	36,000	0	0	153,125	153,125	0	0	0	0	0	0	0	1,225,000	0	0	0	0	0	0	0	162,125	181,041	1,372,664	1,715,830
NCDOT		13,800	55,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,800	55,200	69,000	
Totals		\$13,800	\$55,200	\$440,566	\$1,762,264	\$153,123	\$612,491	\$24,096	\$192,768	\$217,056	\$217,056	\$1,736,445	\$0	\$0	\$0	\$0	\$0	\$0	\$604,204	\$0	\$0	\$0	\$0	\$0	\$0	\$282,868	\$4,359,168	\$5,448,960

MPO Summary (FHWA/FTA Funds)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Summary Funding Source Tables - FHWA/FTA Funds														MPO Summary 3/31/2006 13:51		
		Section 5307				Section 5303				Section 5309				Task Funding Summary				
		SPR Highway	STP-DA 133(b)(3)(7)	Sec. 104(f) PL	Section 5307	Highway/Transit	Section 5303	Transit	Section 5309	Transit	Local	FTA	Local	FTA	Local	FTA	NCDOT	Federal
NCDOT 20%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	Federal	Total	
II A	Surveillance of Change																	
1	Traffic Volume Counts	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	Long Range Transp. Plan																	
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Travel Model Updates	2,100	8,400	185,842	743,367	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Highway Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Transit Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Collector Street Element of L RTP	200	800	16,224	64,897	8,075	32,300	0	0	0	0	0	0	0	0	0	0	0
14	Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	Financial Planning	800	3,200	47,848	191,393	19,926	79,705	0	0	0	0	0	0	0	0	0	0	0
17	Congestion Management Strategies	200	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0
III-A	Planning Work Program	400	1,600	0	0	3,830	15,321	375	3,000	3,524	28,191	0	0	0	0	7,729	4,299	48,112
III-B	Transp. Improvement Plan	400	1,600	0	0	8,397	33,587	0	0	464	3,711	0	0	0	8,861	864	38,898	48,623
III-C	Civil Rqts. Comp./Otr.-Reg. Reqs.																	
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Public Involvement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D	Incidental Ping./Project Dev.																	
1	Transportation Enhancement Ping.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Ping.	1,000	4,000	0	0	3,482	13,926	0	0	0	0	0	0	0	0	0	0	0
3	Special Studies	1,000	4,000	66,153	264,612	1,250	5,000	0	0	19,375	19,375	155,000	0	0	0	86,778	20,375	428,612
4	Regional or Statewide Planning	2,100	8,400	0	0	2,122	8,488	625	5,000	6,250	50,000	0	0	0	8,997	8,975	71,888	89,860
III-E	Management & Operations																	
1	Management & Operations	4,000	16,000	11,889	47,557	17,246	68,983	4,750	38,928	38,928	311,426	0	0	0	72,813	47,678	481,966	602,458
Totals		\$13,800	\$55,200	\$440,566	\$1,762,264	\$153,123	\$612,491	\$24,096	\$192,768	\$217,056	\$1,756,445	\$0	\$0	\$0	\$834,940	\$254,952	\$4,394,168	\$5,448,960

FHWA Planning Funds MPO PL & STP-DA Total		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program MPO PL & STP-DA Funding Tables								
	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II A	Surveillance of Change									
1	Traffic Volume Counts	0	0	0	3,404	13,617	17,021	3,404	13,617	17,021
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0
3	Street System Changes	0	0	0	50	200	250	50	200	250
4	Traffic Accidents	500	2,000	2,500	550	2,200	2,750	1,050	4,200	5,250
5	Transit System Data	0	0	0	300	1,200	1,500	300	1,200	1,500
6	Dwelling Unit, Pop. & Emp. Change	1,000	4,000	5,000	1,000	4,000	5,000	2,000	8,000	10,000
7	Air Travel	0	0	0	0	0	0	0	0	0
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
9	Travel Time Studies	12,400	49,600	62,000	14,000	56,000	70,000	26,400	105,600	132,000
10	Mapping	2,319	9,274	11,593	150	600	750	2,469	9,874	12,343
11	Central Area Parking Inventory	800	3,200	4,000	0	0	0	800	3,200	4,000
12	Bike & Ped. Facilities Inventory	1,333	5,331	6,664	60	240	300	1,393	5,571	6,964
13	Bike & Ped. Counts	1,333	5,331	6,664	0	0	0	1,333	5,331	6,664
II B	Long Range Transp. Plan									
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0
2	Collection of Network Data	0	0	0	60	240	300	60	240	300
3	Travel Model Updates	185,842	743,367	929,209	0	0	0	185,842	743,367	929,209
4	Travel Surveys	49,881	199,525	249,406	0	0	0	49,881	199,525	249,406
5	Forecast of Data to Horizon year	0	0	0	4,369	17,474	21,843	4,369	17,474	21,843
6	Community Goals & Objectives	0	0	0	5,615	22,460	28,075	5,615	22,460	28,075
7	Forecast of Future Travel Patterns	0	0	0	1,546	6,184	7,730	1,546	6,184	7,730
8	Capacity Deficiency Analysis	0	0	0	9,892	39,566	49,458	9,892	39,566	49,458
9	Highway Element of th LRTP	0	0	0	3,969	15,877	19,846	3,969	15,877	19,846
10	Transit Element of the LRTP	40,000	160,000	200,000	11,769	47,077	58,846	51,769	207,077	258,846
11	Bicycle & Ped. Element of the LRTP	3,044	12,177	15,221	6,044	24,177	30,221	9,089	36,354	45,443
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0
13	Collector Street Element of LRTP	16,224	64,897	81,121	8,075	32,300	40,375	24,299	97,197	121,496
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	0	0	0	659	2,634	3,293	659	2,634	3,293
16	Financial Planning	0	0	0	4,449	17,797	22,246	4,449	17,797	22,246
17	Congestion Management Strategies	47,848	191,393	239,241	19,926	79,705	99,631	67,775	271,098	338,873
18	Air Qual. Planning/Conformity Anal.	0	0	0	5,489	21,957	27,446	5,489	21,957	27,446
II C	Short Range Transit Planning									
1	Short Range Transit Planning	0	0	0	250	1,000	1,250	250	1,000	1,250
III-A	Planning Work Program	0	0	0	3,830	15,321	19,151	3,830	15,321	19,151
III-B	Transp. Improvement Plan	0	0	0	8,397	33,587	41,984	8,397	33,587	41,984
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	0	6,683	26,733	33,416	6,683	26,733	33,416
3	Minority Business Enterprise	0	0	0	40	160	200	40	160	200
4	Planning for the Elderly & Disabled	0	0	0	1,416	5,662	7,078	1,416	5,662	7,078
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
6	Public Involvement	0	0	0	7,032	28,126	35,158	7,032	28,126	35,158
7	Private Sector Participation	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

2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	3,482	13,926	17,408	3,482	13,926	17,408
3	Special Studies	66,153	264,612	330,765	1,250	5,000	6,250	67,403	269,612	337,015
4	Regional or Statewide Planning	0	0	0	2,122	8,488	10,610	2,122	8,488	10,610
III- E										
	Management & Operations									
1	Management & Operations	11,889	47,557	59,446	17,246	68,983	86,229	29,135	116,540	145,675
Totals		440,566	1,762,264	2,202,830	153,123	612,491	765,614	593,689	2,374,755	2,968,444

2,374,755

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown													
DCHC MPO Total													
Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL						
	Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL		
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	
III-A	Planning Work Program	0	0	0	0	0	0	3,530	14,121	0	0	3,530	15,321
III-B	Transp. Improvement Plan	0	0	0	0	0	0	7,997	31,987	0	0	7,997	33,587
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.												
1	3 Title VI	0	0	0	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	0	0	0	0	6,623	26,493	0	0	6,623	26,733
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	160
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	1,366	5,462	0	0	1,366	5,662
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0
6	Public Involvement	0	0	0	0	0	0	6,882	27,526	0	0	6,882	28,126
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0
III-D	Incidental Png./Project Dev.												
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	3,382	13,526	0	0	3,382	13,926
3	Special Studies	22,153	48,612	54,000	216,000	66,153	264,612	1,250	5,000	2,327	9,306	3,577	5,000
4	Regional or Statewide Planning	0	0	0	0	0	0	2,122	8,488	0	0	2,122	8,488
III-E	Management & Operations												
1	Management & Operations	11,889	47,557	0	0	11,889	47,557	14,530	58,119	0	0	14,530	68,983
Totals		\$58,388	\$305,214	\$364,263	\$1,457,050	\$440,566	\$1,762,264	\$95,507	\$382,026	\$41,882	\$167,527	\$137,388	\$612,491

Task Descriptions and Summary Narratives for FY 2006-07 UPWP

II-A: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections and agency responsibilities are summarized. Also, expected work products/deliverables and proposed schedule/accomplishment dates are provided as well.

Task II-A-1: Traffic Volume Counts

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

Task II-A-2: Vehicle Miles of Travel

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

Task II-A-3: Street System Mileage Change

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

Task II-A-4: Traffic Accidents

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

Task II-A-5: Transit System Data

Short range transit planning efforts will be conducted by the MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), and the Triangle Transit Authority (TTA). This will include a short range transit services plan to evaluate transit service performance, development of cross-town route(s), develop universities/college route(s) and consolidate and develop bus stop standards. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements

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

Maintain inventory of dwelling units and population to determine needed changes in transportation services to meet current and projected demands. Review developments to assess impacts to the 2030 LRTP, the model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data records, InfoUSA and Employment Security Commission data as part of this monitoring tasks. The MPO will commence the first phase of Data Automation/Integration and Management System.

Task II-A-7: Air Travel

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

Task II-A-8: Vehicle Occupancy Rates

No activities proposed, therefore no funds programmed.

Task II-A-9: Travel Time Studies

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

Task II-A-10: Mapping

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

Task II-A-11: Central Area Parking Inventory

The MPO will collect, as part of CMS/Mobility Report Card, inventory of on- and off-street parking facilities in the Central Business Districts (CBD) and universities. Parking data to be collected include, number of spaces, parking fee rates (hourly daily, and monthly), average weekday costs and demand. Parking information collected will help in the calibration and maintenance of the travel model.

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

The MPO will conduct inventory of bicycle and pedestrian facilities as part of the CMS/Mobility Report Card. The proposed inventory will to provide accurate inputs for the travel model update as well as help identify future sidewalk project needs, guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan.

Task II-A-13: Bicycle and Pedestrian Counts

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

II-A: Long Range Transportation Plan Activities

Federal Law (as updated by TEA-21) and USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning

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

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

The MPO will collect and estimate new socio-economic and demographic data for the 2005 base year. Proposed work activities will include inventory, collection and estimation of the following variables for existing conditions, tabulated by traffic analysis zone, is required: (1) population; (2) dwelling units; (3) households; (4) employment by type (number of jobs and establishments) including number of commercial vehicles at business locations; (5) school enrollment; (6) number of university dormitory beds; and (7) median income. It is expected that these variables will be linked to the proposed data automation projects and a GIS database and management system will be used to maintain the aforementioned socio-economic and land use information. An integral part of this task will be data verification, reconciliation, quality and error checks.

Task II-B-2: Collection of Network Data

The MPO will collect transportation network data necessary to build the 2005 base year TRM network. The proposed work activities will include collection of the following transportation network variables and attributes:

A-Highways : 1) posted speed limit; 2) number of lanes; 3) segment length; 4) turn pockets; 5) parking conditions; 6) traffic signal locations and stop conditions; 7) signal density; 8). access control and driveway conditions; 9) land use and area type; and 10) facility type and functional classification.

B-Transit: 1) headways; 2) speed; 3) hours of operation; 4) services miles; 5) fare structure; 6) transfer information; 7) schedule information; and 8) route information and service characteristics for each route.

C-Bicycle and Pedestrian: 1) mileage; 2) activity density; 3) neighborhood characteristics; 4) environment/friendliness factors/indices; and 5) connectivity

Task II-B-3: Travel Model Updates

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

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

Task II-B-4: Travel Surveys

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

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

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

Task II-B-6: Community Goals and Objectives

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

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

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

Task II-B-8: Capacity Deficiency Analysis

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

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

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

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

The MPO will begin evaluation of transit elements of the Comprehensive Transportation Plan and the 2035 LRTP. Transit evaluate will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives.

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

The MPO will begin evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2035 LRTP. The MPO will continue work on the Durham Comprehensive pedestrian Plan and the Old Durham-Chapel Hill Road bicycle and pedestrian feasibility study. Work will commence on the development of the Durham Comprehensive Bicycle Plan.

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

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

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

The MPO will also undertake the development of an MPO wide Collector Street Plan and circulation study. This is envisioned to involve the identification of future collector street connectivity needs, provisions for local street connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement.

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

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

MPO will undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks to be undertaken include survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes.

Task II-B-16: Financial Planning

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

Task II-B-17: Congestion Management Systems Strategies

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

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

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

Task II-C: Short Range Transit Planning

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

Task III-A: Planning Work Program

Administer the FY 2005-2006 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2007-2008 UPWP. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2007-2008. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Task III-B: Transportation Improvement Program (TIP)

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

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

Task III-C-1: Title VI

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

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

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

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

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

Task III-C-3: Minority Business Enterprise

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

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

The MPO will continue to emphasize planning and provision of transportation facilities and services for the elderly and disabled. Specifically, the MPO will update inventory of locations and needs of elderly and disabled persons. The MPO will work with transit operators in the planning and evaluation of para-transit services.

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

No funds programmed.

Task III-C-6: Public Involvement

The MPO will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers. To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information. Proposed tasks include:

1. Refine the current Public Participation Process as needed.
2. Apply the Public Involvement Process to transportation programs and tasks:
3. Public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.
4. Update and maintenance of website.
5. Update and maintenance of mailing list database
6. Quarterly MPO News letters, and project specific news letters.
7. Support of Citizen Advisory Committee

Task III-C-7: Private Sector Participation

No funds programmed.

III-D Incidental Planning/Project Development

No funds programmed.

Task III-D-1: Transportation Enhancement Planning

No funds programmed

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

The LPA will continue to participate regularly and consistently in the TIP project planning & development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, and participating in field inspections. The LPA will be involved in the East End Connector NEPA process including taking the lead in the public involvement process. The MPO will continue to support and be involved in NCDOT efforts to link NEPA process in the MPO systems planning process.

Task III-D-3 Special Studies

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

Task III-D-4: Regional or Statewide Planning

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

Task III-E: Management and Operations

This work element encompasses the administration and support of the 3-C transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds. To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding. Proposed tasks include but not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.

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

Appendices

Agency Project Descriptions and Funding Source Tables

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

Durham
3/31/2006 13:51

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

City of Durham/LPA

Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A Surveillance of Change																		
1 Traffic Volume Counts	0	0	3,404	13,617	0	0	0	0	0	0	0	0	0	3,404	-	13,617	-	17,021
2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
4 Traffic Accidents	500	2,000	400	1,600	0	0	0	0	0	0	0	0	0	900	-	3,600	-	4,500
5 Transit System Data	0	0	0	0	7,289	7,289	58,312	0	0	0	0	0	0	7,289	7,289	58,312	-	72,890
6 Dwelling Unit, Pop. & Emp. Change	1,000	4,000	1,000	4,000	0	0	0	0	0	0	0	0	0	2,000	-	8,000	-	10,000
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
9 Travel Time Studies	12,400	49,600	14,000	56,000	0	0	0	0	0	0	0	0	0	26,400	-	105,600	-	132,000
10 Mapping	2,319	9,274	0	0	0	0	0	0	0	0	0	0	0	2,319	-	9,274	-	11,593
11 Central Area Parking Inventory	800	3,200	0	0	0	0	0	0	0	0	0	0	0	800	-	3,200	-	4,000
12 Bike & Ped. Facilities Inventory	1,333	5,331	0	0	0	0	0	0	0	0	0	0	0	1,333	-	5,331	-	6,664
13 Bike & Ped. Counts	1,333	5,331	0	0	0	0	0	0	0	0	0	0	0	1,333	-	5,331	-	6,664
II B Long Range Transp. Plan																		
B 1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
3 Travel Model Updates	185,842	743,367	0	0	0	0	0	0	0	0	0	0	0	185,842	-	743,367	-	929,209
4 Travel Surveys	49,881	199,525	0	0	0	0	0	0	0	0	0	0	0	49,881	-	199,525	-	249,406
5 Forecast of Data to Horizon year	0	0	1,639	6,534	0	0	0	0	0	0	0	0	0	1,639	-	6,534	-	8,193
6 Community Goals & Objectives	0	0	5,555	22,220	0	0	0	0	0	0	0	0	0	5,555	-	22,220	-	27,775
7 Forecast of Future Travel Patterns	0	0	1,546	6,184	0	0	0	0	0	0	0	0	0	1,546	-	6,184	-	7,730
8 Capacity Deficiency Analysis	0	0	8,642	34,566	0	0	0	0	0	0	0	0	0	8,642	-	34,566	-	43,208
9 Highway Element of the LRTP	0	0	2,669	10,677	0	0	0	0	0	0	0	0	0	2,669	-	10,677	-	13,346
10 Transit Element of the LRTP	0	0	2,669	10,677	0	0	0	0	775	775	6,202	0	0	3,445	775	16,879	-	21,099
11 Bicycle & Ped. Element of the LRTP	3,044	12,177	3,044	12,177	0	0	0	0	0	0	0	0	0	6,089	-	24,354	-	30,443
12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
13 Collector Street Element of LRTP	16,224	64,897	8,000	32,000	0	0	0	0	0	0	0	0	0	24,224	-	96,897	-	121,121
14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
15 Freight Movement/Mobility Planning	0	0	659	2,634	0	0	0	0	0	0	0	0	0	659	-	2,634	-	3,293
16 Financial Planning	0	0	1,949	7,797	0	0	0	0	0	0	0	0	0	1,949	-	7,797	-	9,746
17 Congestion Management Strategies	19,932	79,729	19,326	77,305	0	0	0	0	1,403	1,403	11,227	0	0	40,662	1,403	168,261	-	210,326
18 Air Qual. Planning/Conformity Anal.	0	0	1,728	6,913	0	0	0	0	0	0	0	0	0	1,728	-	6,913	-	8,641
III C Short Range Transit Planning																		
1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
III-A Planning Work Program																		
1 Planning Work Program	0	0	3,280	13,121	0	0	0	0	3,149	3,149	25,191	0	0	6,429	3,149	38,312	-	47,890
III-B Transp. Improvement Plan																		
1 Transp. Improvement Plan	0	0	7,497	29,987	0	0	0	0	214	214	1,711	0	0	7,711	214	31,698	-	39,623
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																		
1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
2 Environmental Justice	0	0	6,623	26,493	0	0	0	0	0	0	0	0	0	6,623	-	26,493	-	33,116
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
4 Planning for the Elderly & Disabled	0	0	1,366	5,462	5,000	5,000	40,000	0	0	0	0	0	0	6,366	5,000	45,462	-	56,828
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
6 Public Involvement	0	0	6,882	27,526	0	0	0	0	4,704	4,704	37,632	0	0	11,586	4,704	65,138	-	81,448
7 Private Sector Participation	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	-	-	-	-	-
2 Enviro. Analysis & Pre-TIP Png.	0	0	3,382	13,526	0	0	0	0	0	0	0	0	0	3,382	-	13,526	-	16,908
3 Special Studies	66,153	264,612	0	0	0	0	0	0	0	0	0	0	0	66,153	-	264,612	-	330,765

City of Durham/LPA		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables												Durham 3/31/2006 13:51						
		STP-DA 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%		Local 20%	FHWA 80%		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		0	0	8,488	2,122	8,488		0	0	0	0	0	0	0	0	0	2,122	-	8,488	10,610
III-E	Management & Operations																			
I	Management & Operations																			
Totals	11,889	47,557		8,781	35,123		0	0	0	33,685	269,482		0	0	0	54,355	33,685	352,162	440,203	
	\$572,650	\$1,490,600	\$116,162	\$464,647		\$12,289	\$12,289	\$98,312	\$43,931	\$43,931	\$351,445		\$0	\$0	\$0	\$545,031	\$56,220	\$2,405,004	\$3,006,255	

City of Durham												
Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown												
Task Description	STP-DA 133(D)(3)(7)						Section 104(f) - PL					
	Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II A	Surveillance of Change											
II A 1	0	0	0	0	0	0	2,000	8,000	1,404	5,617	3,404	13,617
II A 2	0	0	0	0	0	0	0	0	0	0	0	0
II A 3	0	0	0	0	0	0	0	0	0	0	0	0
II A 4	500	2,000	0	0	500	2,000	400	1,600	0	0	400	1,600
II A 5	0	0	0	0	0	0	0	0	0	0	0	0
II A 6	1,000	4,000	0	0	1,000	4,000	1,000	4,000	0	0	1,000	4,000
II A 7	0	0	0	0	0	0	0	0	0	0	0	0
II A 8	0	0	0	0	0	0	0	0	0	0	0	0
II A 9	2,400	9,600	10,000	40,000	12,400	49,600	0	0	14,000	56,000	14,000	56,000
II A 10	2,319	9,274	0	0	2,319	9,274	0	0	0	0	0	0
II A 11	800	3,200	0	0	800	3,200	0	0	0	0	0	0
II A 12	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	0
II A 13	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	0
II B	Long Range Transp. Plan											
II B 1	0	0	0	0	0	0	0	0	0	0	0	0
II B 2	0	0	0	0	0	0	0	0	0	0	0	0
II B 3	10,142	40,567	175,700	702,800	185,842	743,367	0	0	0	0	0	0
II B 4	1,131	4,525	48,750	195,000	49,881	199,525	0	0	0	0	0	0
II B 5	0	0	0	0	0	0	1,639	6,554	0	0	1,639	6,554
II B 6	0	0	0	0	0	0	5,555	22,220	0	0	5,555	22,220
II B 7	0	0	0	0	0	0	1,546	6,184	0	0	1,546	6,184
II B 8	0	0	0	0	0	0	8,642	34,566	0	0	8,642	34,566
II B 9	0	0	0	0	0	0	2,669	10,677	0	0	2,669	10,677
II B 10	3,044	12,177	0	0	3,044	12,177	3,044	12,177	0	0	3,044	12,177
II B 11	0	0	0	0	0	0	0	0	0	0	0	0
II B 12	0	0	0	0	0	0	0	0	0	0	0	0
II B 13	224	897	16,000	64,000	16,224	64,897	2,000	8,000	6,000	24,000	8,000	32,000
II B 14	0	0	0	0	0	0	0	0	0	0	0	0
II B 15	0	0	0	0	0	0	659	2,634	0	0	659	2,634
II B 16	0	0	0	0	0	0	1,949	7,797	0	0	1,949	7,797
II B 17	120	479	19,813	79,250	19,932	79,729	3,576	14,305	15,750	63,000	19,326	77,305
II B 18	0	0	0	0	0	0	1,728	6,913	0	0	1,728	6,913
II C	Short Range Transit Planning											
II C 1	0	0	0	0	0	0	0	0	0	0	0	0
III-A	Planning Work Program											
III-A 1	0	0	0	0	0	0	3,280	13,121	0	0	3,280	13,121
III-B	Transp. Improvement Plan											
III-B 1	0	0	0	0	0	0	7,497	29,987	0	0	7,497	29,987

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

City of Durham

	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL							
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%		
III-C															
1	Cvl Rgts. Cmp./Otr. Reg. Reqs.														
2	Title VI														
3	Environmental Justice														
4	Minority Business Enterprise														
5	Planning for the Elderly & Disabled														
6	Safety/Drug Control Planning														
7	Public Involvement														
	Private Sector Participation														
III-D															
1	Incidental Ping./Project Dev.														
2	Transportation Enhancement Ping.														
3	Enviro. Analysis & Pre-TIP Ping.														
4	Special Studies														
	Regional or Statewide Planning														
III-E															
1	Management & Operations														
Totals		\$48,388	\$193,550	\$324,263	\$1,297,050	\$11,889	\$47,557	\$1,490,600	\$79,008	\$316,030	\$37,154	\$148,617	\$8,781	\$116,162	\$464,647

Durham Area Transit Authority DATA														Durham 3/31/2006 14:05													
Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds														Task Funding Summary													
Task Description	STP-DA 133(B)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary											
	Local 20%	FHWA 80%		Local 20%	FHWA 80%		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total								
II A Surveillance of Change																											
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
5 Transit System Data	0	0	0	0	0	0	7,289	58,312	0	0	0	0	0	0	0	7,289	7,289	58,312	0	72,890							
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
10 Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
II B Long Range Transp. Plan																											
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
5 Forecast of Data to Horizon Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
9 Highway Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
10 Transit Element of the L RTP	0	0	0	0	0	0	775	775	6,202	0	0	0	0	0	0	775	775	6,202	0	7,753							
11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
13 Collector Street Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0	0	0	1,403	1,403	11,227	1,403	1,403	11,227	0	14,034							
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
II C Short Range Transit Planning																											
1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
III-A Planning Work Program																											
1 Planning Work Program	0	0	0	0	0	0	0	0	0	0	3,149	3,149	25,191	0	0	3,149	3,149	25,191	0	31,489							
III-B Transp. Improvement Plan																											
1 Transp. Improvement Plan	0	0	0	0	0	0	0	0	0	0	214	214	1,711	0	0	214	214	1,711	0	2,139							
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.																											
1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
4 Planning for the Elderly & Disabled	0	0	0	0	0	0	5,000	5,000	40,000	0	0	0	0	0	0	5,000	5,000	40,000	0	50,000							
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							

Durham-Chapel Hill-Carrboro Urban Area														Durham				
FY 2006-2007 Unified Planning Work Program														3/31/2006 14:05				
Proposed Funding Source Tables - FTA Transit Funds																		
Task Description	Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary						
	STP-DA 133(b)(3)(7)	PL	Local 20%	FHWA 80%	Highway/Transit	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
6 Public Involvement	0	0	0	0	0	0	0	0	4,704	4,704	37,632	4,704	4,704	0	4,704	37,632	0	47,040
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D																		
1 Incidental Ping/Project Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Transportation Enhancement Ping.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Enviro. Analysis & Pre-TIP Ping.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-E																		
1 Management & Operations	0	0	0	0	0	0	0	0	33,685	33,685	269,482	0	0	0	33,685	33,685	269,482	336,853
Totals	\$0	\$0	\$0	\$0	\$12,289	\$12,289	\$98,312	\$43,931	\$43,931	\$351,445	\$0	\$0	\$0	\$0	\$56,220	\$56,220	\$449,757	\$562,196

\$0 \$0 \$0

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

**Attachment # 7
Anticipated DBE Contracting Opportunities for FY07**

Name of MPO: Durham-Chapel Hill-Carrboro

Person Completing Form: David Bonk Telephone Number: 986-2888 ext. 347

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

Sample Entry:
II-C-11 Transit Plan Evaluation Big City Planning Department Consultant \$48,000 \$60,000

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

Town of Carrboro
Task Funding Table
Task Description and Narrative

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

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

Carrboro
3/31/2006 13:51

Task Description		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables												Carrboro 3/31/2006 13:51				
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit		Section 5307 Transit		Section 5309 Transit		Task Funding Summary						
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOIT 10%	FTA 80%	Local 10%	NCDOIT 10%	FTA 80%	Local 25%	NCDOIT 25%	FTA 50%	Local	NCDOIT	Federal	Total
4	Planning for the Elderly & Disabled	0	0	50	200	0	0	0	0	0	0	0	0	50	-	200	250	
5	Safety/Drug Control Planning	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
6	Public Involvement	0	0	150	600	-	-	-	-	-	-	-	-	150	-	600	750	
7	Private Sector Participation	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
III-D																		
1	Incidental Png./Project Dev.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	Transportation Enhancement Png.	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
3	Enviro. Analysis & Pre-TIP Png.	0	0	100	400	-	-	-	-	-	-	-	-	100	-	400	500	
4	Special Studies	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
4	Regional or Statewide Planning	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	
III-E																		
Management & Operations																		
1	Management & Operations	0	0	2,716	10,864	0	0	0	0	0	0	0	0	2,716	-	10,864	13,580	
Totals		\$0	\$0	\$6,341	\$25,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,341	\$0	\$25,364	\$31,705	

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

Town of Chapel Hill		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables												Town of Chapel Hill 3/31/2006 13:51		
		Section 5303			Section 5307			Section 5309			Task Funding Summary					
		STP-DA 133(b)(3)(7) Local 20%	PL FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change															
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10 Mapping	0	0	1,875	15,000	1,250	1,250	10,000	3,125	3,125	25,000	31,250				
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	Long Range Transp. Plan															
B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	0	1,250	5,000	625	625	5,000	0	0	0	0	0	1,875	625	10,000	12,500
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	1,250	5,000	307	2,456	0	0	0	0	0	1,557	307	7,456	9,320
	9 Highway Element of th L RTP	0	0	1,250	5,000	0	0	0	0	0	0	0	1,250	0	5,000	6,250
	10 Transit Element of the L RTP	40,000	160,000	0	0	2,500	20,000	0	0	0	0	0	42,500	2,500	180,000	225,000
	11 Bicycle & Ped. Element of the L RTP	0	0	2,500	10,000	0	0	0	0	0	0	0	2,500	0	10,000	12,500
	12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	2,500	10,000	625	5,000	0	0	0	0	0	3,125	625	15,000	18,750
	17 Congestion Management Strategies	0	0	0	0	0	0	0	382	382	3,056	3,820	382	382	3,056	3,820
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III C	Short Range Transit Planning															
C	1 Short Range Transit Planning	0	0	0	0	125	1,000	0	0	0	0	0	125	125	1,000	1,250
III-A	Planning Work Program															
A	1 Planning Work Program	0	0	250	1,000	375	3,000	375	375	3,000	3,000	8,750	1,000	750	7,000	8,750
III-B	Transp. Improvement Plan															
B	1 Transp. Improvement Plan	0	0	500	2,000	0	0	0	250	250	2,000	5,000	750	250	4,000	5,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
C	1 Title VI	0	0	0	0	0	0	0	375	375	3,000	3,750	375	375	3,000	3,750
	2 Environmental Justice	0	0	0	0	0	0	0	375	375	3,000	3,750	375	375	3,000	3,750
	3 Minority Business Enterprise	0	0	0	0	0	0	0	1,250	1,250	10,000	12,500	1,250	1,250	10,000	12,500

Town of Chapel Hill		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables												Town of Chapel Hill 3/31/2006 13:51					
		STP-DA 133(b)(3)(C)			Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%		Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	0	1,250	1,250	10,000	1,250	1,250	10,000	1,250	1,250	10,000	12,500	
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	625	625	5,000	625	625	5,000	625	625	5,000	6,250	
6	Public Involvement	0	0	0	0	0	0	0	750	750	6,000	750	750	6,000	750	750	6,000	7,500	
7	Private Sector Participation	0	0	0	0	0	0	0	375	375	3,000	375	375	3,000	375	375	3,000	3,750	
III-D																			
1	Incidental Png./Project Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3	Special Studies	0	0	1,250	5,000	0	0	0	6,875	6,875	55,000	8,125	6,875	60,000	8,125	6,875	60,000	75,000	
4	Regional or Statewide Planning	0	0	0	0	625	625	5,000	625	625	5,000	1,250	625	10,000	1,250	625	10,000	12,500	
III-E																			
1	Management & Operations	0	0	5,749	22,996	4,750	4,750	38,000	5,243	5,243	41,944	0	0	0	15,742	9,993	102,940	128,675	
Totals		\$40,000	\$160,000	\$16,499	\$65,996	\$11,807	\$11,807	\$94,456	\$20,000	\$20,000	\$160,000	\$0	\$0	\$0	\$88,306	\$31,807	\$480,452	\$600,565	

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown												
Town of Chapel Hill												
Task Description	STP-DA 1330(D)(3)(7)						Section 104(f) - PL					
	Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II A	Surveillance of Change											
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0
II B	Long Range Transp. Plan											
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	40,000	160,000	40,000	160,000	0	0	0	0	0	0
11	0	0	0	0	0	0	2,500	10,000	0	0	2,500	10,000
12	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	2,500	10,000	0	0	2,500	10,000
18	0	0	0	0	0	0	0	0	0	0	0	0
II C	Short Range Transit Planning											
1	0	0	0	0	0	0	0	0	0	0	0	0
III-A	Planning Work Program											
	0	0	0	0	0	0	250	1,000	0	0	250	1,000
III-B	Transp. Improvement Plan											
	0	0	0	0	0	0	500	2,000	0	0	500	2,000

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown														
Town of Chapel Hill		Task Description	STP-DA 135(b)(3)(7)				Section 104(b) - PL				Total PL			
			Staff		Consulting		Staff		Consulting		Staff		Consulting	
Local	FHWA		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	
III-C														
Cvl Rgts. Cmp./Otr. Reg. Reqs.														
1	3	Title VI	0	0	0	0	0	0	0	0	0	0	0	0
2		Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0
3		Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0
4		Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0
5		Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0
6		Public Involvement	0	0	0	0	0	0	0	0	0	0	0	0
7		Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0
III-D														
Incidental Png./Project Dev.														
1		Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0
2		Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0	0
3		Special Studies	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000	0
4		Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0
III-E														
Management & Operations														
1		Management & Operations	0	0	0	0	0	5,749	22,996	0	0	5,749	22,996	0
Totals			\$0	\$0	\$40,000	\$160,000	\$0	\$16,499	\$65,996	\$0	\$0	\$16,499	\$65,996	\$0

Durham-Chapel Hill-Carrboro Urban Area																
Town of Chapel Hill																
3/31/2006 14:05																
Chapel Hill Transit (CHT)																
FY 2006-2007 Unified Planning Work Program																
Proposed Funding Source Tables - FTA Transit Funds																
Task Description	Sec. 104(f)			Section 5303			Section 5307			Section 5309			Task Funding Summary			
	STP-DA Local 20%	FWHA 80%	PL Local 20%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A Surveillance of Change																
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Mapping	0	0	0	1,875	1,875	15,000	1,250	1,250	10,000	0	0	0	3,125	3,125	25,000	31,250
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B Long Range Transp. Plan																
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Forecast of Data to Horizon year	0	0	0	625	625	5,000	0	0	0	0	0	0	625	625	5,000	6,250
6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Capacity Deficiency Analysis	0	0	0	307	307	2,456	0	0	0	0	0	0	307	307	2,456	3,070
9 Highway Element of th L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of the L RTP	0	0	0	2,500	2,500	20,000	0	0	0	0	0	0	2,500	2,500	20,000	25,000
11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Collector Street Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 Financial Planning	0	0	0	625	625	5,000	0	0	0	0	0	0	625	625	5,000	6,250
17 Congestion Management Strategies	0	0	0	0	0	0	382	382	3,056	0	0	0	382	382	3,056	3,820
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III C Short Range Transit Planning																
1 Short Range Transit Planning	0	0	0	125	125	1,000	0	0	0	0	0	0	125	125	1,000	1,250
III-A Planning Work Program																
1 Planning Work Program	0	0	0	6	47	47	375	375	3,000	0	0	0	381	422	3,047	3,850
III-B Transp. Improvement Plan																
1 Transp. Improvement Plan	0	0	0	4	31	31	250	250	2,000	0	0	0	254	281	2,031	2,566
III-C Cvl Rgts. Cmp./Otr. Reg. Reqs.																
1 Title VI	0	0	0	6	47	47	375	375	3,000	0	0	0	381	422	3,047	3,850
2 Environmental Justice	0	0	0	6	47	47	375	375	3,000	0	0	0	381	422	3,047	3,850
3 Minority Business Enterprise	0	0	0	20	156	156	1,250	1,250	10,000	0	0	0	1,270	1,406	10,156	12,832
4 Planning for the Elderly & Disabled	0	0	0	20	156	156	1,250	1,250	10,000	0	0	0	1,270	1,406	10,156	12,832
5 Safety/Drug Control Planning	0	0	0	10	78	78	625	625	5,000	0	0	0	635	703	5,078	6,416

Durham-Chapel Hill-Carrboro Urban Area														Town of Chapel Hill			
FY 2006-2007 Unified Planning Work Program														3/31/2006 14:05			
Proposed Funding Source Tables - FTA Transit Funds																	
Task Description	SFP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
6 Public Involvement	0	0	0	0	12	94	94	750	750	6,000	762	844	0	762	844	6,094	7,699
7 Private Sector Participation	0	0	0	0	6	47	47	375	375	3,000	381	422	0	381	422	3,047	3,850
III-D																	
1 Incidental PING/Project Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Transportation Enhancement PING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Enviro. Analysis & Pre-TIP PING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Special Studies	0	0	0	0	0	0	0	6,875	6,875	55,000	6,875	6,875	0	6,875	6,875	55,000	68,750
5 Regional or Statewide Planning	0	0	0	0	625	625	5,000	625	625	5,000	1,250	1,250	0	1,250	1,250	10,000	12,500
III-E																	
1 Management & Operations	0	0	0	0	4,750	38,000	38,000	5,243	5,243	41,944	9,993	9,993	0	9,993	9,993	79,944	99,930
Totals	\$0	\$0	\$0	\$0	\$11,520	\$12,135	\$92,159	\$20,000	\$20,000	\$160,000	\$0	\$0	\$0	\$31,520	\$32,135	\$252,159	\$315,814

**Attachment # 7
Anticipated DBE Contracting Opportunities for FY07**

Name of MPO: Durham-Chapel Hill-Carrboro Telephone Number: (919) 968-2728
 Person Completing Form: David C. Bonk, Long Range Planner/Chapel Hill

Prospectus Task Code/FTA Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
IIID-3/442700	Feasibility of a transit transfer center in the downtown area.	Town of Chapel Hill	Consultant	\$40,000	\$50,000

Sample Entry:

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

Orange County
Task Funding Table

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables																			
Orange County 3/31/2006 13:51																			
Task Description	SPR Highway			Sec. 104(f) & 133(b)(3)(7)			Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	NCDOT 20%	FHWA 80%	Local	Local 20%	FHWA 80%	Local	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A Surveillance of Change																			
1 Traffic Volume Counts			0		0														
2 Vehicle Miles of Travel																			
3 Street System Changes																			
4 Traffic Accidents																			
5 Transit System Data			0		0														
6 Dwelling Unit, Pop. & Emp. Change																			
7 Air Travel																			
8 Vehicle Occupancy Rates			0		0														
9 Travel Time Studies			0		0														
10 Mapping			0		0														
11 Central Area Parking Inventory																			
12 Bike & Ped. Facilities Inventory																			
13 Bike & Ped. Counts			0		0														
II B Long Range Transp. Plan																			
1 Collection of Base Year Data			0		0														
2 Collection of Network Data			0		0														
3 Travel Model Updates																			
4 Travel Surveys																			
5 Forecast of Data to Horizon year			0		0														
6 Community Goals & Objectives																			
7 Forecast of Future Travel Patterns																			
8 Capacity Deficiency Analysis																			
9 Highway Element of th LRTP																			
10 Transit Element of the LRTP																			
11 Bicycle & Ped. Element of the LRTP																			
12 Airport/Air Travel Element of LRTP																			
13 Collector Street Element of LRTP																			
14 Rail, Water or other mode of LRTP																			
15 Freight Movement/Mobility Planning																			
16 Financial Planning																			
17 Congestion Management Strategies			0		0														
18 Air Qual. Planning/Conformity Anal.			2,401		9,604											2,401		9,604	12,005
II C Short Range Transit Planning																			
1 Short Range Transit Planning																			
III-A Planning Work Program			0		0														
III-B Transp. Improvement Plan			0		0														
III-C Cvl Rgts. Cmp/Otr .Reg. Reqs.																			
1 Title VI			0		0														
2 Environmental Justice																			

Orange County		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables												Orange County 3/31/2006 13:51			
Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
3 Minority Business Enterprise																	
4 Planning for the Elderly & Disabled																	
5 Safety/Drug Control Planning																	
6 Public Involvement			0	0													
7 Private Sector Participation																	
III-D																	
1 Transportation Enhancement Png.																	
2 Enviro. Analysis & Pre-TIP Png.																	
3 Special Studies			0	0													
4 Regional or Statewide Planning																	
III-E																	
1 Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	\$0	\$0	\$2,401	\$9,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,401	\$0	\$9,604	\$12,005

note 5640 max to be invoiced

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

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

NCDOT
3/31/2006 13:51

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

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

NCDOT
3/31/2006 13:51

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

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

Triangle Transit Authority (TTA) TTA 3/31/2006 13:51

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

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

Triangle Transit Authority (TTA)												Durham-Chapel Hill-Carrboro Urban Area												TTA											
FY 2006-2007 Unified Planning Work Program												FY 2006-2007 Unified Planning Work Program												3/31/2006 13:51											
Proposed Funding Source Tables												Proposed Funding Source Tables												Proposed Funding Source Tables											
Task Description	SITP-DA 133(b)(3)(7)			Sec. 104(f) PL			Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary																			
	Local 20%	FHWA 80%	Total	Local 20%	FHWA 80%	Total	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total																
2 Enviro. Analysis & Pre-TIP Ping.			0			0																													
3 Special Studies			0			0																													
4 Regional or Statewide Planning			0			0																													
III-E Management & Operations			0			0																													
I Management & Operations	\$27,916	\$111,664	\$139,580	\$9,000	\$36,000	\$45,000	\$0	\$0	\$0	\$153,125	\$153,125	\$0	\$0	\$0	\$0	\$162,125	\$181,041	\$1,372,664	\$1,715,830																
Totals																																			

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

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables																	
Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
III A Surveillance of Change																	
II A 1 Traffic Volume Counts																	
2 Vehicle Miles of Travel																	
3 Street System Changes																	
4 Traffic Accidents																	
5 Transit System Data																	
6 Dwelling Unit, Pop. & Emp. Change																	
7 Air Travel																	
8 Vehicle Occupancy Rates																	
9 Travel Time Studies																	
10 Mapping																	
11 Central Area Parking Inventory																	
12 Bike & Ped. Facilities Inventory																	
13 Bike & Ped. Counts																	
II B Long Range Transp. Plan																	
B 1 Collection of Base Year Data																	
2 Collection of Network Data																	
3 Travel Model Updates																	
4 Travel Surveys																	
5 Forecast of Data to Horizon year																	
6 Community Goals & Objectives																	
7 Forecast of Future Travel Patterns																	
8 Capacity Deficiency Analysis																	
9 Highway Element of the LRTP																	
10 Transit Element of the LRTP																	
11 Bicycle & Ped. Element of the LRTP																	
12 Airport/Air Travel Element of LRTP																	
13 Collector Street Element of LRTP																	
14 Rail, Water or other mode of LRTP																	
15 Freight Movement/Mobility Planning																	
16 Financial Planning																	
17 Congestion Management Strategies																	
18 Air Qual. Planning/Conformity Anal.																	
II C Short Range Transit Planning																	
1 Short Range Transit Planning																	
III-A Planning Work Program																	
III-B Transp. Improvement Plan																	
III-C Cvi Rgts. Cmp./Otr.-Reg. Reqs.																	
1 Title VI																	
2 Environmental Justice																	
3 Minority Business Enterprise																	

Triangle J COG
TJCOG
3/31/2006 13:51

Triangle J COG														Durham-Chapel Hill-Carrboro Urban Area														TJCOG													
FY 2006-2007 Unified Planning Work Program														Proposed Funding Source Tables														3/31/2006 13:51													
Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary																											
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total																								
4 Planning for the Elderly & Disabled																																									
5 Safety/Drug Control Planning																																									
6 Public Involvement																																									
7 Private Sector Participation																																									
III-D																																									
1 Incidental Pmg./Project Dev.																																									
2 Transportation Enhancement Pmg.																																									
3 Enviro. Analysis & Pre-TIP Pmg.																																									
4 Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																								
4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																								
III-E																																									
1 Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																								
Totals	\$0	\$0	\$2,720	\$10,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,720	\$0	\$10,880	\$13,600																								



North Carolina Department of Environment and Natural Resources
Division of Air Quality

Michael F. Easley, Governor

William G. Ross, Jr., Secretary
B. Keith Overcash, P.E., Director

March 29, 2006

Subject: Development of Motor Vehicle Emission Budgets

Dear Triangle Transportation Partner:

The North Carolina Division of Air Quality (NCDAQ) sent out a letter September 16, 2005 requesting comments on how the motor vehicle emission budgets (MVEBs) should be established in the 8-hour ozone attainment demonstration. Several of the Triangle partners responded to that letter, with some partners requesting the NCDAQ establish county level MVEBs and others requesting multi-county MVEBs.

At a recent Statewide Interagency Consultation Meeting (SICM), the NCDAQ announced that the Triangle area was attaining the 8-hour ozone standard based on the 2003-2005 data. Immediately following the SICM meeting, an interagency consultation meeting was held with the Triangle transportation partners to discuss the schedule and data needs for the redesignation demonstration and maintenance plan.

During the Triangle interagency consultation meeting, one of the issues discussed was the setting of MVEBs. The original request for comments on how the MVEBs would be established was for an attainment demonstration. In an attainment demonstration, the MVEBs are set for only one year, the year the area is required to meet the 8-hour ozone standard. The required attainment year for the Triangle area is 2008. The MVEBs set in attainment demonstration would be in place until the area attained the standard and a redesignation demonstration and maintenance plan was approved by the U. S. Environmental Protection Agency, in which new MVEBs would be established.

In a maintenance plan, MVEBs can be set for a number of years with the latest year having to be at least ten years from when the plan is expected to be approved. For the Triangle area, this required MVEB year is 2017. Additionally, a portion of the safety margin can be added to the MVEBs in a maintenance plan to address uncertainty in the data that is used to calculate the highway mobile source emissions.

Due to these differences in how MVEBs are set in an attainment demonstration versus a maintenance plan, the NCDAQ is providing the Triangle transportation partners an opportunity to revisit the issue. Since the NCDAQ has not yet made any decisions on the responses to the September 16, 2005 letter, the agency has decided to hold off on reviewing these responses and wait until the area has an opportunity to re-address the issue if they desire.

Planning Section

1641 Mail Service Center, Raleigh, North Carolina 27699-1641
2728 Capital Blvd., Raleigh, North Carolina 27604
Phone: 919-715-7670 / FAX 919-715-7476 / Internet: www.ncair.org

One
North Carolina
Naturally

The NCDAQ requests that any additional correspondence regarding this issue be submitted no later than May 31, 2006. The process for recommending approaches other than county level MVEBs is outlined in the September 16, 2005 letter. Partners that responded to the original letter and are comfortable with their current position may respond as such and no further action will be required. The NCDAQ will take into consideration the recommended approaches from the transportation partners when developing the MVEBs.

The NCDAQ is committed to working with all of our partners during this process to determine the best course of action in achieving and maintaining air quality goals. If you should have any questions, please contact Mike Abraczinskas of my staff at (919) 715-3743 or michael.abraczinskas@ncmail.net or myself at (919) 733-1488 or laura.boothe@ncmail.net.

Sincerely,

Laura A. Boothe
Attainment Planning Branch Chief

cc: Keith Overcash, NCDAQ
Sheila Holman, NCDAQ
Mike Abraczinskas, NCDAQ
Lynorae Benjamin, USEPA
Amanette Wood, USEPA
Eddie Dancausse, FWHA
Loretta Barren, FHWA

Triangle Ozone Redesignation Interagency Consultation Meeting Minutes 3/23/06

Attendees:

Laura Boothe (NCDAQ), Mike Abraczinskas (NCDAQ), Heather Hildebrandt (NCDAQ), Melanie Taylor (NCDAQ), Patrick Butler (NCDAQ), Pat Bello (NCDAQ), Charles Davis (NCDAQ), Eddie Dancausse (FHWA), Behshad Norowzi (NCDOT), Derry Schmidt (NCDOT), Felix Nwoko (DCHC), Pat Strong (TJCOG), John Hodges-Copple (TJCOG), Kenneth Withrow (CAMPO), Lynorae Benjamin (USEPA), Amanetta Wood (USEPA), Jane Spann (USEPA), Nacosta Ward (USEPA)

Summary:

NCDAQ has completed final Quality Assurance on the 2005 ambient ozone data for the Triangle. The draft final numbers show the Triangle in attainment of the 8-hr ozone standard. The data will become “official” when USEPA approves it. NCDAQ hopes to get this approval from USEPA in mid-to-late April.

NCDAQ will begin work on a redesignation/maintenance SIP for the Triangle. NCDAQ hopes to have a draft document completed in early May and go to public hearing in early June. USEPA then has up to 18 months to approve.

NCDAQ will generate emission estimates for the following years in the redesignation/maintenance SIP: 2005, 2008, 2011, 2014, 2017. 2005 is required because that’s the year the Triangle attained... We must analyze every 3 years out at least 10 years from when redesignation is expected to occur.

NCDAQ requested VMT and speeds for each of the analysis years listed above. Triangle transportation partners indicated they’re “in between models” and a new model will be delivered in June/July and will not be fully validated until November 2006. Concern was expressed in setting Motor Vehicle Emission Budgets (MVEBs) with the existing model, then doing transportation conformity in the future with data from the new model (which ‘could’ be significantly different). NCDAQ noted they are willing to negotiate safety margins and would be willing to evaluate the differences when the new model is completed (Nov 2006?) to see if a SIP revision is warranted using new VMT and speeds from the new model.

A compromise was reached to use the existing model to generate VMT and speeds by April 26, 2006 for the years needed. The Triangle Transportation partners will initiate a parallel effort to see if any adjustments need to be made to the model output (VMT and/or speeds). This adjustment would help address any changes in the socio-economic data in high growth areas. This adjustment could be included in the initial submittal (by April 26th) or later during the public comment period. If the adjustments are provided during the public comment period, and the resulting VMT and speeds are deemed “significantly different”, then NCDAQ would have to revise the emissions and MVEBs and put the document back out for comment for 30 days. If the transportation partners make any adjustments to the VMT and speeds, USEPA requested that

documentation/justification be provided. NCDOT will make every effort to provide the VMT and speeds for the rural areas by April 26th. VMT and speeds (AM, PM and Off Peak) will be provided to NCDAQ in a format identical to what was used in the last transportation conformity exercise (per facility type).

The Triangle Transportation partners requested a detailed schedule be provided in time for the Capital Area Metropolitan Planning Organization (CAMPO) TCC meeting on April 6th. NCDAQ will provide by March 29th.

Agreement was reached on the following MOBILE6.2 modeling parameters:

- Speeds AM, PM and off-peak will be provided for modeled areas...Daily speeds for the rural areas
- Evaluation month = 7
- Temperatures – 24hr avg profile from July 2005 from RDU
- Relative Humidity – 24 hr avg profile from July 2005 from RDU (NCDOT preferred using defaults, but agreement was reached to proceed with the local data)
- VMT mix (or vehicle mix) – based on 99-01 data from NCDOT and using methods outlined in Aug 2004 USEPA guidance. If newer data is available by April 26, 2006, NCDOT will provide.
- Vehicle age distribution – Based on 2004 data provided by NCDOT/DMV. If newer data is available by April 26, 2006, NCDOT will provide. Triangle specific age distribution is used for Wake, Durham, Orange and Granville. Statewide age distribution is used for Chatham, Johnston, Franklin, and Person.
- I/M: Idle program for 2005 analysis year for Durham, Orange and Wake. OBD II program for 2005, 2008, 2011, 2014 and 2017 for all counties except Person.
- RVP: 7.8 psi for Durham, Wake and Granville. 9.0 psi for all other counties.
- I/M fractions: based on surrogate – 2001 accident data. If newer data is available by April 26, 2006, NCDOT will provide.

I/M Fractions		
	2005	2008, 2011, 2014, 2017
Wake	0.93	0.95
Johnston	0.83	0.88
Franklin	0.84	0.88
Granville	0.78	0.79
Durham	0.90	0.91
Orange	0.87	0.89
Chatham	0.95	0.96
Person	No I/M program	No I/M program

MVEB (Years): 2017 is required as a MVEB year. The group chose an interim year MVEB for 2008. This choice is pending NCDOT and FHWA agreement.

MVEB (Geographic extent): John Hodges-Copple requested a letter be sent to the Triangle TACs explaining the current situation... He noted that the elected officials were told they would get another chance to revisit this subject when the area attained the ozone standard. The next DCHC TAC meeting is May 10. Questions were asked to better understand how the responses would be different than what was received by NCDAQ about 1 month ago. It was noted the MVEBs set in a redesignation/maintenance SIP are longer lasting (10 years max) than the attainment demonstration SIP MVEBs (couple of years, max). However, Felix Nwoko noted that DCHC TCC members generally viewed the “options” on the merits of the approaches, not the timing. NCDAQ will consider the possibility of sending another letter as John suggested and assess the timing of such actions.

Triangle Redesignation Schedule

Week of March 27, 2006	Send letter to the Triangle transportation partners about MVEB
May 5, 2006	Receive data from transportation partners
May 31, 2006	Deadline for MPO's to make comments on MVEB
June 30, 2006	Pre-hearing draft completed and made available to public, comment period begins.
Week of July 31, 2006	Public hearing.
August 4, 2006	Public comment period ends.
August 31, 2006	Submit Redesignation Demonstration and Maintenance Plan to EPA.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 16, 2006

Honorable Kevin Foy, Mayor
Town of Chapel Hill
306 N. Columbia Street
Chapel Hill, NC 27516

Dear Mayor Foy:

We are pleased to announce allocations of Federal Transit Administration (FTA) Section 5309 funds from the North Carolina Statewide Bus and Bus Facilities earmark. Funds are being provided to meet bus purchase and bus facility project needs for urban and regional transit systems across North Carolina. Although we are allocating millions of dollars to urban and regional transit systems across the state, we realize that the amounts still fall short of the funding needed to meet all the bus and bus facility needs.

A total of \$3,984,000 of Section 5309 Bus and Bus Facilities statewide earmark funds are allocated to the Town of Chapel Hill for purchase of 15 replacement buses. The state will provide a 10% match to that amount and the town will be required to provide a 10% match also for a project total of \$4,980,000. We will notify the Federal Transit Administration that \$3,984,000 of our Section 5309 statewide earmark is designated to the Town of Chapel Hill. The town will then apply directly to FTA for the funds.

Please note that these funds are in addition to any individual earmarks that have been made to Chapel Hill in the federal SAFETEA-LU legislation and the federal FY2006 appropriations legislation.

You will need to work with your local MPO to ensure that your bus replacement project is included in the local Metropolitan Transportation Improvement Program (MTIP) for FY2006 with the Section 5309 fund source identified. We will also need to amend the State TIP concurrently. We expect that this STIP amendment will go to the Board of Transportation for information at its May 2006 meeting and for adoption at its June 1, 2006 meeting. Your MPO needs to adopt the amendments before the June 1, 2006 date.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PUBLIC TRANSPORTATION DIVISION
1550 MAIL SERVICE CENTER
RALEIGH, NC 27699-1550

TELEPHONE: 919-733-4713
FAX: 919-733-1391

WWW.DOT.STATE.NC.US/TRANSIT/TRANSITNET/

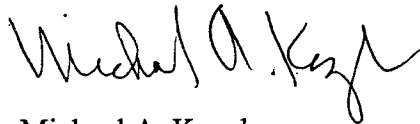
LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Please have town staff work with Tamra Shaw of NCDOT and your MPO staff to see that the necessary MTIP and STIP amendments are coordinated.

To acquire the state match to federal funds, please follow the normal state match process. That is, we will need to receive a letter from your Authorized Official requesting the state's 10% match along with a copy of your draft grant application after its submission to FTA. Then after FTA approval of the grant application, you need to send us a copy of the approved grant budget. At that point we can initiate a request to our Board of Transportation for the state match.

If you have any questions on this matter, please don't hesitate to contact me at 919 733-4713, ext. 229 or at mkozak@dot.state.nc.us. We look forward to working with you on the successful completion of this project.

Sincerely,



Michael A. Kozak
Assistant Director for Metropolitan Transportation

/MAK

cc: Mark Ahrendsen, DCHC Lead Agency contact
Kurt Neufang, Chapel Hill Transit
Carmen Cole, Chapel Hill Transit



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 16, 2006

Honorable William Bell, Mayor
City of Durham
101 City Hall Plaza
Durham, NC 27701

Dear Mayor Bell:

We are pleased to announce allocations of Federal Transit Administration (FTA) Section 5309 funds from the North Carolina Statewide Bus and Bus Facilities earmark. Funds are being provided to meet bus purchase and bus facility project needs for urban and regional transit systems across North Carolina. Although we are allocating millions of dollars to urban and regional transit systems across the state, we realize that the amounts still fall short of the funding needed to meet all the bus and bus facility needs.

A total of \$1,200,000 of Section 5309 Bus and Bus Facilities statewide earmark funds are allocated to the City of Durham for purchase of 5 expansion buses. The state will provide a 10% match to that amount and the city will be required to provide a 10% match also for a project total of \$1,500,000. We will notify the Federal Transit Administration that \$1,200,000 of our Section 5309 statewide earmark is designated to the City of Durham. The city will then apply directly to FTA for the funds.

Please note that these funds are in addition to any individual earmarks that have been made to Durham in the federal SAFETEA-LU legislation and the federal FY2006 appropriations legislation.

You will need to work with your local MPO to ensure that your bus project is included in the local Metropolitan Transportation Improvement Program (MTIP) for FY2006 with the Section 5309 fund source identified. We will also need to amend the State TIP concurrently. We expect that this STIP amendment will go to the Board of Transportation for information at its May 2006 meeting and for adoption at its June 1, 2006 meeting. Your MPO needs to adopt the amendments before the June 1, 2006 date.

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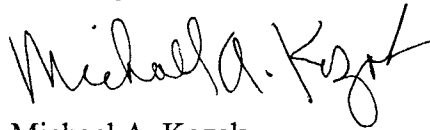
LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Please have city staff work with Tamra Shaw of NCDOT and your MPO staff to see that the necessary MTIP and STIP amendments are coordinated.

To acquire the state match to federal funds, please follow the normal state match process. That is, we will need to receive a letter from your Authorized Official requesting the state's 10% match along with a copy of your draft grant application after its submission to FTA. Then after FTA approval of the grant application, you need to send us a copy of the approved grant budget. At that point we can initiate a request to our Board of Transportation for the state match.

If you have any questions on this matter, please don't hesitate to contact me at 919 733-4713, ext. 229 or at mkozak@dot.state.nc.us. We look forward to working with you on the successful completion of this project.

Sincerely,



Michael A. Kozak
Assistant Director for Metropolitan Transportation

/MAK

cc: Mark Ahrendsen, DCHC Lead Agency contact
Stephen Mancuso, Transit Administrator, City of Durham



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

March 16, 2006

Mr. John Claflin
General Manager
Triangle Transit Authority
P. O. Box 13787
Research Triangle Park, NC 27709

Dear Mr. Claflin:

We are pleased to announce allocations of Federal Transit Administration (FTA) Section 5309 funds from the North Carolina Statewide Bus and Bus Facilities earmark. Funds are being provided to meet bus purchase and bus facility project needs for urban and regional transit systems across North Carolina. Although we are allocating millions of dollars to urban and regional transit systems across the state, we realize that the amounts still fall short of the funding needed to meet all the bus and bus facility needs.

A total of \$1,000,000 of Section 5309 Bus and Bus Facilities statewide earmark funds are allocated to the Triangle Transit Authority for expansion of the bus maintenance facility. The state will provide a 10% match to that amount and the authority will be required to provide a 10% match also for a project total of \$1,250,000. We will notify the Federal Transit Administration that \$1,000,000 of our Section 5309 statewide earmark is designated to the Triangle Transit Authority. The authority will then apply directly to FTA for the funds.

Please note that these funds are in addition to any individual earmarks that have been made to the authority in the federal SAFETEA-LU legislation and the federal FY2006 appropriations legislation.

You will need to work with your local MPO to ensure that your maintenance facility project is included in the local Metropolitan Transportation Improvement Program (MTIP) for FY2006 with the Section 5309 fund source identified. We will also need to amend the State TIP concurrently. We expect that this STIP amendment will go to the Board of Transportation for information at its May 2006 meeting and for adoption at its June 1, 2006 meeting. Your MPO needs to adopt the amendments before the June 1, 2006 date.

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PUBLIC TRANSPORTATION DIVISION
1550 MAIL SERVICE CENTER
RALEIGH, NC 27699-1550

TELEPHONE: 919-733-4713
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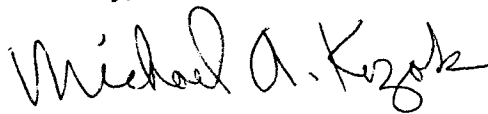
LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Please have authority staff work with Tamra Shaw of NCDOT and your MPO staffs to see that the necessary MTIP and STIP amendments are coordinated.

To acquire the state match to federal funds, please follow the normal state match process. That is, we will need to receive a letter from your Authorized Official requesting the state's 10% match along with a copy of your draft grant application after its submission to FTA. Then after FTA approval of the grant application, you need to send us a copy of the approved grant budget. At that point we can initiate a request to our Board of Transportation for the state match.

If you have any questions on this matter, please don't hesitate to contact me at 919 733-4713, ext. 229 or at mkozak@dot.state.nc.us. We look forward to working with you on the successful completion of this project.

Sincerely,

A handwritten signature in black ink that reads "Michael A. Kozak". The signature is written in a cursive, slightly slanted style.

Michael A. Kozak
Assistant Director for Metropolitan Transportation

/MAK

cc: Ed Johnson, CAMPO Lead Agency contact
Mark Ahrendsen, DCHC Lead Agency contact
Saundra Freeman, Assistant General Manager, TTA



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

April 12, 2006

Ms. Miriam Perry, Director
 Public Transportation Division
 N.C. Department of Transportation
 1550 Mail Service Center
 Raleigh, NC 27699-1550

Dear Ms. Perry:

The Durham-Chapel Hill-Carrboro MPO requests the transfer of CMAQ funds for FFY 2006 from the Federal Highway Administration to the Federal Transit Administration for the CMAQ projects listed below. The funding is as follows:

C-4927	Durham, purchase five hybrid electric 40' buses to operate two new DATA routes	FFY 06 \$587,337
C-4930	Chapel Hill, purchase three hybrid electric transit buses to provide service to a new park and ride facility	FFY 06 \$469,869

This request was approved by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee at its meeting on April 12, 2006 (see attached minutes).

Your assistance with this project is greatly appreciated.

Sincerely,

Mayor William V. "Bill" Bell
 Chair, DCHC Metropolitan Planning Organization

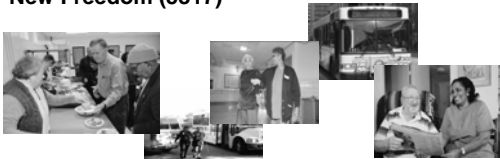
cc: Ms. Tamra Shaw, NCDOT - Public Transportation Division
 Ms. Carmen Cole, Town of Chapel Hill
 Mr. Dale McKeel, Town of Carrboro
 Mr. Mark Ahrendsen, City of Durham
 Mr. Felix Nwoko, DCHC MPO

SAFETEA-LU

Elderly & Persons with Disabilities (5310)

Job Access Reverse Commute (5316)

New Freedom (5317)



SAFETEA-LU OVERVIEW

- **Program Intent: 5310, JARC, New Freedom**
- **Requirements for Using FY 06 Funds**
- **Cross Cutting Issues**
- **New Freedom and JARC Implementation**

SAFETEA-LU

Elderly and Persons with Disabilities



- Targets Older Adults and People with Disabilities
- State Administered for all size areas
- Funding (primarily) to support vehicle acquisition for non-profit organizations
- Capital only Program

Funding from FY05-FY09=\$584M

SAFETEA-LU

Job Access Reverse Commute (JARC)

- Targeted for individuals with Lower incomes
- Access to Employment / Related Activities
- Reverse Commute Services
- Change from National Discretionary to Formula



Funding from FY05-FY09=\$727M

SAFETEA-LU New Freedom



- New Formula Program
- Enhances Transportation for People with Disabilities
- "New" Public Transportation services
- Alternatives to Public Transportation "beyond the ADA"


Funding from FY06-FY09=\$339M

SAFETEA-LU

**Cross Cutting Issues
5310-JARC-New Freedom**

- **Designated Recipient**
- **The Coordinated Public Transit-Human Services Transportation Plan**
- **Competitive Selection Process**
- **Strategies for Evaluation and Oversight**
- **Management and Administration**

SAFETEA-LU FY 06 Implementation




- **Competitive Selection Process**
 - REQUIRED in FY 06
- **Coordinated Planning Process**
 - JARC: Plan required in FY 06
 - 5310 and New Freedom: Consultation in FY 06
- **Designated Recipient**
 - JARC and New Freedom: State and Local Designation Required
 - 5310: Only needed if A NEW AGENCY is identified

SAFETEA-LU FY 06 Implementation

- Can apply for 10% Admin funds up front
- Project and Subrecipient Eligibility per SAFETEA-LU
- Certs and Assurances
- FTA will Hold 06 grants Harmless when final guidance are issued

SAFETEA-LU Cross Cutting Issues Designated Recipient

- Designated by Governor in Coordination with Local Officials
- There can be ONE recipient for JARC, NFI and 5310- encouraged but not required
- Designated Recipient will be responsible for implementing a competitive selection process.



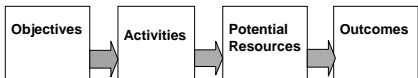
SAFETEA-LU Cross Cutting Issues The Coordinated Public Transit-Human Services Transportation Plan

The Process of Building a Plan

- *Leadership
- *Collaborative Development
- *Public Involvement
- *Assessment of Needs and Resources
- *Developing an Action Plan

SAFETEA-LU Cross Cutting Issues The Coordinated Public Transit-Human Services Transportation Plan

The Plan



```

graph LR
    A[Objectives] --> B[Activities]
    B --> C[Potential Resources]
    C --> D[Outcomes]
    
```

SAFETEA-LU Cross Cutting Issues The Coordinated Public Transit-Human Services Transportation Plan

Elements of a Plan


Customer Focused Strategies (travel training, mobility management, etc)


- Mobility Strategies (e.g., fixed route, paratransit, accessible taxi, volunteer, etc)

– Technology Related Solutions

– Policy and Funding Strategies

SAFETEA-LU
Cross Cutting Issues
The Coordinated Public Transit-Human Services Transportation Plan





SAFETEA-LU
Cross Cutting Issues
Coordinated Public Transit-Human Services Transportation Plan
 Relationship to the
 Metropolitan and State Transportation
 Planning Processes





SAFETEA-LU
Cross Cutting Issues
Competitive Selection Process

- Implemented by Designated Recipient (with MPO in Large UZAs)
- Develop Process for Competition
 - Criteria for Selection
 - Publish Availability of Funding
 - Open Competition
- Certification of Fair and Equitable Distribution





SAFETEA-LU
Cross Cutting Issues
Strategies for Evaluation
 Evaluation and Performance Measures

- **COORDINATION MEASURES**
 - Increase number of riders for target populations
 - Increase the number of communities with easier access to transportation services for target populations
 - Increase the quality of transportation services for target populations


SAFETEA-LU
Cross Cutting Issues
Performance Measures

Evaluation and Performance Measures

- JARC
 - Increase in Access to Jobs and Employers
- New Freedom and 5310
 - To Be Developed

SAFETEA-LU
Cross Cutting Issues
Reporting and Oversight



- **Data Collection and Reporting**
 - Streamlined Reporting
 - Decrease number of Data Elements
 - Utilize National Transit Database
- **Oversight**
 - Urbanized Areas: Triennial Review
 - States: State Management Review

SAFETEA-LU
Cross Cutting Issues
Reporting and Oversight

- ADMINISTRATION
 - 10 % of Funds for Administration
 - NO Match requirement for the 10%
- Match Requirements
 - Use of Other Federal Funds (non-DOT)

SAFETEA-LU
5310-JARC-New Freedom

Program Requirements

- 5310
- JARC
- New Freedom




Eligible Activities

- JARC
- New Freedom


SAFETEA-LU
Elderly and Persons with Disabilities

- Seven State Pilot for operating assistance
- Beginning in FY 2007: local coordinated plan
- State can use the same sliding scale capital rate that it uses for FHWA programs with an 80% Federal share
- Transfers to 5311 or 5307 are now limited to 5310 purposes
- State can use up to 10% of funding for administrative expenses



SAFETEA-LU
Job Access Reverse Commute (JARC)


- Based on Population below 150% of poverty line
- Formula-Funds to Every State
- Direct Apportionment to UZA >200,000
- Operating Match is 50-50
- Capital/Planning Match is 80-20
- 10% for Administration



SAFETEA-LU
Job Access Reverse Commute (JARC)

Eligible Activities

- ✓ Planning
- ✓ Capital
- ✓ Operating Cost




Evaluation Measure

- ✓ Increase in Access to Jobs/Employers

SAFETEA-LU
Job Access Reverse Commute (JARC)

Eligible Services

- ✓ Continuation Projects
- ✓ Maximum Flexibility



SAFETEA-LU New Freedom



- Based on Population of PWD-identified by US Census
- Formula Program
- Direct Apportionment to UZA > 200,000
- Operating at 50-50/Capital at 80-20
- 10% for Administration

SAFETEA-LU New Freedom "NEW" SERVICE



- New Fixed Route
 - New Routes or Services
 - Can include other populations, as long as intended to meet needs of PWD
 - All New Service has to meet ADA requirements
- Environmental Modifications
 - beyond what is required in ADA
 - Enhancements including signage, curb cuts, technologies to enhance customer access

NOTE: Not included in a plan prior to August 10, 2005 (SAFETEA-LU)



SAFETEA-LU New Freedom "Beyond the ADA"

PARATRANSIT:

- Expanded Hours for Paratransit
- Paratransit Beyond ¾ mile
- Same Day Service
- Door THROUGH Door
- Flex Route for Commuter bus or rail access



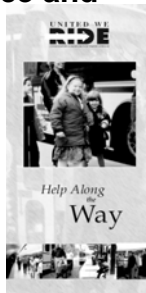
SAFETEA-LU New Freedom "Beyond the ADA"

- Accessible Taxi
- Administration of Vouchers
- Administration of Volunteer Programs
- Travel Training
- Mobility Management



SAFETEA-LU Technical Assistance and Training

- Utilize Existing TA Centers
 - Project ACTION
 - Job Links
 - RTAP
 - NTI
 - ITS Peer to Peer
 - Planning Peer to Peer
- UWR Ambassadors
- New TA Centers
 - Senior Mobility
 - Human Service Coordination-UWR



SAFETEA-LU Next Steps

• March 15, 2006: Federal Register Notice: Proposed Strategies and Request for Comment: <http://dms.dot.gov>. The Docket number: FTA 06-24037.

• April 21, 2006: Public Comment period Closes

• Summer 2006: Publish Draft Circulars for Public comment (JARC, New Freedom)

• Fall 2006: Publish Final Circular

SAFETEA LU

The VEHICLE for FULL COMMUNITY PARTICIPATION!

