

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC)****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

AGENDA**April 12, 2006
9:00 AM****Committee Room
2nd Floor Durham City Hall**

- 1. Roll Call**
- 2. Adjustments to the Agenda**
- 3. Public Comments**
- 4. Directives to Staff (Attachment 4)**

ACTION ITEMS**5. March 8, 2006 TAC Meeting Minutes
(Attachment 5)**

A copy of the March 8, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the March 8, 2006 TAC meeting.

**6. US 15-501 Transit Corridor – Memorandum of Agreement (MOA)
(Attachment 6, 6A)**

Andy Henry, LPA Staff

Karen Sindelar, Attorney, City of Durham

The TAC approved a Memorandum of Agreement for the US 15-501 Transit Corridor at its October 12, 2005 meeting. In summary, the MOA states that each signatory shall include modified alignments in transportation plans and adopt supportive land uses along the corridor and at proposed transit stations. In addition, parties to the MOA agree to defer development decisions requiring a change in the transit corridor alignment until the TAC has had an opportunity to review and comment on analysis associated with the proposed alignment change. The four jurisdictions include the City of Durham, Durham County, Town of Chapel Hill and Triangle Transit Authority (TTA). In its consideration of the MOA, the City of Durham identified several issues that needed to be resolved.

Attachment 6 briefly describes the issues identified by the City of Durham and provides suggested changes to the current language in the MOA to help initiate the discussion needed for resolving these issues. Attachment 6A is the MOA.

TAC Action: Receive issues and suggested changes to the US 15-501 MOA identified by the City of Durham and provide guidance to staff for resolution.

7. Triangle Regional Model Update
(Attachment 7)

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 7 is 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).

At the TAC meeting, Jeremy Raw will provide an overview of travel demand modeling and a report on the Triangle Regional Model (history, current model, and model enhancements). Handouts of the presentation will be provided at the meeting.

TAC Action: Receive update on Triangle Regional Model.

8. 2006-2007 Unified Planning Work Program (UPWP) Draft
(Attachment 8, 8A, 8B, 8C, 8D)

Felix Nwoko, LPA Staff

Annually, as required by federal regulations, the DCHC MPO prepares, a Unified Planning Work Program (UPWP), the document that details and guides the urban area transportation planning activities. Funding sources for planning activities include the Federal Highway Administration, Federal Transit Administration, and state and local governments.

At the 2/8/06 meeting the TAC received a draft schedule for the development of the 2006-2007 UPWP. At the 3/08/06 meeting, the TAC received an overview of the FY 2006-2007 UPWP, a summary of available planning funds, a preliminary funding allocation, and a listing of unfunded planning requests for FY 2006-2007. The TAC requested additional information including an organizational chart of LPA staff with areas of responsibility and task assignments, a better overall picture of the proposed planning program (tasks and dollars with linkage to staff), and anticipated use of consultants.

Attachment 8 is a memo describing the UPWP and attachments. Attachment 8A is a summary of task/project funding. Attachment 8B is an MPO organization chart. Attachment 8C is a LPA staff allocation table. Attachment 8D is the draft 2006-2007 UPWP.

TCC Recommendation: That the TAC receive and release the draft FY 2006-2007 UPWP (provided as Attachment 8D) for comment.

TAC Action: Review and release the FY 2006-2007 UPWP (provided as Attachment 8D) for comment.

9. TIP Amendments for FTA Section 5309 Funds**(Attachment 9, 9A)****Felix Nwoko, LPA Staff**

The City of Durham, Town of Chapel Hill, and TTA have been notified of allocations of Federal Transit Administration (FTA) Section 5309 funds from the NC Statewide Bus and Bus Facilities earmark. The letters from NCDOT regarding these funds are attached as Attachment 9. The Town of Chapel Hill has also received a direct FTA earmark for a park and ride facility. The MPO must amend the 2006-2012 MTIP to include these transit projects before June 1, 2006. A resolution to amend the MTIP to include the earmarks for these projects is Attachment 9A.

TCC Recommendation: That the TAC adopt a resolution amending the 2006-2012 MTIP to include FTA earmarks for Chapel Hill, TTA, and Durham.

TAC Action: Adopt a resolution amending the 2006-2012 MTIP to include FTA earmarks for Chapel Hill, TTA, and Durham.

10. Request to NCDOT Regarding the Transfer of CMAQ Funds to FTA**(Attachment 10)****Felix Nwoko, LPA Staff**

The TAC previously allocated available Congestion Mitigation Air Quality (CMAQ) funds to various projects in the MPO. FFY 2006 CMAQ funds to be 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 provided as Attachment 10.

TCC Recommendation: That the TAC approve the transfer of FY 2006 CMAQ funds to FTA for transit projects in Durham and Chapel Hill.

TCC Action: Approve the transfer of FY 2006 CMAQ funds to FTA for transit projects in Durham and Chapel Hill.

11. Joint CAMPO/DCHC MPO Funding Task Force Legislative Agenda**(Attachment 11, 11A)****Mark Ahrendsen, TCC Chair**

The CAMPO and DCHC MPO TAC's created a Joint Transportation Funding Task Force at the November 30, 2005 meeting. Subsequently, each TAC appointed members to serve on this joint committee. The appointments from each TAC are listed on Attachment 11. The task force met on March 31, 2006 at the Research Triangle Foundation. A joint legislative agenda was created at this meeting and is included as Attachment 11A.

TAC Action: Adopt the Joint CAMPO/DCHC MPO Legislative Agenda

12. Triangle Ozone Redesignation**(Attachment 12, 12A)****Eddie Dancausse, FHWA****Felix Nwoko, LPA Staff**

The North Carolina Division of Air Quality recently announced that the Triangle area was attaining the 8-hour ozone standard based on the 2003-2005 data. A Triangle ozone redesignation 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 12 is an overview letter from NCDAQ. Attachment 12A is the schedule for Triangle redesignation.

TAC Action: Review information.

REPORTS FROM STAFF:**13. Reports from Staff****(Attachment 13)****Felix Nwoko, LPA Staff**

TAC Action: Receive Report from Staff

14. Report from the TCC Chair**Mark Ahrendsen, TCC Chair**

TAC Action: Receive Report from TCC Chair

15. NCDOT Report**(Attachment 15)****Jon Nance, Division 5 – NCDOT****Mike Mills, Division 7 – NCDOT**

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS**16. Recent News Articles and Updates****(Attachment 16)****17. Proposed Bill in the California House re Integrated Transportation and Land Use Planning Models****(Attachment 17)****18. Letter from NCDOT re Safe Routes to School****(Attachment 18)**

19. Bicycle/Pedestrian Planning Strategies Teleconference 5/4/2006
(Attachment 19)

Adjourn

Next meeting: May 10, 2006

TAC Directives to Staff

4/12/06

Meeting Date	Directive	Status
11/6/2002	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	<u>Completed/Pending</u> Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
04/09/03	Determine what guides development of bike/pedestrian improvements in Orange County, is something guiding this and if not what/who needs to be involved to accomplish this.	<u>Completed</u> - In June 2003, the NC General Assembly took action to allow use of County funds for bikeway/trail projects. 1993 Regional Bike Plan used to help guide bikeway development in Orange & Durham Counties.
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
12/10/03	Provide summary on how to proceed to address issues pertaining to TTA rail corridor, identification, mapping, protection from development, and revenue sources.	<u>In Progress</u> – Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of the corridor. TAC approved Corridor Realignment in SW Durham and endorsed sending the Transit Corridor MOA to affected local governments and agencies. MOA sent Durham City, Durham, County, Chapel Hill and TTA for adoption. MOA to be adopted by the TAC after adoption by the participating local agencies and TTA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	<u>Completed/Pending</u> – Report presented to TAC at December 2004 meeting. Follow up report forthcoming.

02/11/04	TRM update from Service Bureau (Update of 2002 Tranplan Model, 2002 TransCad model, and major TRM update) – Capability of the model as analysis tool (sub-area requirements)	<u>In Progress</u> - Staff is working with Service Bureau on this matter. Periodic reports to be provided by Triangle Regional Model Service Bureau.
02/11/04	Recommend new funding sources and work with TTA and TJCOG for US 15-501 Transit Corridor and land use mapping	<u>Completed</u> - Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of corridor. TCC recommendations provided as part the 08/10/2004 TAC meeting agenda item
03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
04/14/04	Staff to present report on Blue Ribbon Study Commission	<u>Completed</u> – TAC received Blue Ribbon Study final report on 12/14/05.
04/14/04	Staff to present information on STP-DA allocations based on current funding initiatives, project delays, starts, etc.	<u>Completed</u> –Staff met with NCDOT on 02/28/06 and obtained STP-DA information.
04/14/04	Staff to prepare structure for joint cooperative efforts between CAMPO and DCHC MPO and present to TAC for review.	<u>Completed</u> – Memorandum of Agreement (MOA) approved by the TAC and jointly executed by the Chairs of DCHC MPO and CAMPO Transportation Advisory Committees.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development.

04/14/04	2006-2012 MTIP – Prepare Priority Lists, identify “issues” carried over from 2004-2010 MTIP and any new projects to be highlighted. Present to NCDOT for inclusion in STIP.	<u>Completed/Pending</u> - One-on-One Issue paper presented to the TAC in May. Division 5 One-on-One meeting with NCDOT held May 27, 2004; Division 7 meeting held 06/1/2004. Draft 2006-2012 STIP released in April 2005. Final 2006-2012 STIP approved by BOT in April 2005. Final 2006-12 MTIP which is based on the STIP and incorporates the comments and resolutions by member jurisdictions and MPO Flagged Issues was approved by the TAC on 08/10/2005. NCDOT deferred action on the MTIP. MPO and NCDOT staff met to resolve differences between STIP and MTIP. TAC approved revised 2006-2012 MTIP on 10/12/ 2005. NCDOT approved October 2005.
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP Update
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – Next LRTP update.
10/13/04	Begin working on list of concerns presented by TAC members regarding LPA Efficiency	<u>Completed</u> - Summary of issues and concerns presented to the TAC at its November meeting. Procedure for improving agenda procedure was presented in December. Responses to other issues were presented at the 01/12/ 2005 meeting.
11/10/04	Proposal to TTA of roles/responsibilities for Phase II TTA Rail project.	<u>Completed</u> – Letter sent to TTA January 2005.
12/08/04	Draft letter to FHWA in support of increase in PL allocation to 1.5%.	<u>Completed</u> - Letter sent December 2004. SAFETEA-LU increases PL allocation to 1.25% (from 1.0%).

02/09/05	Schedule public meeting on alternatives for US 15-501 Transit Corridor in SW Durham and report back to TAC in April	<u>Completed/In Progress</u> – Final report prepared by TJCOG. Public meetings held on 02/08/2005 and 05/23/2005. Final recommendation to TAC at 08/10/2005 meeting. TAC referred recommendation to affected local government and TTA for feedback. TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005. Memo describing feedback from the City of Durham is provided as Attachment 9 in the 04/12/2006 Agenda.
03/30/05	Prepare and forward letter of support for concept – Job Access and Reverse Commute Grant Application	<u>Completed</u> – Letter sent via fax and by mail 04/01/05
04/13/05	Request for funding for Durham County TDM program.	<u>Completed</u> – TAC approved use of STP-DA funds on 05/18/2005.
04/13/05	Collector Street Plan – recommendation on extent of collector street planning for MPO.	<u>Completed</u> - TAC approved study area for SW Durham Collector Street Plan on 05/18/2005.
04/13/05	MPO Modeling Goals and Objectives – TAC suggested certain changes	<u>Completed</u> – TAC approved Modeling Goals & Objectives on 05/18/2005.
04/13/05	Transit Vision Master Plan – Referred to TCC. Request for Composite Master Transit Plan to be brought back to TAC at May 18, 2005 meeting.	<u>Completed</u> – As directed at the 05/18/2005 TAC meeting, a letter has been sent to TTA. A copy of the letter was provided as Attachment 17 in the 08/16/05 Agenda.
04/13/05	Amendment to Functional Classification of Roadways. TAC approved with change to identify Mt. Carmel Church Rd as a collector. Request for brief description of functional classifications.	<u>Completed/In Progress</u> – Letter transmitting interim functional classification as approved by TAC forwarded to NCDOT.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.

04/13/05	FY 2006-2012 TIP – Request for analysis of loop funding. Request for analysis of project delays. Request for schedule of activities/events associated with 2006-2012 STIP and MTIP.	<u>Completed</u> – Analysis/schedule provided at 05/18/2005 TAC meeting.
04/13/05	2030 AQ Conformity Determination	<u>Completed</u> – TAC Resolution and Report forwarded to Federal agencies. (See 5/18/2005 LPA report.)
04/13/05	2005 – 2006 UPWP.	<u>Completed</u> - UPWP and Resolutions forwarded to NCDOT
05/18/05	Staff to work with TTA on measurable outcomes for region wide TDM program.	<u>In Progress</u> : TTA is distributing employer-based survey to collect travel data; SmartCommute participation analyzed to quantify results
06/8/05	Staff to schedule a presentation by NCDOT on the strategic highway corridor.	<u>Complete</u> : NCDOT presentation at 12/14/2005 TAC meeting.
06/8/05	Staff to include map of the revised Durham Comprehensive Plan on the next agenda packet.	<u>Completed</u> : Included in August 10 agenda packet as attachment 9D.
08/10/05	Refer draft 2007-2013 MTIP Regional Priority Project List to member jurisdictions for feedback prior to final action by TAC.	<u>Completed</u> : See 10/12/2005 TAC Agenda
08/10/05	Refer US15-501 Transit Corridor Realignment Recommendation in SW Durham to affected local jurisdictions and TTA prior to final action by TAC.	<u>In Progress</u> : TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005.
08/10/05 & 9/11/05	8/10/05 - Staff to expand memo regarding voting status for TTA on TAC to address possible issues/concerns 9/11/05 -- Draft policy to evaluate requests from organizations seeking non-voting membership on TAC.	<u>Completed</u> : TAC voted to permit ex-officio members to make and second motions. <u>Completed</u> : See Attachment 9 of 3/08/06 TAC Agenda.
08/10/05	Draft letter to NCDOT Division 8 Engineer requesting that a driveway permit for a proposed major development in Chatham County on US15-501 just south of Orange County be withheld until further information is provided.	<u>Completed</u> : Letter sent August 25, 2005. See Attachment 13 of the 09/14/2005 TAC agenda
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>

09/14/05	Direct staff to look at assigning points to three Regional Priority List Ranking Criteria: “Expands Transportation Choices”, Safety and “Air Quality Concerns” using qualitative methods with strong encouragement that bicycle and transit projects get consideration in points.	<u>Completed:</u> Reflected in Draft 2007-2013 MTIP Regional Priority Lists. See Attachment 7A and 7B of the 10/12/2005 TAC agenda
09/14/05	Refer the MOA to staff to draft a revision of the MOA which reflects the September 14, 2005 TAC actions and the suggested changes in section D of the Draft MOA that deals with Environmental and Community Impacts.	<u>Completed:</u> Reflected in Draft MOA. On 10/12/2005 TAC authorized that MOA be sent to local jurisdictions and agencies for review and approval .
09/14/05	Request that local governments seek right-of-way (ROW) dedication rather than reservation for this transit corridor through the development review process and also that local governments use the provisions of their development ordinances to maximize the opportunity for high densities and mixed uses and require transit supportive design in proximity to planned station locations	<u>Completed:</u> Letter sent to the City Of Durham, Durham County and the Town of Chapel Hill. See Attachment 8B of the 10/12/2005 TAC agenda
09/14/05	Request that TTA facilitate the development of a strategy for improved transit service between Durham and Chapel Hill consistent with the Memorandum of Understanding between the TTA and the DCHC MPO on transit planning.	<u>Completed:</u> Letter sent to TTA. See Attachment 8B of the 10/12/2005 TAC agenda
09/14/05	Request that City Attorney interpret the TAC By-Laws and make a recommendation to staff and TAC.	<u>Completed:</u> See Attachment 9 of the 10/12/2005 TAC agenda
09/14/05	Request that staff make a recommendation as to what could be removed from the current work program in order to place the Farrington Road/Stagecoach Road Corridor Study back in the work program or to recommend how the Farrington Road/Stagecoach Road Corridor Study could be placed on next year work program.	<u>Completed:</u> Corridor Study to be considered as part of the 2006-07 MPO Unified Planning Work Program (UPWP).
09/14/05	Request that NCDOT report on the status of the Durham signal system at the October TAC meeting.	<u>Completed:</u> Jon Nance provided information on the Durham signal system schedule at the 10/12/2005 TAC meeting.
10/12/05	Draft letter to Secretary Tippet and copies to Ken Spaulding and other appropriate BOT members and NCDOT officials requesting NCDOT to work with DCHC TAC on communication and other aspects of the TIP development process.	<u>Completed</u> – Letter send to NCDOT on 11/16/05; included in 12/14/05 TAC agenda packet.
10/12/05	Refer the TTA Cost Reduction Proposals to staff for recommendation to be brought back at the November TAC meeting.	<u>Completed:</u> See Attachment 11 of the November 9, 2005 TAC agenda. Letter sent 11/18/05

10/12/05	Refer the American Tobacco Trail Funding to staff to bring back funding split proposal as well as information on population within 2 mile radius of the corridor and local matches provided by local jurisdictions thus far.	<u>In Progress:</u> TCC referred item to the Bicycle and Pedestrian Subcommittee. Additional information provided in Attachment 9 of the 11/9/2005 TAC agenda.
11/9/05	Refer the American Tobacco Trail to staff for final recommendation on: 1) selected design (trail surface and bridge); 2) funding (including allocation of earmark funding). Need improved cost information.	<u>In Progress:</u> TCC referred item to the Bicycle and Pedestrian and TIP Subcommittees. Letter sent to NCDOT - see Attachment 23 of 02/08/06 TAC Agenda.
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress:</u> Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
11/9/05	Draft a blunter letter than the previous one to Secretary Tippet concerning communication and process for FY 2006-2012 TIP.	<u>Completed:</u> See Attachment 18 of 12/14/05 TAC agenda. Letter sent 11/16/05
11/9/05	Draft a letter to Secretary Tippet – TAC expectation that I-40 pavement repairs not deducted from Division 5 equity balance.	<u>Completed:</u> See Attachment 17 of 12/14/05 TAC agenda. Letter sent 11/16/05
12/14/05	Update Website calendar to include 2006 TCC/TAC meeting schedule	<u>Completed</u>
12/14/05	Draft letter to NCDOT requesting that Strategic Highway Corridors be consistent with the LRTP and that designation as a Strategic Highway Corridor not be a determinant in allocating transportation funds.	<u>Completed:</u> See Attachment 15 of 1/11/06 TAC Agenda. Response from NCDOT received 1/23/06. See Attachment 22.
12/14/05	Draft letter to NCDOT endorsing Town of Hillsborough resolution to incorporate the Hillsborough Greenway Plan into planning for I-85 (I-305) and Elizabeth Brady Road (U-3808).	<u>Completed:</u> See Attachment 14 of 1/11/06 TAC Agenda.
12/14/05	Organize and support joint DCHC MPO and CAMPO TAC committee to address funding issues	<u>In Progress:</u> Committee met 3/31/2006. See Attachment 11 of 4/12/2006 Agenda.
12/14/05	Draft letter to NCDOT to initiate the US 70/Northern Durham Parkway planning process	<u>Completed:</u> Letter sent 1/25/06. See Attachment 20 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	<u>Completed:</u> Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.

01/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	<u>Completed:</u> Resolution sent 1/19/06. See Attachment 19 and 19A of 02/08/06 TAC Agenda.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>In Progress:</u> See Attachment 6 of 4/12/2006 TAC Agenda.
02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	<u>In Progress:</u> See UPWP Attachments of 4/12/2006 TAC Agenda.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> Presentation given at 4/12/2006 TAC Meeting.
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>In Progress:</u> The TCC has referred this item to the transit subcommittee.
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> See Attachment 8 of 04/12/06 TAC Agenda.
03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	<u>In Progress:</u>

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TRANSPORTATION ADVISORY COMMITTEE

March 8, 2006

MINUTES OF MEETING

The Transportation Advisory Committee met on March 8, 2006, in the Council

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

- **Kevin Foy Town of Chapel Hill
- **Alice Gordon Orange County (TAC Vice-Chair)
- *Ed Harrison Town of Chapel Hill
- **Becky Heron Durham County
- **Ken Spaulding NCDOT
- *Ellen Reckhow Durham County
- *Bill Strom Triangle Transit Authority
- **Mike Woodard City of Durham
- **Alex Zaffron Town of Carrboro

- **Voting Member
- *Alternate or non-voting member

- Mark Ahrendsen City of Durham-Transportation (TCC Chair)
- Ellen Beckmann City of Durham-Transportation
- David Bonk Town of Chapel Hill
- Alison Carpenter City of Durham-Transportation
- Andy Henry City of Durham-Transportation
- John Hodges-Copple Triangle J COG
- John Hunsinger NCDOT-Division 7 Engineer
- Karen Lincoln Orange County
- Dale McKeel Town of Carrboro
- Jon Nance NCDOT-Division 5 Engineer
- Felix Nwoko City of Durham-Transportation
- Greg Phillips The Herald Sun
- Jeremy Raw City of Durham-Transportation
- Tamra Shaw NCDOT-PTD
- Jill Stark FHWA
- John Tallmadge Triangle Transit Authority
- Robb Teer NC Turnpike Authority
- Chao Wang City of Durham-Transportation
- Barbara Weigel Triangle Transit Authority

Alice Gordon, TAC Vice-Chair called the meeting to order at 9:21 a.m. and the

Roll Call was conducted.

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PRELIMINARIES:**Adjustments to the Agenda**

42 Mark Ahrendsen spoke regarding item 6, the Triangle Parkway Update. David
43 Joyner, Executive Director of the NC Turnpike Authority was not able to provide a
44 presentation today because NCTA is still working on some elements of the project. The
45 environmental study is underway, and NCTA is primarily working on the financial model
46 at this time. NCTA has just received feedback from the consultant on the financial
47 analysis associated with the tolls and are updating the costs. Hopefully, NCTA will be
48 able to make the presentation at the April meeting, if not certainly by the May 2006 TAC
49 meeting. Rob Teer, of NCTA, was available to take questions on the item.

Public Comments

51 There were no public comments.

Directives to Staff (Attachment 4)

53 Ed Harrison, Town of Chapel Hill asked the status of the questions that the Town
54 of Chapel Hill posed, regarding the Triangle Regional Model. Mark Ahrendsen stated it
55 will be on the Directives to Staff next month.

56

ACTION ITEMS:**February 8, 2006 TAC Meeting Minutes (Attachment 5)**

58 Becky Heron made an adjustment to the February 8, 2006 TAC Meeting Minutes
59 on line 55; it should read “Becky Heron wanted to give a big “Thank You” to Ken
60 Spaulding our NCDOT representative.” Mike Woodard made an adjustment on line 185;
61 it should read “Diane Catotti asked Mark Ahrendsen to take concerns to the ITRE
62 executive committee. The following are example intersections: Martin Luther King

63 Parkway and Fayetteville Road, I-40 and Farrington Road, Garrett and US 15-501, and
64 NC 751.” A motion was made by Mike Woodard and seconded by Becky Heron to
65 approve the February 8, 2006 TAC Meeting Minutes with the amendments noted above.
66 The motion carried unanimously.

67 Becky Heron asked for more information today or at the next meeting regarding
68 the special allocation for New Freedom. Ms. Heron specifically wants to know if there
69 are additional funds and how funds will be allocated. Mark Ahrendsen stated that staff
70 still does not know how the funds will be allocated at this time, and will update the TAC
71 when more information is available.

72 **Triangle Parkway Update (Attachment 6 and 6A)**

73 Ellen Reckhow asked Rob Teer of the NC Turnpike Authority about an article she
74 read on this project a few months ago. It was indicated that the cost to build the Triangle
75 Parkway would not necessarily be covered by the tolls that were collected, and that the
76 NC Turnpike Authority would be looking at other revenue resources including local
77 contributions. Rob Teer stated that there is a gap between what is bonded by the tolls and
78 what the cost will be, though the extent is unknown because there has already been a 45%
79 increase in cost since 2000. The NC Turnpike Authority is looking at other sources, such
80 as bonds, transportation infrastructure bonds, mezzanine financing, and other funding
81 options. They do not plan on asking for funds from the local jurisdictions; but it will not
82 be long before local funding options become a necessary component for building new
83 roads. NCTA is looking at how other states access funds. Becky Heron points out that
84 she doesn't want the NC Turnpike Authority to forget that we have major local needs that
85 we don't have the money to take care of presently such as the East End Connector and

86 the Northern Parkway that are very important to Durham. Mark Ahrendsen stated that
87 there is a gap in the funding and how the gap is filled is a fundamental question that the
88 NC Turnpike Authority is working on. He added that the Triangle Parkway does relate to
89 other projects in this area not only from the financial perspective, but also as part of the
90 system of which the East End Connector is one of the largest pieces. There is a financial
91 and system linkage, and how it ties into the freeway is part of the overall system. NC
92 Turnpike Authority is working on putting together a financial package that addresses the
93 bigger picture. Ken Spaulding stated the bottom line is that the systems are
94 interconnected. Ken spoke with David Joyner, NC Turnpike Authority about postponing
95 the presentation until NCDOT has met with them to discuss some issues that have been
96 raised before and that continue to be raised.

97 **2006-2007 Unified Planning Work Program (UPWP) Attachment 7 and 7A)**

98 Felix Nwoko provided a presentation on the 2006-2007 Unified Planning Work
99 Program (UPWP).

100 Becky Heron asked if the GIS section ties into new maps that the U.S. Geological
101 Survey has out on the state website. Felix stated that we want to integrate these maps as
102 part of the MPO planning process.

103 Alice Gordon asked Felix Nwoko to indicate how much funds are available when
104 he covers the new funding requests in his presentation of the UPWP. Felix Nwoko stated
105 that the PL unobligated fund balance is \$133,388, as shown in agenda attachment 7, page
106 2 under Section 104(f). Other funds that can be used are Section 5307 Transit funds. It
107 depends on whether the transit operators are willing to use some of their funds. The STP-
108 DA funds are currently at a negative balance. The subcommittee of the TCC will meet

109 next Wednesday and plan to work on the funding. Any guidance that the TAC members
110 can provide today or by e-mail will assist staff with preparing the program, in order to
111 bring it back to the TAC at the April 2006 meeting.

112 Ellen Reckhow stated that in the slide presentation that Felix Nwoko indicated,
113 for example, that the new Farrington Road and I-40 interchange study would be handled
114 as part of the plan update, but in attachment 7, page 5 it appears as though there is a cost
115 associated. Felix stated that staff wanted to give the TAC an approximate cost should the
116 TAC choose to proceed with the project. Basically if the TAC directs staff to do this
117 project, the listed dollar amount shows how much it will cost. Ellen clarified that the
118 attachment does not make a recommendation, but simply lists all the projects.

119 Kevin Foy stated that the presentation clarified some of the work associated with
120 the funds, but he still is not clear. An organizational chart of our MPO staff would be
121 helpful so that we can link up dollars with staff. Kevin would like to see where the
122 various UPWP funds go, how staff resources are allocated, and who is supervising
123 consultants on various projects. Mark Ahrendsen stated that an organizational chart will
124 be developed for the next TAC meeting.

125 Alice Gordon asked about the total unfunded 2006-07 new requests statement on
126 the bottom of attachment 7, page 5, stating that it implies to her there are no funds
127 available for these projects. How much money is available toward funding these now
128 unfunded requests? Mark Ahrendsen responded that it is somewhat of a moving target.
129 There are \$133,388 unobligated PL funds that are not assigned to any of the tasks
130 discussed earlier. Felix also mentioned the 5307 funds which are the FTA
131 apportionments to the three transit operators, Durham, Chapel Hill, and TTA, to use for

132 various transit related activities such as operation, capital initiatives, or planning
133 initiatives. It is up to the individual grantee to decide how to use the funds.

134 Bill Strom emphasized the need for an organizational chart along with an
135 overview of the projects and staffing. He stated that TAC members need a tool to be able
136 to measure the MPO workload, and this will help prioritize the projects. Ed Harrison
137 suggested that staff look at other sources for funding some of the projects. Kevin Foy
138 advocated for the transit master plan because it is a high priority for Chapel Hill, and is
139 viewed as a component of the regional long range plan that we are all trying to achieve.
140 We develop the capacity for transportation infrastructure and then match up the land uses
141 that accompany it. This is specifically true in regards to UNC's Carolina North
142 development.

143 Ellen Reckhow stated that she agrees but would also say that it needs to be done
144 regionally, and not just by DCHC MPO. Ellen raised the question of whether CAMPO
145 wants to allocate funds for a Triangle-wide transit master plan.

146 Ellen Reckhow also stated that there is a difference on a handout in the package
147 and the presentation by Felix Nwoko. Ellen questioned attachment 7, page 5, line item 9,
148 "Chapel Hill (or Chapel Hill/Durham) Transit Master Plan." It states the cost is
149 \$100,000, but the presentation indicated \$200,000. Felix Nwoko stated that the
150 subcommittee met yesterday and Chapel Hill increased the cost because of new
151 information; the presentation included the latest estimate. Ellen also stated the table in
152 the presentation has a line item 10, "TJCOG air quality coordination and socio-economic
153 data forecast coordination" that the handout did not have. Felix responded that this line
154 item was omitted by accident. Ellen also asked for clarification on the headings on

155 attachment 7, page 5. The first column is “Total Cost,” the second column is “Federal
156 Funding Request” which is 80% of the cost, and the last column is “Local Match” which
157 is 20% of the cost. Ellen also asked why attachment 7, lines 2 and 3, show “under
158 funded,” and asked whether that means we started the project and cannot complete the
159 project without additional funds. Felix Nwoko stated yes.

160 Alice Gordon suggested that staff make a chart of funded projects listing all the
161 available funding sources, and then see what the trade off will be between the funded and
162 unfunded projects. Alice asked when this item will be brought back to the TAC, and
163 Felix Nwoko responded that the item will be on the April 2006 TAC agenda.

164 Mark Ahrendsen stated that the transit vision plan came out of a joint TAC
165 meeting from both TAC’s. The transit composite master plan was discussed and
166 members of the both MPOs recognized that there is a need for an overall Triangle region
167 transit vision. Each MPO has its own vision but there is not an overall vision for the
168 regional system. TTA is seeking guidance, which is one purpose of the vision plan.

169 Barbara Weigel stated that TTA and TJCOG have been working collaboratively
170 to pull a scope of services together for the regional plan, and are looking to the different
171 regional partners to participate in funding the plan. John Hodges-Copple stated that the
172 funds shown on attachment 7 are just the DCHC component. John stated that CAMPO
173 has a contribution included in their draft UPWP that will be presented to their TAC. Bill
174 Strom and Ellen Reckhow expressed a concern with regards to the contribution. Ellen
175 stated that to divide the cost equally between the MPOs may not be a fair share approach.
176 Felix stated that staff is in agreement. Once the scope and cost is confirmed, staff’s
177 intention will be to negotiate a cost based on the relative size of the MPO. Ellen stated

178 that other work being done jointly between the MPOs, such as on the model, has been
179 split equally as well. Staff needs to look at the cost sharing to make sure it is fair. Mark
180 Ahrendsen made this point at the executive committee meeting, and the group will be
181 looking at proportionate sharing on some of the regional initiatives, based on both a
182 geographic and employment/population basis. That will be reflected in the cost
183 breakdown associated with the modeling activities in terms of what we are proposing to
184 contribute, together with CAMPO, TTA, and NCDOT.

185 Kevin Foy wanted to be sure everyone is aware that the transit vision plan and
186 Chapel Hill (or Chapel Hill/Durham) transit master plan are two separate projects. One is
187 far more detailed and also much farther along. David Bonk expects to have the Request
188 for Qualifications ready this week. Chapel Hill cannot wait for a regional effort that is
189 far more macro than what we are discussing. Kevin thinks that everyone needs to have
190 something along the lines of what we are asking for with the master plan. It is much
191 more detailed than identifying the major transit corridors. It is also designed to guide us
192 in the massive growth that is on Chapel Hill's horizon and if we wait and create a plan
193 five years from now, it will be a waste of funds. Kevin wants the MPO to be aware that
194 Chapel Hill needs to proceed on this project now. It is not part of the Triangle-wide
195 vision plan.

196 John Hodges-Copple made a clarification. The two MPO's have a joint UPWP
197 group that met on January 20, 2006. That is where this idea for a transit vision plan was
198 first broached to the MPO staff; it has been carried forward to DCHC UPWP committee
199 meetings, one on February 17 and March 7, 2006.

200 Bill Strom asked Felix Nwoko if the transit vision plan scope is being prepared to
201 go out for a Request for Proposals. Felix stated no, that the scope will actually help us
202 develop a funding request. Bill Strom stated that the decision has been made and the
203 TCC recommendation is for TJCOG and TTA to implement the scope. Felix Nwoko
204 stated that the choice has not been made yet.

205 Alex Zaffron stated there are concerns with using DCHC resources to help
206 CAMPO play catch up with regard to transit planning.

207 Felix Nwoko stated that staff will take all the comments and requests made by the
208 TAC and provide feedback at the April 2006 TAC meeting.

209 Becky Heron stated we need to know a schedule and when we will get results
210 from all the time spent on planning. We need action. Ellen Reckhow stated the whole
211 idea was to have a transit vision plan so that when or if we go to the General Assembly
212 and seek more funding for transportation improvements, we would have something to
213 show in terms of what we want to fund in this region as it relates to transit. Ellen stated
214 that she agrees with Bill Strom that we don't need to spend a lot of money because we are
215 ahead of a vision plan. We have actually done work way beyond a vision plan.

216 On attachment 7, page 5, line item 5, Alice Gordon does not want to remove the
217 Farrington Rd-Stagecoach Rd Corridor study from the project request list for the UPWP.
218 She would like to see every effort made to get it funded.

219 **Section 5340 Apportionment (Attachment 8)**

220 Mark Ahrendsen provided an introduction for the Section 5340 Apportionment,
221 along with the attachment. This item was discussed at the last TAC meeting and action
222 was taken on a portion of this item. The reason this item is coming to the TAC in

223 sections is that the legislation has changed the way the allocation is distributed and
224 determined, and staff is still learning. This relates to the question that Becky Heron
225 asked about the New Freedom funding and the Job Access Reverse Commute funding.
226 We do not know how the funding is going to be allocated yet. Staff is still working with
227 the Public Transportation Division of NCDOT and Federal Transit Administration on
228 how they are going to determine how the small levels of funding are distributed to the
229 urbanized areas and the transit operators. We are discussing the 5307 program, the
230 urbanized area transit apportionment that is a portion from the federal government to the
231 urbanized area. It is up to the MPO to sub-allocate that to the transit operators in the
232 urbanized area. Staff has historically used basically the same formula that the feds use to
233 allocate the money among the urbanized areas to sub-allocate it among the transit
234 operators. The formula is primarily driven by revenue miles of service and population
235 density. This year they added a component 5340, Fast Growing States. In overall
236 magnitude, it is a smaller amount than 5307. That funding as indicated on attachment 8
237 was approximately \$4.9 million, and at the last TAC meeting it was agreed to allocate
238 that using the same formula we have in the past; this action is illustrated on attachment 8.
239 What was not decided was how to allocate the 5340 funds, because we did not know at
240 that time how those funds were allocated to the urbanized area or what formula was used
241 to allocate those funds. We have learned that the allocation is driven by population and
242 population density for the most part, not miles of service. For that reason, the
243 recommendation is to sub-allocate in a like manner, based on population and population
244 density. This would allocate it to the two municipalities in the system since the
245 municipalities contain the population that is considered in the formula. This is illustrated

246 on the second part of attachment 8. Mark Ahrendsen made a correction to attachment 8.
247 The total at the bottom of the page for Durham under the column “Total FY 2006
248 Apportionment” which indicates \$2,595,743 should be \$2,579,701. A motion was made
249 by Kevin Foy and seconded by Mike Woodard to sub-allocate the 5340 funds in the same
250 manner in which they were allocated to the urbanized area as indicated in attachment 8.
251 Becky Heron asked if this was following the same formula and Mark Ahrendsen stated
252 yes. The motion carried unanimously.

253 **TAC Non-Voting Membership Policy (Attachment 9 and 9A)**

254 Mark Ahrendsen provided an introduction for the TAC Non-Voting Membership
255 Policy, along with the attachment. The TAC referred the item to the TCC asking that
256 staff develop guidelines to handle future requests for TAC membership.

257 Ellen Beckmann reviewed the policy with TAC members. Ellen Reckhow asked
258 what, in terms of TAC responsibilities, Section 3.1, “Administration of transportation
259 regulations” does to add value to the list. Mark Ahrendsen stated that none of these
260 suggests that if passed, membership is granted automatically. Each item in the
261 attachment represents the types of information to be gathered from an organization
262 requesting membership, in order to see what their relevance would be. Ellen Reckhow
263 stated that a lot of what the TAC does is allocate resources, and it seems like Section 3.1,
264 “Administration of transportation regulations,” alone might make an organization eligible
265 for TCC/TAC membership. Ellen pointed out that she is not sure if that one item alone
266 should allow an organization be part of the TAC. Alice Gordon asked if Section 3.1,
267 “Administration of transportation regulations” could be eliminated.

268 A motion was made by Mike Woodard and seconded by Alex Zaffron to approve
269 the TAC Non-Voting Membership Policy with the removal of Section 3.1,
270 “Administration of transportation regulations.” The motion carried unanimously. Becky
271 Heron voted for the regulations but with reservations, as she voted against the original
272 request for TTA Non-Voting Membership status.

273 **Southwest Durham/Southeast Chapel Hill Collector Street Plan Update**
274 **(Attachment 10)**

275
276 Andy Henry provided an introduction for the Southwest Durham/Southeast
277 Chapel Hill Collector Street Plan Update, along with the attachment. There have been
278 two public workshops, the first was to inform individuals and get their feedback, and the
279 second meeting was held in January where staff presented some alternatives to the
280 citizens. The third and final workshop will be held on March 21, 2006; at this meeting, a
281 recommended Collector Street Plan network will be presented to the public and staff will
282 seek their feedback. The biggest piece of the plan is the map, which shows where the
283 intended location is for each proposed collector street in the Plan. Staff will have a draft
284 report available soon. Andy hopes to present the recommended Collector Street Plan to
285 the TCC in April and bring it to the TAC in May for comments. Staff expects to revise
286 the Plan after receiving comments, and bring it back to the TAC in June 2006 for
287 adoption. Becky Heron asked where the workshop on March 21, 2006 will be held and
288 Andy stated it will be held at the Resurrection United Methodist Church on Old Chapel
289 Hill Road. Becky Heron still has serious concerns about the road and the school
290 property. Andy stated we have to assume the corridor for Southwest Durham Drive is
291 where it is and if later we move the corridor, we might want to go back and look at the
292 Collector Street Plan and possibly make some amendments. Ellen Reckhow has a

293 concern about adopting a Collector Street Plan when the collectors are feeding into a road
294 that we admit we may change in alignment. Ellen suggested that we should be looking
295 at likely alternatives for the road and make sure the collector street plan works within the
296 envelope of alternatives. Andy Henry stated that he does not expect any major changes.
297 Mark Ahrendsen stated that MPO staff have met with Durham Public School system
298 staff, and expect to receive a request to amend the location of the Southwest Durham
299 Drive.

300 **REPORTS FROM STAFF:**

301 **Reports from Staff (Attachment 11)**

302 The Lead Planning Agency (LPA) Staff Report is attached.

303 **Report from the TCC Chair**

304 Mark Ahrendsen updated the TAC on the East End Connector project. He stated
305 that LPA staff have met with NCDOT staff and the project consultant last week to
306 discuss the schedule for the planning study, public outreach effort and next steps, as well
307 as to obtain a newsletter that is being prepared to go out next month. The mailing list is
308 over 3,000 for people in the vicinity of the East End Connector project. There is a
309 scoping meeting for the staff and various review agencies on March 20, 2006. Staff will
310 attend and express comments. The planning phase of the project is moving along.

311 Mark Ahrendsen reminded TAC members that the meeting for the Joint TAC
312 Funding Task Force has been scheduled for March 31, 2006 at 9:00 a.m. at the Research
313 Triangle Park.

314 **NCDOT Report (Attachment 13)**

315 Jon Nance, NCDOT Division 5 Engineer provided an update. Safe Routes to
316 School was mentioned last month. Terry Canales is our NCDOT representative and there
317 is \$15 million for the state over five years, which is not a large amount of money
318 statewide. A percentage of those funds will be used for educational purposes. There will
319 be two different committees to support the statewide SR2S program - a technical
320 committee, and a high-level committee that will play a role in deciding who gets the
321 funds. The process has started within NCDOT.

322 On NC-54 and I-40: the bid for interchange improvements came in 46% above the
323 original estimate. The Division office is making changes to the bid package and sending
324 it out in the next week or two. Previously, the bid included night work in order to
325 minimize the impact on traffic, but now some adjustments will be made to allow for
326 daytime work, in order to reduce the cost.

327 An analysis has been done on the Erwin Road roundabout. Ellen Reckhow stated
328 that Becky Heron has expressed on many occasions the need for lighting and she totally
329 agrees after driving on it at night. Jon Nance stated the NCDOT is looking at advance
330 signs to alert motorists and pavement markings. Jon expressed that the local agencies
331 could install street lighting if desired.

332 Jon Nance has spoken with the developer about coming back and doing some
333 additional work on the Ephesus Church Road roundabout. Ed Harrison referenced many
334 violations that need to be addressed.

335 On I-85 and US 70: the planters are installed. There will still be a little work on
336 US 70, leaving Durham and heading towards Raleigh, then this section of the contract
337 will be complete.

338 The southbound exit ramp to Guess Road and the northbound entry ramp to Guess
339 Road will be closed on or about March 13, 2006 for the widening of Guess Road under
340 the bridge. NCDOT is working on advance notification to motorists.

341 Alice Gordon asked if there is a set of criteria available for the Safe Routes to
342 Schools program. Jon Nance stated that yes, there is; but he has limited knowledge.
343 Terry Canales is working on the Safe Routes to Schools program development, and
344 currently gathering and interpreting the information from SAFETEA-LU. The program
345 is in the early stages at this point.

346 The US 15-501 widening from Garrett Road to Mt. Moriah: some intersection
347 improvements at Garrett Road and the replacement of two bridges on Garrett Road are
348 scheduled for February 2007. All of these items are bundled together as one project.

349 John Hunsinger, NCDOT Division 7 Project Manager, provided an update. US
350 15-501 is still on schedule for May 2007. The board approved money last week for
351 pedestrian countdown signals at selected intersections on NC-54 and US 15-501 in
352 Chatham County and Carrboro. Alex Zaffron expressed a concern a citizen had about
353 audible signals, and Dale McKeel indicated that he had already spoken with Vance
354 Barham regarding this request.

355 The Superstreet project in Chapel Hill is still scheduled to be let in May 2007.
356 The bids are scheduled to be opened May 16, 2007.

357 **Adjustment to the Agenda**

358 Alex Zaffron stated that the Town of Carrboro has a funding issue that needs to be
359 resolved. The TAC previously approved a small transit expansion, using CMAQ
360 funding, to extend Shared Ride services. It turns out that the CMAQ funding somehow

361 wound up in the highway division and it cannot be dispersed that way for a transit
362 project. The NCDOT needs a formal request from the TAC to release or transfer the
363 CMAQ funding to FTA funding, and the FTA can then release it to the funding
364 operation. Alice Gordon asked if it could be referred to staff to review because the TAC
365 does not have information on it. Dale McKeel stated that this project was approved under
366 CMAQ funding for Shared Ride in Carrboro as well as other projects in the area.
367 NCDOT originally planned to fund those projects through the Highway Division and
368 have recently made a decision to transfer those funds to the FTA. This is a project that
369 the Town of Carrboro is ready to move forward on. Mark Ahrendsen stated that the
370 project was already approved; it is just a matter of moving the funds from Federal
371 Highway Administration to Federal Transit Administration. The funds do not change.

372 A motion was made by Alex Zaffron and was seconded by Ed Harrison to send
373 the NCDOT a formal request from the TAC to release or transfer the CMAQ funding
374 from Federal Highway Administration to Federal Transit Administration. The motion
375 carried unanimously.

376 **INFORMATIONAL ITEMS:**

377 **Recent News Articles and Updates (Attachment 14)**

378 Attached are the recent news articles and updates.

379 **Letter to NCDOT and the Governor regarding the Safe Routes to School Program**
380 **(Attachment 15)**

381 The letter to the NCDOT and the Governor Easley regarding the Safe Routes to
382 School Program is attached.
383

384 **Memo describing the Safe Routes to School Program (Attachment 16)**

385 The memo describing the Safe Routes to School Program is attached.

386 **Letter from NCDOT regarding the Scoping Meeting for the East End Connector**
387 **(Attachment 17)**

388
389 The letter from NCDOT regarding the Scoping Meeting for the East End
390 Connector is attached.

391 **Letter from NCDOT regarding the East End Connector, Northern Durham**
392 **Parkway, and US 70 Projects (Attachment 18)**

393
394 Mark Ahrendsen stated that the written response from the NCDOT was not very
395 promising in terms of commitment of funding to construct the East End Connector.
396 There is a lot of effort in continuing to express the support of the community to both the
397 Secretary and the Governor for funding of the East End Connector project.

398 Ellen Reckhow asked if the TAC should send a response. Alice Gordon
399 recommended that Durham County and Durham City representatives get together with
400 Mark Ahrendsen to prepare a letter for the TAC Chair's signature.

401 Becky Heron asked about the status of the US 15-501 bridge replacement. Mark
402 Ahrendsen stated that Jon Nance will address this item in the NCDOT Report.

403

404 **Adjournment**

405 There being no further business of the Transportation Advisory Committee, the
406 meeting adjourned at 11:25 a.m.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: DCHC Lead Planning Agency Staff

DATE: April 12, 2006

RE: US 15-501 Transit Corridor – Memorandum of Agreement (MOA)

Background

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted a modified alignment for the US 15-501 Transit Corridor at its September 14, 2005 meeting, and requested that a letter be sent to the four affected jurisdictions to make formal notification of the adopted alignment modification and to advise that a Memorandum of Agreement (MOA) will soon follow. The TAC approved a proposed MOA to be considered by Chapel Hill, Durham County, Durham City and the Triangle Transit Authority (TTA), at its October 12, 2005 meeting. In summary, the MOA states that each signatory shall include modified alignments in transportation plans and adopt supportive land uses along the corridor and at proposed transit stations. In addition, the parties agree to defer development decisions requiring a change in the transit corridor alignment until the TAC has had an opportunity to review and comment on analysis associated with the proposed alignment change. The Durham County Board of County Commissioners approved the MOA at its December 12, 2005 meeting, but the MOA has not moved forward in the other jurisdictions. In its consideration of the MOA, the City of Durham identified several issues that needed to be resolved before it can act on the MOA.

Purpose of this Memorandum

The purpose of this staff memorandum is to:

- Briefly describe the issues raised by the City of Durham that need to be resolved before the City can act on the MOA; and,
- Suggest changes to the MOA approved by the TAC to address the issues raised by the City of Durham.

Local Approval Not Required

Issue

Part A (“Modify Corridor Alignment”) and Part B (“Include Modified Alignment in Transportation Plans”) of the MOA state that the parties will adopt the modifications to the corridor that have already been approved by the TAC. However, there is no need for local governments to take an additional “ratifying” step. The original Memorandum of Understanding (MOU), processed in 1994, that established the DCHC MPO provides clear authority to the TAC to make the final decisions regarding the Comprehensive Transportation Plan. Thus, the original MOU does not anticipate that local governments will each make additional “ratifying” decisions regarding every change to an adopted plan. This adoption process is the responsibility of the MPO.

Suggested Changes

Part A and Part B should be eliminated since they are not needed to adopt the modified US 15-501 Transit Corridor. In addition, in order to make that authority, originally established in the 1994 Agreement, clearer, it is suggested that certain “Whereas” clauses be modified to refer to the MPO’s authority to adopt plans,

Binding Future Legislative Discretion

Issue

In Part C, the MOA seeks to bind the local jurisdictions to several development review actions that would support transit development in the US 15-501 Transit Corridor. These actions include: seeking right-of-way dedication, rather than reservation, to preserve the corridor; and, maximizing high density, mixed use, and transit supportive design near the transit stations. This type of contractual arrangement would impermissibly and illegally bind the future legislative discretion of the local elected bodies. Long-standing precedent clearly establishes that local governing bodies, such as a town or city council, cannot have their ability to legislate, i.e., to pass ordinances and to take other similar actions, constrained by contract. Contracts can create conditions that will make it in the elected body’s best interest to legislate in a particular way, or require that the elected body consider certain ordinance changes. However, a contract can’t compel the Council to pass or deny a proposed development action.

Suggested Changes

The MOA can request local jurisdictions to get right-of-way dedication and transit supportive uses and designs to the extent possible when consistent with applicable ordinances of each jurisdictions and constitutional constraints. In a further step, the MOA could request that local jurisdictions change local ordinances to maximize opportunities for transit supportive uses and designs.

To the extent possible, the plans and practices of the City of Durham and Durham County have supported transit development with respect to right-of-way and transit supportive uses. Since the adoption of the US 15-501 Transit Corridor, the

City and County have either dedicated or reserved right-of-way in development proposals that involved transit corridor tracts. The “Durham Comprehensive Plan,” adopted February 28, 2005, has designated higher density residential and commercial future land uses around all the proposed transit stations on the US 15-501 Transit Corridor.

MPO Determine and Conduct Studies

Issue

In Part D, the MOA seeks to require that any development application proposing a shift in the US 15-501 Transit Corridor alignment or designated station locations include an analysis that meets or exceeds a certain standard. In addition, the MOA requires that analysis be promptly supplied to the DCHC MPO technical staff and that staff be consulted on the analysis.

An initial problem with this requirement is that the MOA does not provide the needed level of specificity regarding what is considered a major shift so as to impose the new required study from developers. A process for determining what is a major corridor shift needs to be determined.

An additional problem is that a requirement that developers do additional studies in certain circumstances needs to be imposed through ordinance, and cannot be “indirectly” imposed through a Memorandum of Agreement. To compare this potential new requirement to something that already exists in Durham, the proposed requirement is similar to that of a transportation impact analysis (TIA), which existed in Durham’s previous zoning ordinance and was carried forward and strengthened in the new Unified Development Ordinance (UDO). Similar ordinance requirements would be necessary to require developers to undertake the studies described in the MOA.

Suggested Changes

Given the importance of conducting an analysis study to ascertain the impacts of moving the transit corridor, the MPO should formalize this process through the MOA or an MPO-adopted policy. One option to consider is to identify professional staff, e.g., MPO and local government, who will determine – 1) if a shift is major, and therefore requires a study, and 2) identify a study depth that is commensurate with the impact of the proposed shift. This determination could be based on a defined process that considers the following factors: Cost; Environmental; Community; Land Use Plans; Transportation Plans; Ridership; and, Operations. In addition, the determination might require TAC approval.

Local Governments Consider Ordinance Change to Defer Development Decisions

Issue

In Part E, the MOA seeks to defer local approval of zoning, site plan and other development cases until the TAC has had adequate time to review and comment on the studies and analysis described in the previous section. Again, as described

in the previous section, these types of delays must be written into the development regulations of the participating jurisdictions. They cannot be imposed through an interlocal agreement.

Suggested Changes

It is important that major changes to the US 15-501 Transit Corridor occur with the appropriate impact analysis and input from the TAC. Therefore, one option is for the MOA to provide that each jurisdiction consider ordinance amendments that: 1) require notification to the MPO staff regarding all proposed development actions that impact any roadway or transit corridor in the MPO's long-range plans; 2) allow the MPO to determine if the proposed corridor change (including station changes) is major and therefore requires a defined deferral and further study; 3) provide adequate time within the development review process for a study to be completed and presented; and, 4) if desired, require that the developer fund the study.

The ordinance could defer to the identified professional staff to determine if a proposed corridor change (including station changes) is major and therefore requires a defined study. Meanwhile, the same professional staff will work with the MPO to define the depth of the required analysis study and ensure that the study results are available for TAC review to afford adequate time to report to the relevant local jurisdiction.

Besides the US 15-501 Transit Corridor, there are likely other situations in which the public interest would be served if proposed roadway and transit corridor changes were appropriately deferred to permit the TAC adequate review and input. Therefore, the MOA should request that any ordinance changes that are presented to the various governing bodies not only address the US 15-501 Transit Corridor specifically, but also provide broader, more general language to permit an appropriate deferral and review process for any proposed changes to the roadway and transit corridors included in the DCHC MPO's long-range transportation plan and Comprehensive Transportation Plan.

MEMORANDUM OF AGREEMENT

NORTH CAROLINA

DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION

Regarding

THE US 15-501 TRANSIT CORRIDOR

Between

TOWN OF CHAPEL HILL, CITY OF DURHAM, COUNTY OF DURHAM,
TRIANGLE TRANSIT AUTHORITY, AND THE DURHAM-CHAPEL HILL-
CARRBORO METROPOLITAN PLANNING ORGANIZATION

October 12, 2005

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is actively involved in, and responsible for, the transportation planning process in the Planning Area defined by the Metropolitan Area Boundary (MAB) of the Durham-Chapel Hill-Carrboro Urban Area Metropolitan Planning Organization and the North Carolina Department of Transportation (NCDOT); which includes all of Durham County and portions of Orange County and Chatham County; and

WHEREAS, the Transportation Advisory Committee is the duly recognized transportation decision making body of the DCHC MPO, as required by 23 CFR Part 134; and

WHEREAS, the Transportation Advisory Committee consists of elected officials of member governments in the DCHC Planning Area and a representative of the North Carolina Board of Transportation; and

WHEREAS, the Memorandum of Understanding (dated September 10, 1993), which established the DCHC MPO and is signed by the participating local governments, states that:

- “Transportation policy decisions within the Planning Area are the shared responsibility of the Transportation Advisory Committee... and participating governments.”
- “The continuing transportation planning process will be a cooperative one, and all planning discussions will be reflective and responsive to... the

comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham.”

- “The subscribing local governments shall coordinate zoning and subdivision approvals within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and mutually adopted Thoroughfare Plan.”

and

WHEREAS, the US 15-501 Transit Corridor Plan is part of the adopted Long Range Transportation Plan (LRTP) of the DCHC MPO, or Comprehensive Transportation Plan, and

WHEREAS, the following studies have established and directly addressed the status of the US 15-501 Transit Corridor:

1. The “US 15-501 Major Investment Study, Phase I Report (Draft),” prepared by HNTB North Carolina, P.C., was completed on August 6, 1998;
2. The “US 15-501 Major Investment Study, Phase II Report,” prepared by HNTB North Carolina, P.C., was completed in December 2001;
3. In 2003, concerned that the right-of-way preservation and land use occurring in the US 15-501 transit corridor might be detrimental to future transit development, the DCHC MPO requested that the Triangle Transit Authority (TTA) conduct a follow-on study of the status of the corridor and make recommendations, as appropriate;
4. This follow-on study made the following recommendations to the DCHC MPO for preserving right-of-way and land use in the US 15-501 transit corridor:
 - Evaluate alternatives and choose a preferred alignment through Southwest Durham;
 - Local and regional authorities adopt the alignment;
 - Analyze land use in and near the transit corridor;
 - Require cost, community/environmental, ridership and operational analysis of any future alignment changes; and,
 - Request that the Triangle Transit Authority (TTA) facilitate a strategy for transit service implementation in the corridor consistent with the memorandum of agreement between the TTA and DCHC MPO;

WHEREAS, the “US 15-501 Major Investment Study (MIS)” established an alignment for the transit corridor, and since that time, three modifications have been made to, or recommended for, the alignment, including the following modifications that are depicted on the attached map:

1. The modified alignment near the former South Square Mall;
2. A possible alternative alignment near Glenwood Elementary School in Chapel Hill; and,
3. The preferred alignment through Southwest Durham, as recommended by the US 15-501 Corridor Alignment Analysis, and adopted by the DCHC MPO.

NOW THEREFORE, in consideration of the above premises and the common objective of planning for and implementing a high quality transit corridor between the City of Durham and Town of Chapel Hill, the parties hereto desire to cooperate and mutually agree to the following terms:

A. Modify Corridor Alignment

The parties to this Agreement, including the DCHC MPO, Triangle Transit Authority (TTA) and participating local governments, will modify the transit corridor alignment in the “US 15-501 Major Investment Study (MIS)” to include the three modifications identified above.

B. Include Modified Alignment in Transportation Plans

The parties to this Agreement, including the DCHC MPO, Triangle Transit Authority (TTA) and participating local governments, will include the modified alignment identified above, and future alignment modifications to the “US 15-501 Major Investment Study (MIS)”, into local and regional transportation plans by reference, and the DCHC MPO will consider the alignment modifications in the following update to the Long Range Transportation Plan (LRTP).

C. Adopt Supportive Land Uses

The parties shall seek right-of-way dedication for this corridor, rather than reservation, through their development review process. In addition, the parties shall use the provisions of their development ordinances to maximize the opportunities for high densities and mixed uses, and to require transit supportive design in proximity to planned station locations.

In particular, the parties to this Agreement will encourage development in proximity to the US 15-501 Transit Corridor and stations, through local zoning and development ordinances, consistent with the guidelines set forth in the document “Station Area

Development Guidelines for the Regional Transit Stations” (Triangle Transit Authority, December 1997). It should be noted that the Guidelines state:

“As individual local governments prepare plans for their regional transit station areas, they will select and refine the elements most appropriate for each station area and they will determine the extent to which these elements may be encouraged, discouraged, avoided or required.”

D. Require Analysis of Proposed Changes to Alignment

The parties to this Agreement agree to require that any development application proposing a shift in the adopted US 15-501 Transit Corridor alignment or designated station locations include an analysis that meets or exceeds the technical level of corridor analysis in the current, or subsequently amended, “Chapel Hill-Durham Transit Corridor: Southwest Durham Alignment Evaluation.” The parties to this Agreement further agree that DCHC MPO technical staff will be consulted for current guidelines prior to the preparation of any such analysis, and that the completed analysis will be supplied promptly to DCHC MPO staff for technical review. The analysis will include impacts on the following characteristics:

1. Cost – capital costs for building alignment and stations, and vehicle operations costs (developed in consultation with TTA); and,
2. Environmental – extent of negative environmental impacts including wetlands and stream crossings; and,
3. Community – extent of negative impacts including residential and business relocations, and street crossings; and,
4. Land Use Plans – consistency of existing and future land use and development with comprehensive plans, and,
5. Transportation Plans – consistency with local and regional transportation plans, including the Long Range Transportation Plan of the DCHC MPO; and,
6. Ridership – potential ridership estimates from TTA, based on housing and employment projections within one-quarter and one-half mile of proposed stations; and
7. Operations – feasibility of operations, and service quality impacts (developed in consultation with TTA).

E. Defer Development Decisions for DCHC MPO Board Action

The parties to this Agreement agree to defer approval of zoning, site plan and other development cases in which analysis is required under Paragraph D of this Agreement, until the Transportation Advisory Committee (TAC) of the DCHC MPO has had

adequate time to review and comment on the analysis. The TAC agrees to complete its review in an expeditious and timely fashion.

Conditions of Agreement:

This Memorandum of Agreement:

- 1. Shall become effective when signed by all the parties and shall continue in force until terminated by any party;
- 2. May be terminated thirty (30) days after written notification by any party;
- 3. May be amended by mutual consent of the parties, which consent shall not be unreasonably withheld;
- 4. Shall be in addition to any specific agreements between the parties presently in place establishing specific practices for planning and implementing the US 15-501 Transit Corridor;
- 5. Shall not require any party to implement a practice or policy that is not in compliance with local ordinances or State statutes.

NOW, THEREFORE, BE IT RESOLVED that this Agreement is hereby formally approved by the City/Town Council of the City of Durham and Town of Chapel Hill, the Board of County Commissioners of Durham County, the Board of Directors of the Triangle Transit Authority, and the Mayor/Board Chairs and Clerk of these municipalities and county are hereby empowered to sign and execute the Agreement among these parties.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

By _____
CLERK

By _____
CHAIR

CITY OF DURHAM

By _____
CLERK

By _____
MAYOR

TOWN OF CHAPEL HILL

By _____
CLERK

By _____
MAYOR

DURHAM COUNTY

By _____
CLERK

By _____
BOARD CHAIR

TRIANGLE TRANSIT AUTHORITY

By _____
CLERK

By _____
BOARD CHAIR

Triangle Regional Model (TRM) & Other Model Related Investments

No.	Model tasks	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)	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
	Regional Model Updates & Enhancements						
3	TRM model update and enhancement	Cost Over 4 Years	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
4	Household survey	one-time cost	\$175,000	\$225,000	\$150,000	\$150,000	\$700,000
5	Onboard transit survey	one-time cost	\$63,750	\$41,875	\$44,475	\$13,400	\$163,500
6	Transit ridership counts	one-time cost	\$60,000	\$60,000		\$9,000	\$129,000
7	Traffic counts	one-time cost			\$175,000		\$175,000
8	External Station	one-time cost	\$30,000	\$70,000	\$70,000	\$30,000	\$200,000
9	Commercial vehicle	one-time cost	\$28,667	\$57,333	\$43,000	\$43,000	\$172,000
10	Special Generator	one-time cost	\$16,667	\$33,333	\$25,000	\$25,000	\$100,000
11	Travel Time Speed survey*	one-time cost	\$150,000	\$190,000			\$340,000
	Total Regional Model Updates		\$599,083	\$752,542	\$582,475	\$345,400	\$2,279,500
	DCHC MPO Model Enhancements						
12	Land use Model	one-time cost	\$250,000				\$250,000
13	Non-motorized trip modeling	one-time cost	\$250,000				\$250,000
14	Others: Sub-area. Select-link, LRTP and Mobile 6 Interface	one-time cost	\$112,500				\$112,500
	Total DCHC Model Enhancements		\$612,500	\$0	\$0	\$0	\$612,500
	Total Regional Modeling Costs	Cost Over 4 Years	\$1,159,083	\$1,312,542	\$722,475	\$485,400	\$3,452,000
	% Cost Share		33.6%	38.0%	20.9%	14.1%	100.0%
	Total Modeling Costs with Enhancements	Cost Over 4 Years	\$1,771,583	\$1,312,542	\$722,475	\$485,400	\$4,064,500
	% Cost Share		43.6%	32.3%	17.8%	11.9%	100.0%
	Total 2030 LRTP Project Funding		\$6,130,000,000	\$12,000,000,000	#N/A	#N/A	#N/A
	Percentage for all modeling	Cost Over 4 Years	0.0289%	0.0109%	#N/A	#N/A	#N/A
	Percentage for regional modeling only (not DCHC Model Enhancements)	Cost Over 4 Years	0.0189%	0.0074%	#N/A	#N/A	#N/A

* highway/transit: depends on sample size

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: April 12, 2006

SUBJECT: 2006-07 Draft Unified Planning Work Program (UPWP)

Background

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that identifies the annual funding allocations to support the ongoing transportation planning activities of the DCHC MPO. These funds are used to support the Lead Planning Agency (LPA), partner agencies (e.g., Chapel Hill and Carrboro) and transit operator staff, and the hiring of technical consultants. 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.

TCC Recommendation

The TCC recommends that the TAC:

1. Release the Draft FY 2006-07 Unified Planning Work Program (UPWP) for a 28-day public comment period;
2. Adopt the FY 2006-07 UPWP at the May 10, 2006 TAC meeting after identifying any appropriate modifications.

Description of Attachments

8A: Task/Project Funding by Recipient

This table lists the ongoing tasks, special projects, and new initiatives proposed in the Draft FY 2006-07 UPWP, and lists the allocation amount for the Lead Planning Agency (LPA) and partner agencies for each task and project.

8B: DCHC MPO Organizational Chart

This chart illustrates the transit and planning fund recipients and responsible staff members.

8C: Lead Planning Agency Staff Responsibilities

This table lists Lead Planning Agency (LPA) staff positions and the percentage of their work time dedicated to MPO tasks and projects.

8D: Draft 2006-2007 Unified Planning Work Program (UPWP)

The full UPWP report provides the detailed task and project descriptions and funding amounts as required by federal policy. The report includes:

- Adoption Resolutions;
- Description and amount of the federal and local funding sources (p. 8-11);
- Task and project descriptions, including previous work, proposed activities; expected products, and funding distribution; and,
- Funding Source tables that present the funding source (Planning funding, STP-DA, etc.) and distribution (i.e., to LPA, Chapel Hill, etc.) for each of the various tasks. These task categories are prescribed by the State and federal policy. Note that a complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state. Tasks are identified by an alphanumeric task code and description.

UPWP Schedule

The remaining steps in developing and adopting the FY 2006-07 UPWP is presented in the table below. This process differs from the previous process in that a public involvement component has been incorporated in this process and the TAC is involved early in the process during the formulation of major emphasis areas. In addition, the schedule provides the opportunity to link the UPWP development with the local member governments' budget process.

	Date	Task Descriptions
1	March-April	Development of Draft 2006-07 UPWP
2	3-Apr-06	TCC receives draft 2006-2007 UPWP
3	12-Apr-06	TAC receives Draft 2006-2007 UPWP and provides comments to the TCC. Draft UPWP released for public comment period.
4	26-Apr-06	TCC recommends final 2006-2007 UPWP for TAC approval
5	10-May-06	TAC adopts 2006-2007 UPWP and self-certifies MPO planning process
6	Jun-06	NCDOT/FHWA approves 2006-2007 UPWP

**FY 2006-2007 UPWP
Task/Project Funding by Recipient**

TAC 04/12/06 Attachment 8A

Routine/General Planning		LPA	DATA	Chapel Hill		Carrboro	TTA		Orange	TJCOG	
No.	Task	FHWA	Transit	FHWA	Transit	FHWA	FHWA	Transit	FHWA	FHWA	Total
1	Monitoring Transportation System	\$153,953	\$58,312	\$0	\$25,000	\$3,840					\$241,105
2	LRTP/CTP/Modeling/CMS/Collector Street/Air quality	\$336,717	\$17,429	\$35,000	\$32,456	\$6,260		\$110,000	\$9,604		\$547,466
3	Short Range Transit Planning				\$1,000	\$1,000		\$970,000			\$972,000
4	UPWP	\$13,121	\$25,191	\$1,000	\$3,000	\$1,200					\$43,512
5	TIP	\$29,987	\$1,711	\$2,000	\$2,000	\$1,600					\$37,298
6	Environmental Justice/Elderly/Public Involvement	\$59,481	\$77,632		\$40,000	\$1,200					\$178,313
7	Environmental & Reg Planning/Special Studies	\$147,850		\$5,000	\$65,000	\$400		\$145,000			\$363,250
8	MPO Management and Operations	\$82,680	\$269,482	\$22,996	\$79,944	\$10,864					\$465,966
	Total Routine/General Planning	\$823,789	\$449,757	\$65,996	\$248,400	\$26,364	\$0	\$1,225,000	\$9,604	\$0	\$2,848,910

Special Emphasis Projects		LPA	DATA	Chapel Hill		Carrboro	TTA		Orange	TJCOG	
No.	Projects (projects approved in 2005-06 UPWP)	FHWA	Transit	FHWA	Transit	FHWA	FHWA	Transit	FHWA	FHWA	Total
6	Bike/Ped (non-motorized) Trip Forecasting	\$200,000									\$200,000
7	Land Use Model	\$200,000									\$200,000
8	Data/GIS Integration & Automation	\$160,000									\$160,000
9	Model Enhancements (incl. MPO enhancements)	\$150,000									\$150,000
10	Intelligent Transportation System (ITS)	\$56,000									\$56,000
11	MPO Collector Street Plan	\$40,000									\$40,000
12	TDM						\$85,000				\$85,000
	Total Special Emphasis Projects	\$806,000					\$85,000				\$891,000

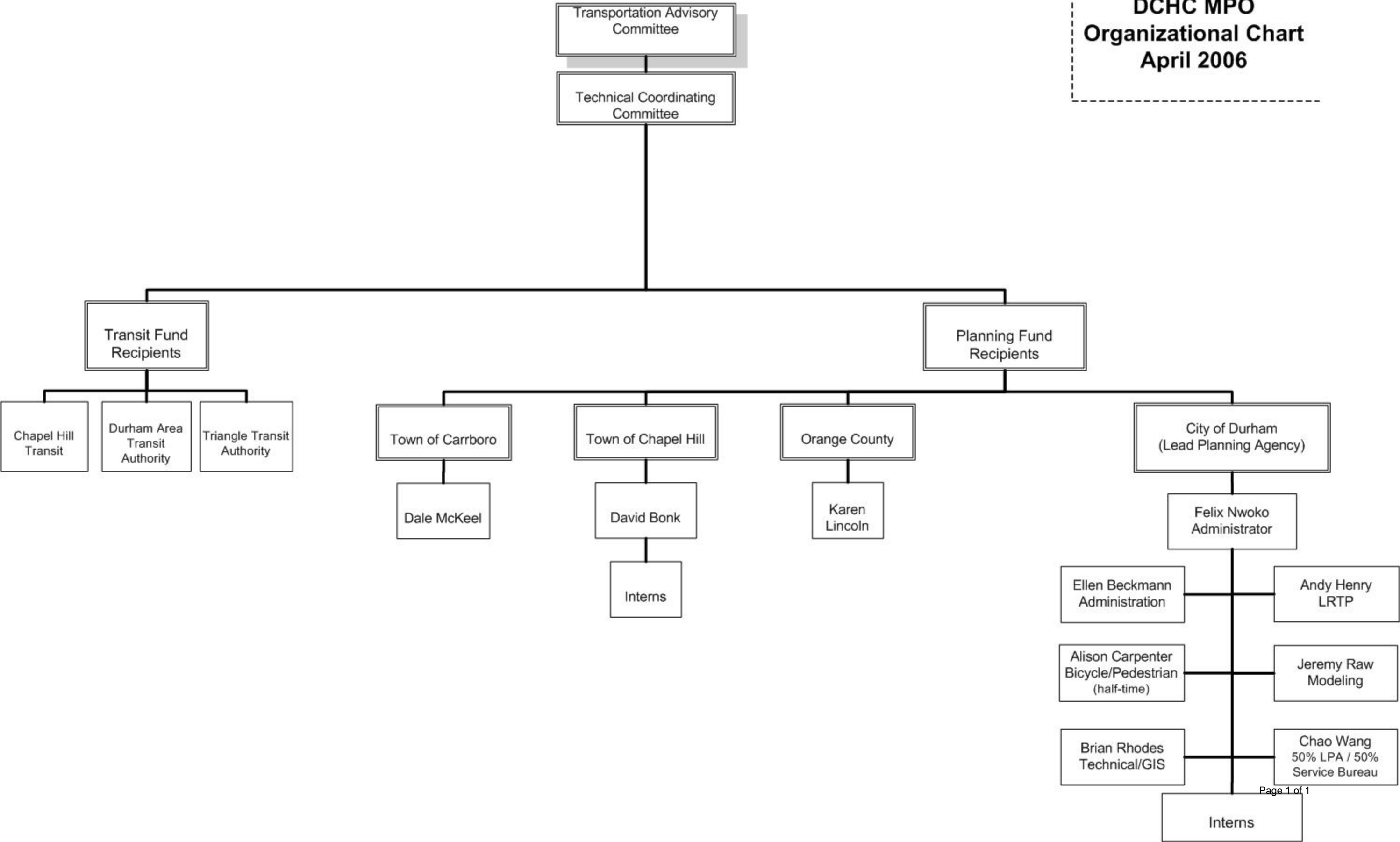
Total Routine/General & Special Emphasis		\$1,629,789	\$449,757	\$65,996	\$248,400	\$26,364	\$85,000	\$1,225,000	\$9,604	\$0	\$3,739,910
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**FY 2006-2007 UPWP
Task/Project Funding by Recipient**

TAC 04/12/06 Attachment 8A

New Initiatives		LPA	DATA	Chapel Hill		Carrboro	TTA		Orange	TJCOG	Total
Project (proposed for approval)	FHWA	transit	FHWA	transit	FHWA	FHWA	transit	FHWA	FHWA		
13	TRM -- Onboard survey	\$51,000									\$51,000
14	TRM -- External Trip survey	\$24,000									\$24,000
15	TRM -- Travel Time Survey	\$120,000									\$120,000
16	MPO Collector Street Plan (under funded)	\$28,058									\$28,058
17	Intelligent Transportation System (ITS)(under funded)	\$14,400									\$14,400
18	MPO Congestion Management System Study (under funded)	\$48,000									\$48,000
19	Farrington Road-Stagecoach Road Corridor Study	\$40,000									\$40,000
20	Farrington Road/I-40 Interchange Study										\$0
21	Highway and Transit Bridges over I-40 (US 15-501/I-40)										\$0
22	Regional Transit Vision Plan						\$36,000				\$36,000
23	Chapel Hill (or Chapel Hill/Durham) Transit Master Plan			\$160,000							\$160,000
24	Regional TDM (addition request, TAC approved \$85,000 for FY 2006-07)						\$26,660				\$26,660
25	Coordinate Air Quality & SE Data Forecast (TJCOG)								\$10,880		\$10,880
Total New Initiatives		\$325,458	\$0	\$160,000	\$0	\$0	\$0	\$62,660	\$0	\$10,880	\$558,998
Grand Total		\$1,955,247	\$449,757	\$225,996	\$248,400	\$26,364	\$85,000	\$1,287,660	\$9,604	\$10,880	\$4,298,908

**DCHC MPO
Organizational Chart
April 2006**



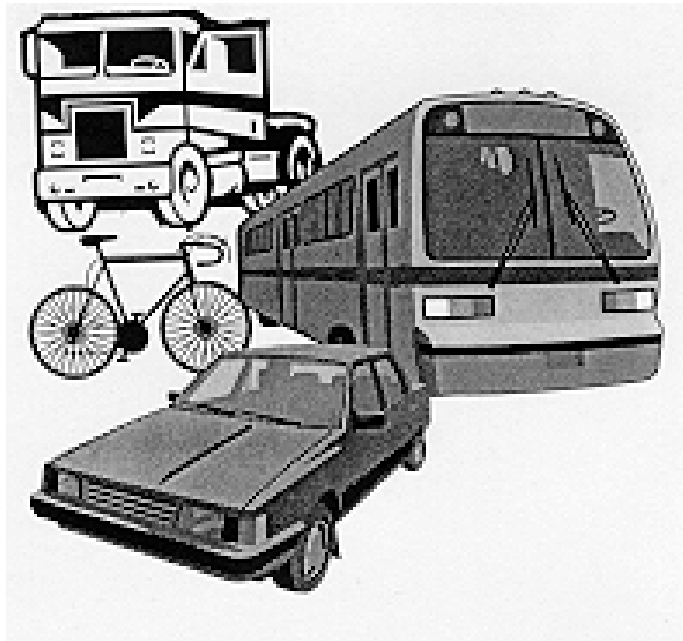
FY 2007-2007 UPWP
Summary of LPA Staff Hours and Total Funding

Staff Position & Percentage of Hours										
Task/Project	Trans. Pl. -- MPO	Trans. Pl. -- LRTP/Tech Svs.	Trans. Pl. -- Modeling	Engineer -- Modeling	GIS Technician	Planning Manager	Trans. Pl. -- Bike/Ped	Secretary MPO Clerk	TCC Chair	Interns
L RTP	23%	35%	31%	53%	8%	17%	19%		1%	
Travel Model Updates & Surveys			61%	20%		4%				
TIP	11%	6%			6%	6%	3%		3%	
UPWP	4%					10%				
Air Quality Conformity	2%					7%				
Congestion Management System	3%	15%				4%	2%			
Collector Street Plan		11%				3%				
Monitoring Transportation System					18%		9%			61%
EJ/Elderly/Public Involvement	28%	5%	6%	4%	7%	14%			2%	10%
Environ./Pre-TIP/Reg. Planning	7%	6%			6%	8%	1%		3%	
Special Studies	6%	19%		15%		4%			1%	29%
MPO Mgmt. & Operations	16%	4%	2%	8%	7%	9%	2%	8%	4%	
Totals	100%	100%	100%	100%	52%	86%	36%	8%	15%	100%

Funding			
Task/Project	Consulting Svs.	Staff Salary	Total Funding
L RTP	\$0	\$141,857	\$141,857
Travel Model Updates & Surveys	\$1,122,250	\$56,365	\$1,178,615
TIP	\$0	\$29,987	\$29,987
UPWP	\$0	\$13,121	\$13,121
Air Quality Conformity	\$0	\$8,641	\$8,641
Congestion Management System	\$177,812	\$18,734	\$196,546
Collector Street Plan	\$110,000	\$11,121	\$121,121
Monitoring Transportation System	\$127,021	\$58,737	\$185,758
EJ/Elderly/Public Involvement	\$0	\$59,481	\$59,481
Environ./Pre-TIP/Reg. Planning	\$0	\$27,517	\$27,517
Special Studies	\$270,000	\$56,669	\$326,669
MPO Mgmt. & Operations	\$0	\$154,745	\$154,745
Totals	\$1,807,083	\$636,976	\$2,444,059

MPO Mgmt. & Operations salary figure includes \$107,000 in operations costs.

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



DRAFT

2006-2007
Unified Planning Work Program (UPWP)

May 10, 2006

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

FY 2006-2007 Unified Planning Work Program

<u><i>Table of Contents</i></u>	<u><i>Page</i></u>
Adopting Resolution	1
Transit Adopting Resolution (FTA).....	2
Self Certification Resolution	3
Overview.....	5
Introduction.....	7
Synopsis of Routine and On-Going Projects	12
Major Emphasis Areas & Special Projects	18
Funding Distribution & Agency Allocation Tables.....	32
Summary MPO Funding Source Tables	34
MPO PL and STP-DA Tasks Funding Tables	36
Composite Agency Tables - PL and STP-DA	38
Consulting Services Breakdown Table	40
Task Descriptions and Summary	43

Appendices Agency Project Descriptions and Funding Source Tables

City of Durham	
Durham/LPA Task Funding Table.....	58
Durham/LPA Task Description and Narrative.....	60
Durham/LPA Consulting Services Breakdown Table.....	104
DATA Transit (FTA) Table	106
DATA Funding Narrative	108
FTA Disadvantaged Business Contracting Opportunities Form.....	109
Town of Carrboro	
Task Funding Table	111
Task Description and Narrative	113

Town of Chapel Hill	
Chapel Hill Task Funding Table	118
Chapel Hill Task Description and Narrative	120
Chapel Hill Consulting Services Breakdown Table.....	140
Chapel Hill Transit (FTA) Funding Table	142
Chapel Hill Transit Narrative.....	n/a
FTA Disadvantaged Business Contracting Opportunities Form.....	144
Orange County	
Task Funding Table	146
Task Description and Narrative	148
N.C. Department of Transportation	
Task Descriptions & Funding Table	152
Triangle Transit Authority (TTA)	
Task Funding Table	155
Task Description and Narrative	n/a
TTA Transit (FTA) Narrative	n/a
FTA Disadvantaged Business Contracting Opportunities Form.....	157
Triangle J Council of Governments (TJCOG)	
Task Funding Table	159
Task Description and Narrative	n/a

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2006-2007 Unified Planning Work Program

May 10, 2006

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

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

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

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

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

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

TAC Chair

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

(Notary seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires _____

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

RESOLUTION (Transit)

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

May 10, 2006

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

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

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

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

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

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

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

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

(Notary seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires _____

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

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

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

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

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

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

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

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

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

Chair, Transportation Advisory Committee

Clerk/Planner (Transportation Planning Manager)

STATE of: North Carolina

COUNTY of: Durham

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

Notary Public

101City Hall Plaza
Durham, NC 27701

Overview

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

Overview

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

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

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

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

Introduction

INTRODUCTION

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

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

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

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

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

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

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

SOURCES OF FUNDS

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

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

Federal Funds

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

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

State Funds (NCDOT)

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

Local Funds

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Synopsis of Routine and On-Going Projects

SYNOPSIS OF ROUTINE AND ONGOING PROJECTS

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

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

Objective:

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

Previous Work:

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

Proposed Activities:

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

Work Product Expected:

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

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

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

Previous Work:

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

Proposed Activities:

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

Expected Work Products:

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

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

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

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

Previous Work:

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

Proposed Activities:

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

Expected Work Products:

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

Public Involvement Process

Objectives:

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

Previous Work:

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

Proposed activities:

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

participation, information dissemination, and education.

Expected Work Products:

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

Transportation Improvement Program (TIP) Development

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Expected Work Product:

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

Environmental Justice

Objectives:

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

Previous Work:

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

Proposed activities:

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

Expected Products:

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

Major Emphasis Areas & Special Projects

SPECIAL EMPHASIS PROJECTS SUMMARY DESCRIPTION

GIS Data Integration and Automation

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

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

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

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

Summary of Project Scope

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

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

Applications

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

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

LPA staff resources:

Jeremy Raw - 100 hours
Felix Nwoko – 100 hours
Brian Rhodes - 175 hours

MPO Technical Team will be constituted to provide oversight

Development of the Land Use Model

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

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

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

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

Origin of Project

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

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

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

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

Objectives:

Two policy objectives motivate this project:

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

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

Synopsis of benefits:

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

Applications:

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

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

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

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

Proposed Approach:

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

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

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

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

LPA staff resources:

Jeremy Raw – 96 hours

Felix Nwoko – 72 hours

Chao Wang – 48 hours

MPO Technical Team will be consulted to provide oversight

MPO Model Enhancements

1) Sub-area analysis tool

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

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

Region-wide Abstraction

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

Sub-area Windowing

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

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

Sub-area Focusing

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

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

Recommended Technique

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

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

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

2) Select Link Analysis Tool.

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

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

3) LRTP and AQ Performance Measures.

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

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

Staff Resources

Jeremy Raw – 72 hours

Felix Nwoko – 72 hours

Chao Wang – 40 hours

ITS Deployment Plan Update)

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

Objectives:

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

Previous Work:

1. Triangle regional ITS deployment plan in 2000

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Staff Resources

Felix Nwoko – 120

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

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

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

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

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

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

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

Funding Distribution & Agency Allocation Tables

MPO Funds Distribution by Agency		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Funding Distribution by Agency & Funding Sources															MPO Summary 4/5/2006 13:35			
		SPR		STP-DA		Section 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Sec. 133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA				
20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%						
	Durham/DATA			372,650	1,490,600	116,162	464,647	12,289	12,289	98,312	43,931	43,931	351,445	753,913	0	0	1,204,268	56,220	2,405,004	3,665,491
	Carrboro			0	0	9,016	36,064	45,080	0	0	0	0	0	0	0	0	54,096	-	36,064	90,160
	Chapel Hill/CHT			80,000	320,000	26,499	105,996	18,364	18,364	146,912	34,132	34,132	273,056	0	0	0	270,175	52,496	845,964	1,168,635
	Orange County			0	0	2,401	9,604	12,005	0	0	0	0	0	0	0	0	14,406	-	9,604	24,010
	TJCOG			0	0	2,720	10,880	27,200	0	0	0	0	0	0	0	0	-	-	10,880	27,200
	TTA			27,916	111,664	9,000	36,000	184,580	0	0	166,875	166,875	1,335,000	1,712,500	0	0	1,555,875	194,791	1,372,664	3,109,580
	NCDOT	21300	85200	0	0	106,500	0	0	0	0	0	0	0	0	0	0	38,500	21,300	55,200	107,500
Totals		\$21,300	\$85,200	\$480,566	\$1,922,264	\$272,298	\$663,191	\$299,518	\$30,653	\$245,224	\$244,938	\$244,938	\$1,959,501	\$1,712,500	\$0	\$0	\$3,137,320	\$324,807	\$4,735,380	\$8,192,576

Summary MPO Funding Source Tables

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

MPO PL and STP-DA Tasks Funding Tables

FHWA Planning Funds MPO PL & STP-DA Total		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program MPO PL & STP-DA Funding Tables								
Task Description	STP-DA Section 133(b)(3)(7)	PL Section 104(f)			Total FHWA Planning Funds					
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%			
		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 Plng./Project Dev.									
1	Transportation Enhancement Plng.	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

Composite Agency Tables - PL and STP-DA

Consulting Services Breakdown (MPO Total)

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown													
DCHC MPO Total													
	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
II A	Surveillance of Change												
II A 1	Traffic Volume Counts	0	0	0	0	0	0	2,000	8,000	1,404	5,617	3,404	13,617
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	200
4	Traffic Accidents	500	2,000	0	0	500	2,000	400	1,600	0	0	400	2,200
5	Transit System Data	0	0	0	0	0	0	0	0	0	0	0	1,200
6	Dwelling Unit, Pop. & Emp. Change	1,000	4,000	0	0	1,000	4,000	1,000	4,000	0	0	1,000	4,000
7	Air Travel	0	0	0	0	0	0	0	0	0	0	0	0
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0
9	Travel Time Studies	2,400	9,600	10,000	40,000	12,400	49,600	0	0	14,000	56,000	14,000	56,000
10	Mapping	2,319	9,274	0	0	2,319	9,274	0	0	0	0	0	600
11	Central Area Parking Inventory	800	3,200	0	0	800	3,200	0	0	0	0	0	0
12	Bike & Ped. Facilities Inventory	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	240
13	Bike & Ped. Counts	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	0
II B	Long Range Transp. Plan												
B 1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	240
3	Travel Model Updates	10,142	40,567	175,700	702,800	185,842	743,367	0	0	0	0	0	0
4	Travel Surveys	1,131	4,525	48,750	195,000	49,881	199,525	0	0	0	0	0	0
5	Forecast of Data to Horizon year	0	0	0	0	0	0	2,889	11,554	0	0	2,889	17,474
6	Community Goals & Objectives	0	0	0	0	0	0	5,555	22,220	0	0	5,555	22,460
7	Forecast of Future Travel Patterns	0	0	0	0	0	0	1,546	6,184	0	0	1,546	6,184
8	Capacity Deficiency Analysis	0	0	0	0	0	0	9,892	39,566	0	0	9,892	39,566
9	Highway Element of th LRTP	0	0	0	0	0	0	3,919	15,677	0	0	3,919	15,877
10	Transit Element of the LRTP	0	0	40,000	160,000	40,000	160,000	2,669	10,677	0	0	2,669	47,077
11	Bicycle & Ped. Element of the LRTP	3,044	12,177	0	0	3,044	12,177	5,544	22,177	0	0	5,544	24,177
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
13	Collector Street Element of LRTP	224	897	16,000	64,000	16,224	64,897	2,000	8,000	6,000	24,000	8,000	32,300
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	659	2,634	0	0	659	2,634
16	Financial Planning	0	0	0	0	0	0	4,449	17,797	0	0	4,449	17,797
17	Congestion Management Strategies	120	112,143	19,813	79,250	47,848	191,393	3,576	14,305	15,750	63,000	19,326	79,705
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	1,728	6,913	2,401	9,604	4,129	21,957
II C	Short Range Transit Planning												
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	1,000
III-A	Planning Work Program	0	0	0	0	0	0	3,530	14,121	0	0	3,530	15,321

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

Task Descriptions and Summary

Task Descriptions and Summary Narratives for FY 2006-07 UPWP

II-A: Surveillance of Change

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

Task II-A-1: Traffic Volume Counts

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

Task II-A-2: Vehicle Miles of Travel

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

Task II-A-3: Street System Mileage Change

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

Task II-A-4: Traffic Accidents

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

Task II-A-5: Transit System Data

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

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

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

Task II-A-7: Air Travel

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

Task II-A-8: Vehicle Occupancy Rates

No activities proposed, therefore no funds programmed.

Task II-A-9: Travel Time Studies

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

Task II-A-10: Mapping

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

Task II-A-11: Central Area Parking Inventory

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

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

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

Task II-A-13: Bicycle and Pedestrian Counts

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

II-A: Long Range Transportation Plan Activities

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

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

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

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

Task II-B-2: Collection of Network Data

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

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

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

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

Task II-B-3: Travel Model Updates

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

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

Task II-B-4: Travel Surveys

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

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

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

Task II-B-6: Community Goals and Objectives

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

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

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

Task II-B-8: Capacity Deficiency Analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Task II-B-16: Financial Planning

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

Task II-B-17: Congestion Management Systems Strategies

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

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

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

Task II-C: Short Range Transit Planning

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

Task III-A: Planning Work Program

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

Task III-B: Transportation Improvement Program (TIP)

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

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

Task III-C-1: Title VI

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

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

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

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

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

Task III-C-3: Minority Business Enterprise

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

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

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

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

No funds programmed.

Task III-C-6: Public Involvement

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

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

Task III-C-7: Private Sector Participation

No funds programmed.

III-D Incidental Planning/Project Development

No funds programmed.

Task III-D-1: Transportation Enhancement Planning

No funds programmed

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

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

Task III-D-3 Special Studies

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

Task III-D-4: Regional or Statewide Planning

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

Task III-E: Management and Operations

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

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

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

Appendices

Agency Project Descriptions and Funding Source Tables

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

City of Durham/LPA

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

Durham
4/5/2006 13:10

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

City of Durham/LPA

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

Durham
 4/5/2006 13:10

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary							
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total				
3	Special Studies	66,153	264,612	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66,153	-	264,612	330,765
4	Regional or Statewide Planning	0	0	2,122	8,488	0	0	0	0	0	0	0	0	0	0	0	0	0	2,122	-	8,488	10,610
III-E	Management & Operations																					
1	Management & Operations	11,889	47,557	8,781	35,123	0	0	0	33,685	33,685	269,482	0	0	0	54,355	33,685	352,162	440,203				
Totals		\$372,650	\$1,490,600	\$116,162	\$464,647	\$12,289	\$12,289	\$98,312	\$43,931	\$43,931	\$351,445	\$0	\$0	\$0	\$545,031	\$56,220	\$2,405,004	\$3,006,255				

City of Durham/LPA UPWP Funding Table Tasks Narrative

Task II-A-1: Traffic Volume Counts

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

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

Objectives:

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

Previous Work:

1. 2003 traffic counts collected as part of the Mobility Report Card;
2. Turning movement counts 2005;
3. Screenline counts for the 2002 TRM update;
4. ADT counts, 2004-2005;
5. NCDOT triennial counts and ADT maps;
6. Updated the DCHC traffic count library by supplementing the NCDOT count locations in the region and performing traffic counts for communities on a limited request basis;
7. Update and maintain the DCHC traffic count database; and
8. Continue to expand the DCHC traffic count database to include the hourly breakdown of traffic counts.

Proposed Activities:

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

Products:

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

Completion Date:

June 2007.

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

Tasks will largely be undertaken with consulting help and temporary staffing. MPO staff will oversee project, provide project management and review work products. Traffic counts will be conducted when schools are in session. Anticipated completion date is June 2007.

LPA Staff hours - 500 hours

Consulting - \$10,000

FHWA Funds				FTA Transit Funds				
	Federal	Local	Total		Federal	State	Local	Total
Durham	13,617	3,404	17,021	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA	0	0	0					
TJCOG	0	0	0					
Total	13,617	3,404	17,021	Total	0	0	0	0

Funding Commitments from Other Entities:

None applicable.

Task II-A-4: Traffic Accidents

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

Objectives:

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

Previous Work:

1. 2005 accident data.
2. Accident data for CMS and Mobility Report Card.

Proposed Activities:

1. Collect traffic accident data from NCDOT's Traffic Engineering Accident;
2. Summarize accident data from Analysis System (TEAAS) program and municipal governments;
3. Prepare a summary and analysis of high accident locations;
4. Compare traffic accident data to previous years; and,
5. Integrate traffic accident analyses into other MPO planning activities.

Products:

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

Relationship to Other Plans and MPO Activities:

Traffic accident data will be used in the analysis for the Congestion Management System (CMS), Mobility Report Card, Regional Priority List ranking analysis and project level analyses.

Completion Date:

June 2006.

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

Tasks will be undertaken by LPA and municipal staff.

Consulting - \$0

Staff effort – 100 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	3,600	900	4,500	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	600	150	750	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	4,200	1,050	5,250	Total	0	0	0	0

Funding Commitments from Other Entities:

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

Task II-A-5: Transit System Data

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

Objectives:

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

Previous Work:

1. The three transit systems continuously compile data and evaluate system performance.
2. 2005 Section 15 transit data.
3. Boarding and alighting counts
4. 2005 Transit system data for CMS and Mobility Report Card

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

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

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

Tasks will largely be undertaken by the MPO transit operators; Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA) and the Triangle Transit Authority (TTA). The LPA will tabulate and summarize data as well as maintain database information.

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

Funding Commitments from Other Entities:

None.

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

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

Objectives:

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

Previous Work:

Dwelling unit, population, and employment data has been collected for 10 years. This data is integral to many planning and modeling activities.

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

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

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

Tasks will be undertaken by LPA and municipal staff.

Consulting - \$0

Staff effort – 250 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	8,000	2,000	10,000	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	8,000	2,000	10,000	Total	0	0	0	0

Funding Commitments from Other Entities:

None.

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.

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	105,600	26,400	132,000	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	105,600	26,400	132,000	Total	0	0	0	0

Task II-A-10: Mapping

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

Objectives:

1. To provide maps for use in various MPO planning activities; and,
2. To maintain updated geospatial information for transportation analyses.

Previous Work:

The LPA has prepared mapping for various MPO activities such as the 2030 LRTP, 2006-12 Regional Priority project Lists, 2006-12 MTIP, functional classification based on the 2000 Census, MPO urbanized area maps, MAB, etc.

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

GIS data will be used in many MPO activities such as the Triangle Regional Model, Long Range Transportation Plan, the Congestion Management System, and Mobility Report Card, Functional classification update, TIP Regional Priority List, 2007-2013 MTIP development, Greenhouse Gas emission Study and Action Plan, and other MPO transportation planning activities.

Completion Date:

GIS data will be compiled on a continual basis. Mapping will be completed as needed for various projects. GIS data integration and automation is anticipated to be completed in 2007.

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

Tasks will be undertaken by LPA and municipal staff.

Staff effort – 350 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	9,274	2,319	11,593	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	25,000	3,125	3,125	31,250
Carrboro	600	150	750	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	9,874	2,469	12,343	Total	25,000	3,125	3,125	31,250

Funding Commitments from Other Entities:

None.

Task II-A-11: Central Area Parking Inventory

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

Objectives:

1. To provide parking information for use in the Triangle Regional Model, Congestion Management System, and Mobility Report Card.
2. Parking cost model to improve model mode choice model
3. Provide linkage between CBD parking and Travel Demand Management (TDM)

Previous Work:

None.

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

June 2006.

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

Tasks will be undertaken by LPA and municipal staff.

Staff effort – 200 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	3,200	800	4,000	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA								

TJCOG	0	0	0					
Total	3,200	800	4,000	Total	0	0	0	0

Funding Commitments from Other Entities:

None.

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

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

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

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

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

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

Regular, Full-time Staffing time – year round
 Staff effort – approximately 275 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	5,331	1,333	6,664	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	240	60	300	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	5,571	1,393	6,964	Total	0	0	0	0

Funding Commitments from Other Entities:

None

Task II-A-13: Bike & Ped Counts

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

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

June 2006.

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

Tasks will largely be undertaken with temporary staffing. The LPA staff will oversee project, provide project management and review work products. Inventory and counts will be conducted when schools are in session. Anticipated completion date is June 2007.

Staff effort – approximately 298 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	5,331	1,333	6,664	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA								

TJCOG	0	0	0					
Total	5,331	1,333	6,664		Total	0	0	0

Funding Commitments from Other Entities:

None

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.

Objectives:

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

Previous Work:

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

Proposed Activities:

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

5. Commence the development of the MPO land use model.
6. Work on the 2005 TRM update and validation.
7. Work on the major TRM update
8. MPO model enhancements – sub-area analysis, select analysis, LRTP and air quality interface and scripts

Products:

1. Non-motorized modeling extensions for the trip generation and trip distribution steps in the TRM for use in LRTP alternative analysis
2. Additional non-motorized modeling extensions as part of the TRM Major Model Update. These extensions may entail internal modifications to the TRM, as well as new data requirements.
3. MPO model enhancement: sub-area analysis capability, select link analysis, user interface and scripts for LRTP and air quality.
4. Validation of the 2005 model update to be used in the LRTP, CTP and other technical analyses.
5. Statistical analysis of survey results and the development of the major model update intermediate specification and parameters.

Relationship to Other Plans and MPO Activities:

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

Completion Date:

1. Initial non-motorized modeling extensions will be complete along with the TRM update; and,
2. Further non-motorized modeling extensions will be developed alongside the TRM Major Model Update.

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

Consulting/Temporary Staffing time –Consultants will be retained by DCHC MPO for assistance in the development of the non-motorized model components, MPO model enhancements and land use model.

Consulting - \$878,500
 Staff effort – 1340 person hours.

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	743,367	185,842	929,209	DATA	0	0	0	0
Chapel	0	0	0	CHT	0	0	0	0

Hill									
Carrboro	0	0	0		TTA	100,000	12,500	12,500	125,000
Orange	0	0	0						
TTA									
TJCOG	0	0	0						
Total	743,367	185,842	929,209		Total	100,000	12,500	12,500	125,000

Funding Commitments from Other Entities:

CAMPO, NCDOT and TTA are participants of the Triangle Regional Model development, update and maintenance. Each participant is contributing \$100,000 for the model Service Bureau functions as well as funds for the TRM update.

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.

Objectives:

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

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

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

Previous Work:

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

Proposed Activities:

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

Products:

1. Transit onboard surveys for DATA, Chapel Hill Transit, Duke University, and the TTA.
2. Report of survey statistical and modeling analyses and summarization.

Relationship to Other Plans and MPO Activities:

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

Completion Date:

These surveys will be complete by spring 2007.

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

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

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

Consulting - \$243,750

Staff hours – 130 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	199,525	49,881	249,406	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0

Carrboro	0	0	0	TTA	10,000	1,250	1,250	12,500
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	199,525	49,881	249,406	Total	10,000	1,250	1,250	12,500

Funding Commitments from Other Entities:

Each of the four TRM stakeholders (DCHC MPO, CAMPO, NCDOT, and TTA) are participating at various levels in these surveys.

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

The LPA will project base year demographic and socio-economic data-1 into plan horizon year and air quality intermediate years (LRTP horizon year is 2035 and intermediate years for air quality analyses are 2008, 2010, 2011, 2014, 2020 2025, 2030, 2035). 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.

Objectives:

1. To develop regionally consistent forecasts of future year socio-economic data.
2. Develop future forecast for population, dwelling units, households, income, vehicle ownership, university beds, counts, etc

Previous Work:

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

Proposed Activities:

1. Continue to work with LPA partners to collect future land use information and to develop and check future year forecasts;
2. Acquire benchmark data for evaluating correctness of future year forecasts, and perform the evaluation;
3. Develop maps, tables and other presentation materials for review of the forecasts by elected officials and the public in local jurisdictions and also at the MPO level; and,
4. Coordinate public review of the future year forecasts and seek formal adoption of the forecasts by the DCHC MPO TAC.

Products:

1. Forecasts of land use and socio-economic data for use in the 2035 LRTP; and,
2. Presentation materials based on those forecasts for public review.

Relationship to Other Plans and MPO Activities :

1. Future year forecasts are an essential element in preparing analyses of alternatives for the 2035 LRTP and for all land use and transportation modeling activities.

Completion Date:

1. Forecasts for use in developing the 2035 LRTP are anticipated to be adopted by the TAC in fall 2006 or spring of 2007.

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

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

Staff effort – 200 person hours.

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	6,554	1,639	8,193	DATA	0	0	0	0
Chapel Hill	5,000	1,250	6,250	CHT	5,000	625	625	6,250
Carrboro	480	120	600	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	5,440	1,360	6,800					
Total	17,474	4,369	21,843	Total	5,000	625	625	6,250

Funding Commitments from Other Entities:

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

Task II-B-6: Community Goals and Objectives

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

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

Objectives:

1. To develop updated set of Goals and Objectives, and targets; and,
2. To involve citizens in a visioning process help update the Goals and Objectives, and targets.
3. Develop policy statements for the LRTP and CTP

Previous Work:

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

Proposed Activities:

1. Conduct public workshops to complete citizen visioning process;
2. Develop community visions
3. Develop draft Goals, Objectives and Targets
4. Conduct public workshops, meetings and hearing to receive input on proposed Goals and Objectives and targets; and,
5. Adopt Goals and Objectives and targets.

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

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

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

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

Staff effort – 716 person hours

FHWA Funds

FTA Transit Funds

	Federal	Local	Total		Federal	State	Local	Total
Durham	22,220	5,555	27,775	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	240	60	300	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	22,460	5,615	28,075	Total	0	0	0	0

Funding Commitments from Other Entities:

None.

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

Objectives:

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

Previous Work:

1. Travel demand forecasts for the 2030 LRTP and air quality conformity determination.
2. Travel demand forecasts for various project level analysis and NEPA, e.g. Elizabeth Brady, South Columbia Street, South Miami Blvd., Triangle Parkway, I-40 HOV, TDM analyses, US 15-501 transit corridor, etc.

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

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

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

Work on this project will be completed by LPA staff.
 Staff effort - 200 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	6,184	1,546	7,730	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	6,184	1,546	7,730	Total	0	0	0	0

Funding Commitments from Other Entities:

None.

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. Volume-to-capacity ration maps will be produced for the 2005 base year, E+C year, and other LRTP and CTP years. Essentially this task encompasses application of the Triangle Regional Model and other modeling tools to analyze deficiencies in the existing transportation system relative to anticipated future travel demand.

Objectives:

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

Previous Work:

1. Deficiency analyses for the 2030 LRTP
2. Capacity deficiencies for the CMS, Mobility Report Card and other technical studies.

Proposed Activities:

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

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

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

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

Work on this project will be completed by LPA staff.

Staff effort – 1,114 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	34,566	8,642	43,208	DATA	0	0	0	0
Chapel Hill	5,000	1,250	6,250	CHT	2,456	307	307	3,070
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	39,566	9,892	49,458	Total	2,456	307	307	3,070

Funding Commitments from Other Entities:

None.

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

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. An extensive roster of highway projects will be identified based on the current 2030 LRTP, congestion management system, travel demand forecast and capacity deficiency analysis. Different combinations of these projects will produce a variety of highway alternatives that will be analyzed to find the alternative that best meets the LRTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis area such as new roadways, transit, etc. The highway element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the LRTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

Objectives:

1. To identify a list of highway projects based on travel demand and deficiencies;
2. To develop a series of highway alternatives (i.e., set of highway projects with a distinct objective); and,
3. To develop key data for each highway project such as capacity, length, alignment, cost, implementation year, etc.

Previous Work:

1. 2030 LRTP;
2. Congestion Management System;
3. Triangle Regional Model;
4. Travel demand forecast; and,
5. Capacity Deficiency Analysis.

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for highway projects;
3. Generate highway projects and alternatives;
4. Evaluate highway projects and alternatives; and,
5. TAC comments on alternatives.

Products:

1. Preferred highway element option; and,
2. Key data for highway projects

Relationship to Other Plans and MPO Activities:

Before the highway element can be developed, several other tasks must be successfully completed including: TRM update and surveys; travel demand forecasts; capacity deficiency analysis. In addition, the Congestion Management System and 2030 LRTP

will be important input to this task.

Completion Date:

Analysis associated with the highway elements of LRTP and CTP will commence in 2007.

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

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

LPA staff effort – 320 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	10,677	2,669	13,346	DATA	0	0	0	0
Chapel Hill	5,000	1,250	6,250	CHT	0	0	0	0
Carrboro	200	50	250	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	15,877	3,969	19,846	Total	0	0	0	0

Funding Commitments from Other Entities:

None.

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

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. An extensive roster of transit routes, projects and services will be identified based on the current 2030 LRTP, transit feasibility studies, transit 5-year and master plans, travel demand forecast and capacity deficiency analysis. Different combinations of these services will produce a variety of transit alternatives that will be analyzed to find the alternative that best meets the LRTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis area such as new roadways, transit intensive, etc. The transit element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the LRTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

Objectives:

1. To identify a list of transit routes, projects and services based on completed transit studies, travel demand and deficiencies;
2. To develop a series of transit alternatives (i.e., set of transit routes, projects and services with a distinct objective); and,
3. To develop key data for each transit project such as route, ridership capacity (e.g., load capacity and headway), service hours, cost, implementation year, etc.

Previous Work:

1. 2030 LRTP;
2. Feasibility studies (e.g., US 15-501 Transit Corridor and I-40/NC 54 Transit Corridor);
3. Transit 5-year and master plans;
4. Travel demand forecast; and,
5. Capacity Deficiency Analysis.

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for transit services;
3. Generate transit projects and alternatives;
4. Evaluate transit projects and alternatives; and,
5. TAC comments on alternatives.

Products:

1. Preferred transit element option; and,
2. Key data for transit projects.

Relationship to Other Plans and MPO Activities:

Before the transit element can be developed, several other tasks must be successfully completed including: TRM update and surveys; travel demand forecasts; capacity deficiency analysis. In addition, transit plans and feasibility studies, the Congestion Management System and 2030 LRTP will be important input to this task.

Completion Date:

Analysis and studies associated with the transit elements of the LRTP and CTP will commence in spring of 2007.

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

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

LPA staff effort – 320 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	10,677	2,669	13,346	DATA	6,202	775	775	7,753
Chapel Hill	160,000	40,000	200,000	CHT	20,000	2,500	2,500	25,000
Carrboro	400	100	500	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	171,077	42,769	213,846	Total	26,202	3,275	3,275	32,753

Funding Commitments from Other Entities:

None.

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

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.

Objectives:

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

Previous Work:

1. Created Bicycle and Pedestrian element of the 2030 LRTP.
2. Durham Comprehensive Bicycle Plan
3. Durham Comprehensive Pedestrian Plan

Proposed Activities:

1. Collect planned and proposed bicycle and pedestrian project information from local and regional plans and forums for inclusion in the LRTP;
2. Create and update bicycle and pedestrian facility maps;
3. Create and update bicycle and pedestrian demand analysis;
4. Coordinate planning activities between local and regional agencies for bicycle, and pedestrian, trail/greenway and TDM initiatives.

Products:

Bicycle and Pedestrian elements of the LRTP and CTP will include project descriptions and demand analysis, assessment of need, maps of regional projects, etc.

Relationship to Other Plans and MPO Activities:

Planning activities for the LRTP Bicycle and Pedestrian Element should be coordinated with local and regional bicycle, pedestrian, greenway and TDM Plans, in order to capture all proposed projects within the MPO.

Completion Date:

Task will commence in the spring of 2007.

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

Tasks will largely be undertaken by LPA staff along with MPO member agencies

Staff effort – 390 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	24,354	6,089	30,443	DATA	0	0	0	0
Chapel Hill	10,000	2,500	12,500	CHT	0	0	0	0
Carrboro	2,000	500	2,500	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	36,354	9,089	45,443	Total	0	0	0	0

Funding Commitments from Other Entities:

None

Task II-B-13: Collector Street Plan 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.

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities

The process and product of the MPO-wide collector street plan will be based on the Southwest Durham/Southeast Chapel Hill Collector Street Plan. It will be coordinated with the upcoming CORE and existing Wake/Durham collector street plans, and the will complement the arterial street network envisioned in the 2030 LRTP.

Completion Date:

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

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

MPO staff will conduct most of the tasks for this project, and a private consultant will assist with technical tasks (e.g., compilation and presentation of GIS mapping layers, and main presentation at workshops).

Consulting - \$110,000

Staff effort – 270 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	96,897	24,224	121,121	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	300	75	375	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	97,197	24,299	121,496	Total	0	0	0	0

Funding Commitments from Other Entities:

None.

Task II-B-15: Freight Movement and 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.

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities

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

Completion Date:

This task will be complete in summer 2007.

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

LPA staff will complete these tasks.
 Staff effort – 85 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	2,634	659	3,293	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	2,634	659	3,293	Total	0	0	0	0

Funding Commitments from Other Entities:

Much of this task will be coordinated with the North Carolina Department of Transportation (NCDOT) and RDU and freight and logistics companies

Task II-B-16: Financial Planning

The MPO will examine financial options for funding proposed transportation projects and programs on an as-needed basis. These tasks will include reviewing the financial planning assumptions/projections in the 2030 LRTP to refine cost estimates, and

providing support regional efforts geared toward identifying new and alternative funding sources.

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

1. Recommendations from joint TAC finance committee;
2. Provide cost and revenue data to joint TAC finance committee, RTA and other partner agencies; and,
3. Resolutions and letters to elected officials.

Relationship to Other Plans and MPO Activities

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

Completion Date:

These tasks will be ongoing.

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

MPO LPA staff will complete these tasks.
Staff effort – 229 person hours

FHWA Funds

FTA Transit Funds

	Federal	Local	Total		Federal	State	Local	Total
Durham	7,797	1,949	9,746	DATA	0	0	0	0
Chapel Hill	10,000	2,500	12,500	CHT	5,000	625	625	6,250
Carrboro	0	0	0	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	17,797	4,449	22,246	Total	5,000	625	625	6,250

Funding Commitments from Other Entities:

None.

Task II-B-17: Congestion Management System

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

This task also includes management, operation and administration of the of the MPO TDM programs.

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities

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

Completion Date:

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

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

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

Consulting - \$177,812

Staff effort – 460 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	157,034	39,259	196,293	DATA	11,227	1,403	1,403	14,034
Chapel Hill	0	0	0	CHT	3,056	382	382	3,820
Carrboro	2,400	600	3,000	TTA	0	0	0	0
Orange	0	0	0					
TTA								

TJCOG	0	0	0					
Total	159,434	39,859	199,293	Total	14,283	1,785	1,785	17,854

Funding Commitments from Other Entities:

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

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

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

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

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

Meetings, CAMPO, NCDOT, etc.

Relationship to Other Plans and MPO Activities

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

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.

Staff effort – 176 person hours.

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	6,913	1,728	8,641	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	0	0	0	TTA	0	0	0	0
Orange	9,604	2,401	12,005					
TTA								
TJCOG	5,440	1,360	6,800					
Total	21,957	5,489	27,446	Total	0	0	0	0

Funding Commitments from Other Entities:

Air quality inter agencies – CAMPO, NCDOT, DENR-DAQ and EPA – contribute staff hours to the air SIP development and air quality non- attainment demonstration.

Task III-A: Planning Work Program

This task will be to 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.

Objectives:

1. To prepare and continually maintain a Unified Planning Work Program (UPWP)

that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for FY 2006-2007;

2. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines; and,
3. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Previous Work:

1. FY 2005-06 UPWP; and,
2. Amendment of the UPWP as requested by member agencies.

Proposed Activities:

1. Review and amend relevant portions of the UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives;
2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development and public involvement process; and,
3. Amend the UPWP, as needed (the amendment process commonly occurs in January/February of each year).

Products:

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

Relationship to Other Plans and MPO Activities

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

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.

LPA staff effort – 272 person hours

	FHWA Funds					FTA Transit Funds			
	Federal	Local	Total			Federal	State	Local	Total
Durham	13,121	3,280	16,401		DATA	25,191	3,149	3,149	31,489
Chapel	1,000	250	1,250		CHT	6,000	750	750	7,500

Hill									
Carrboro	1,200	300	1,500		TTA	0	0	0	0
Orange	0	0	0						
TTA									
TJCOG	0	0	0						
Total	15,321	3,830	19,151		Total	31,191	3,899	3,899	38,989

Funding Commitments from Other Entities:

The Towns of Chapel Hill and Carrboro are proposing funding for UPWP task item.

Task III-B:Transportation Improvement Program

The LPA will perform tasks associated with the amendment of the FY 2006-2012 MTIP. The LPA staff will 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.

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

1. Draft FY 2007-2013 MTIP and full report (including financial and project analysis);

2. Flagged Issues;
3. Meetings with NCDOT (and meeting materials); and,
4. Adopted FY 2007-2013 MTIP.

Relationship to Other Plans and MPO Activities

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

Completion Date:

June 2007.

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

MPO staff will complete these tasks.

LPA staff effort – 709 hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	29,987	7,497	37,484	DATA	1,711	214	214	2,139
Chapel Hill	2,000	500	2,500	CHT	2,000	250	250	2,500
Carrboro	1,600	400	2,000	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	33,587	8,397	41,984	Total	3,711	464	464	4,639

Funding Commitments from Other Entities:

None

Task III-C-2: Environmental Justice

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

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

Objectives:

To ensure that minority and low-income communities are:

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

Previous Work:

1. Demographic profiles based on 2000 Census
2. Maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.

Proposed Activities:

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

Products:

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

5. MPO Environmental Justice plan.

Relationship to Other Plans and MPO Activities:

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

Completion Date:

A draft plan will be presented to the TAC in fall spring of 2007.
Environmental justice activities will be on-going.

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

Tasks will be undertaken by LPA staff.
Staff effort – 826 person hours.

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	26,493	6,623	33,116	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	3,000	375	375	3,750
Carrboro	240	60	300	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	26,733	6,683	33,416	Total	3,000	375	375	3,750

Funding Commitments from Other Entities:

None.

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

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

Objectives:

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

MPO transportation planning and decision-making process.

Previous Work:

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

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

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

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

Tasks will be undertaken by LPA staff.
 Staff effort – 122 person hours

	FHWA Funds					FTA Transit Funds			
	Federal	Local	Total			Federal	State	Local	Total
Durham	5,462	1,366	6,828		DATA	40,000	5,000	5,000	50,000

Chapel Hill	0	0	0	CHT	10,000	1,250	1,250	12,500
Carrboro	200	50	250	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	5,662	1,416	7,078	Total	50,000	6,250	6,250	62,500

Funding Commitments from Other Entities:

None.

Task III-C-6: Public Involvement

The MPO will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers.

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

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

4. Support of Citizen Advisory Committee

Relationship to Other Plans and MPO Activities:

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

Completion Date:

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

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

Tasks will be undertaken by LPA and municipal staff.

Staff effort – 660 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	27,526	6,882	34,408	DATA	37,632	4,704	4,704	47,040
Chapel Hill	0	0	0	CHT	6,000	750	750	7,500
Carrboro	600	150	750	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	28,126	7,032	35,158	Total	43,632	5,454	5,454	54,540

Funding Commitments from Other Entities:

None.

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

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

Objectives:

1. To ensure that the goals, objectives and needs of the DCHC MPO are integrated in the environmental planning process of transportation projects; and,
2. To ensure the needs of the citizens in the DCHC MPO planning area are considered in the project planning process.

Previous Work:

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

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

These activities are provided as needed.

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

Tasks will be undertaken by LPA and municipal staff.
 Staff effort – 402 person hours

	FHWA Funds				FTA Transit Funds			
	Federal	Local	Total		Federal	State	Local	Total
Durham	13,526	3,382	16,908	DATA	0	0	0	0
Chapel Hill	0	0	0	CHT	0	0	0	0
Carrboro	400	100	500	TTA	0	0	0	0
Orange	0	0	0					
TTA								
TJCOG	0	0	0					
Total	13,926	3,482	17,408	Total	0	0	0	0

Funding Commitments from Other Entities:

None.

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown													
City of Durham													
	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
II A	<u>Surveillance of Change</u>												
II A	1 Traffic Volume Counts	0	0	0	0	0	0	2,000	8,000	1,404	5,617	3,404	13,617
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	500	2,000	0	0	500	2,000	400	1,600	0	0	400	1,600
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0
	6 Dwelling Unit, Pop. & Emp. Change	1,000	4,000	0	0	1,000	4,000	1,000	4,000	0	0	1,000	4,000
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	2,400	9,600	10,000	40,000	12,400	49,600	0	0	14,000	56,000	14,000	56,000
	10 Mapping	2,319	9,274	0	0	2,319	9,274	0	0	0	0	0	0
	11 Central Area Parking Inventory	800	3,200	0	0	800	3,200	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	0
	13 Bike & Ped. Counts	1,333	5,331	0	0	1,333	5,331	0	0	0	0	0	0
II B	<u>Long Range Transp. Plan</u>												
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	10,142	40,567	175,700	702,800	185,842	743,367	0	0	0	0	0	0
	4 Travel Surveys	1,131	4,525	48,750	195,000	49,881	199,525	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	1,639	6,554	0	0	1,639	6,554
	6 Community Goals & Objectives	0	0	0	0	0	0	5,555	22,220	0	0	5,555	22,220
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	1,546	6,184	0	0	1,546	6,184
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	8,642	34,566	0	0	8,642	34,566
	9 Highway Element of th LRTP	0	0	0	0	0	0	2,669	10,677	0	0	2,669	10,677
	10 Transit Element of the LRTP	0	0	0	0	0	0	2,669	10,677	0	0	2,669	10,677
	11 Bicycle & Ped. Element of the LRTP	3,044	12,177	0	0	3,044	12,177	3,044	12,177	0	0	3,044	12,177
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	224	897	16,000	64,000	16,224	64,897	2,000	8,000	6,000	24,000	8,000	32,000
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	659	2,634	0	0	659	2,634
	16 Financial Planning	0	0	0	0	0	0	1,949	7,797	0	0	1,949	7,797
	17 Congestion Management Strategies	120	479	19,813	79,250	19,932	79,729	3,576	14,305	15,750	63,000	19,326	77,305
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	1,728	6,913	0	0	1,728	6,913
II C	<u>Short Range Transit Planning</u>												
II C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0
III-A	<u>Planning Work Program</u>	0	0	0	0	0	0	3,280	13,121	0	0	3,280	13,121

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown													
City of Durham													
	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
III-B	Transp. Improvement Plan	0	0	0	0	0	0	7,497	29,987	0	0	7,497	29,987
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.												
1	3 Title VI	0	0	0	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	0	0	0	0	6,623	26,493	0	0	6,623	26,493
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	1,366	5,462	0	0	1,366	5,462
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0
6	Public Involvement	0	0	0	0	0	0	6,882	27,526	0	0	6,882	27,526
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0
III-D	Incidental Png./Project Dev.												
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	3,382	13,526	0	0	3,382	13,526
3	Special Studies	12,153	48,612	54,000	216,000	66,153	264,612	0	0	0	0	0	0
4	Regional or Statewide Planning	0	0	0	0	0	0	2,122	8,488	0	0	2,122	8,488
III-EE	Management & Operations												
1	Management & Operations	11,889	47,557	0	0	11,889	47,557	8,781	35,123	0	0	8,781	35,123
Totals		\$48,388	\$193,550	\$324,263	\$1,297,050	\$372,650	\$1,490,600	\$79,008	\$316,030	\$37,154	\$148,617	\$116,162	\$464,647

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

Task Description		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds														Durham 4/5/2006 13:12			
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
6	Public Involvement	0	0	0	0	0	0	0	4,704	4,704	37,632				4,704	4,704	37,632	47,040	
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
III-D																			
	Incidental Png./Project Dev.																		
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
3	Special Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
4	Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
III-E																			
	Management & Operations																		
1	Management & Operations	0	0	0	0	0	0	0	33,685	33,685	269,482	0	0	0	33,685	33,685	269,482	336,853	
Totals		\$0	\$0	\$0	\$0	\$12,289	\$12,289	\$98,312	\$43,931	\$43,931	\$351,445	\$0	\$0	\$0	\$56,220	\$56,220	\$449,757	\$562,196	

	MPO	City of Durham	City of Durham	City of Durham	TAC 04/12/06 Attachment 8D
2-	FTA Code	442100	442400	442400	
3-	Task Code	III-E	II-A-5	III-C-4	
4-	Title of Planning Task	Management & Operations	Transit System Data	Planning for the Elderly & Disabled	TOTALS
5-	Task Objective	To prepare all required reports, and attend technical meetings relating to transit.	To conduct systemwide service performance surveys and studies for the purpose of service improvement	To develop revised certification procedures and routing network to maximize efficiency of system fleet using Paratransit Scheduling Software	
6-	Tangible Product Expected	The Transportation Division will compile all required federal reports; prepare technical reports for Board of Directors, Council and public. The division will attend Board, regional and national meetings.	Ridership and Route Recommendation Report.	Continued certification and re-certification of ACCESS clients and enhancement of service in the most cost efficient manner.	
7-	Expected Completion Date of Product(s)	Jun-06	Jun-06	Jun-06	
8-	Previous Work	Earlier efforts included creation of internal procedures to monitor and report grant data	Similar exercise was done in 2002. Any subsequent reports would be an update.	Earlier mapping of ACCESS user trips and certification of ACCESS clients.	
9-	Prior FTA Funds	0	0	0	
10-	Relationship To Other Activities	Data retrieved from Transit System Data task, II-A-5, relevant also to this task	City of Durham, Public Works Department	Will coordinate with major healthcare providers concerning scheduling efficiency.	
11-	Agency Responsible for Task Completion	City of Durham, Department of Public Works (Transportation)	City of Durham, Public Works Department	City of Durham, Department of Public Works (Transportation)	
12-	HPR - Highway - NCDOT 20%				\$0.00
13-	HPR - Highway - FHWA 80%				\$0.00
14-	Section 104 (f) PL Local 20%				\$0.00
15-	Section 104 (f) PL FHWA 80%				\$0.00
16-	Section 5303 Local 10%		\$6,952	\$4,000.00	\$10,952.00
17-	Section 5303 NCDOT 10%		\$6,952	\$4,000.00	\$10,952.00
18-	Section 5303 FTA 80%		\$55,616	\$32,000.00	\$87,616.00
19-	Section 5307 Transit - Local 10%	\$42,997			\$42,997.00
20-	Section 5307 Transit - NCDOT 10%	\$42,997			\$42,997.00
21-	Section 5307 Transit - FTA 80%	\$343,978			\$343,978.00
22-	Additional Funds - Local 100%				\$0.00

Attachment # 7 Anticipated DBE Contracting Opportunities for FY07

Name of MPO: City of Durham

Person Completing Form: Harriet Lyons

Telephone Number: (919) 957-7336

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
			NO DBE CONTRACTING OPPORTUNITIES		

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.

Town of Carrboro
Task Funding Table
Task Description and Narrative

Task Description		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables															Carrboro 4/5/2006 13:17			
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary					
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total		
II A	Surveillance of Change																			
II A	1 Traffic Volume Counts	0	0	0	0										-	-	-	-		
	2 Vehicle Miles of Travel	0	0	0	0										-	-	-	-		
	3 Street System Changes	0	0	50	200										50	-	200	250		
	4 Traffic Accidents	0	0	150	600										150	-	600	750		
	5 Transit System Data	0	0	300	1,200				0	0					300	-	1,200	1,500		
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0										-	-	-	-		
	7 Air Travel	0	0	0	0										-	-	-	-		
	8 Vehicle Occupancy Rates	0	0	0	0										-	-	-	-		
	9 Travel Time Studies	0	0	0	0										-	-	-	-		
	10 Mapping	0	0	150	600										150	-	600	750		
	11 Central Area Parking Inventory	0	0	0	0										-	-	-	-		
	12 Bike & Ped. Facilities Inventory	0	0	60	240										60	-	240	300		
	13 Bike & Ped. Counts	0	0	0	0										-	-	-	-		
II B	Long Range Transp. Plan																			
B	1 Collection of Base Year Data	0	0	0	0										-	-	-	-		
	2 Collection of Network Data	0	0	60	240										60	-	240	300		
	3 Travel Model Updates	0	0	0	0										-	-	-	-		
	4 Travel Surveys	0	0	0	0										-	-	-	-		
	5 Forecast of Data to Horizon year	0	0	120	480										120	-	480	600		
	6 Community Goals & Objectives	0	0	60	240				0	0	0				60	-	240	300		
	7 Forecast of Future Travel Patterns	0	0	0	0										-	-	-	-		
	8 Capacity Deficiency Analysis	0	0	0	0										-	-	-	-		
	9 Highway Element of th LRTP	0	0	50	200										50	-	200	250		
	10 Transit Element of the LRTP	0	0	100	400										100	-	400	500		
	11 Bicycle & Ped. Element of the LRTP	0	0	500	2,000										500	-	2,000	2,500		
	12 Airport/Air Travel Element of LRTP	0	0	0	0										-	-	-	-		
	13 Collector Street Element of LRTP	0	0	75	300										75	-	300	375		
	14 Rail, Water or other mode of LRTP	0	0	0	0										-	-	-	-		
	15 Freight Movement/Mobility Planning	0	0	0	0										-	-	-	-		
	16 Financial Planning	0	0	0	0										-	-	-	-		
	17 Congestion Management Strategies	0	0	600	2,400										600	-	2,400	3,000		
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0										-	-	-	-		
II C	Short Range Transit Planning																			
	1 Short Range Transit Planning	0	0	250	1,000										250	-	1,000	1,250		
III-A	Planning Work Program	0	0	300	1,200										300	-	1,200	1,500		
III-B	Transp. Improvement Plan	0	0	400	1,600										400	-	1,600	2,000		
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																			
	1 Title VI	0	0	0	0										-	-	-	-		
	2 Environmental Justice	0	0	60	240										60	-	240	300		
	3 Minority Business Enterprise	0	0	40	160										40	-	160	200		

Task Description		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables														Carrboro 4/5/2006 13:17			
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
4	Planning for the Elderly & Disabled	0	0	50	200				0	0	0				50	-	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 Incidental Png./Project Dev.						0	0												
1	Transportation Enhancement Png.	0	0	0	0										-	-	-	-	
2	Enviro. Analysis & Pre-TIP Png.	0	0	100	400										100	-	400	500	
3	Special Studies	0	0	0	0										-	-	-	-	
4	Regional or Statewide Planning	0	0	0	0										-	-	-	-	
III-E Management & Operations																			
1	Management & Operations	0	0	2,716	10,864	0	0	0	0	0	0	0	0	0	2,716	-	10,864	13,580	
Totals		\$0	\$0	\$6,341	\$25,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,341	\$0	\$25,364	\$31,705	

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

II-A Surveillance of Change

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

II-B Maintenance of Inventories

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

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

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

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

II-C-1 Short Range Transit Planning.

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

III-A Planning Work Program.

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

III-B Transportation Improvement Program.

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

III-C Civil Rights Compliance / Other Regulations and Requirements

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

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

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

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

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

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

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

III-D Incidental Planning and Project Development

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

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

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

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

III-E Management & Operations

Management and operations includes items such as: 1) conducting TAC and TCC meetings and associated material and presentation development; 2) preparing quarterly progress reports and documenting expenditures for planning work items; 3) staff development through professional training courses, seminars, and conferences; 4) subscriptions to professional publications and professional organizational dues; 5) the acquisition of needed software, books, and other materials; and 6) other MPO capacity building efforts for the TAC, TCC and MPO staff.

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

Town of Chapel Hill		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													Town of Chapel Hill 4/5/2006 13:20			
		STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	7 Air Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	10 Mapping	0	0	0	0	1,875	1,875	15,000	1,250	1,250	10,000				3,125	3,125	25,000	31,250
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	5 Forecast of Data to Horizon year	0	0	1,250	5,000	625	625	5,000	0	0	0				1,875	625	10,000	12,500
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	8 Capacity Deficiency Analysis	0	0	1,250	5,000	307	307	2,456	0	0	0				1,557	307	7,456	9,320
	9 Highway Element of th LRTP	0	0	1,250	5,000	0	0	0	0	0	0				1,250	-	5,000	6,250
	10 Transit Element of the LRTP	40,000	160,000	0	0	2,500	2,500	20,000	0	0	0				42,500	2,500	180,000	225,000
	11 Bicycle & Ped. Element of the LRTP	0	0	2,500	10,000	0	0	0	0	0	0				2,500	-	10,000	12,500
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	16 Financial Planning	0	0	2,500	10,000	625	625	5,000	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				382	382	3,056	3,820
	18 Air Qual. Planning/Conformity Anal.	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	125	125	1,000	0	0	0				125	125	1,000	1,250
III-A	Planning Work Program																	
	1 Planning Work Program	0	0	250	1,000	375	375	3,000	375	375	3,000				1,000	750	7,000	8,750
III-B	Transp. Improvement Plan																	
	1 Transp. Improvement Plan	0	0	500	2,000	0	0	0	250	250	2,000				750	250	4,000	5,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	1 Title VI	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
	2 Environmental Justice	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
	3 Minority Business Enterprise	0	0	0	0	0	0	0	1,250	1,250	10,000				1,250	1,250	10,000	12,500

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

Task Descriptions and Summary Narratives for FY 2006-07 UPWP

Task II-A-10: Mapping

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

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

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

Completion Date:

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

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

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

Refinement and updating of 2035 forecast data.

Objectives:

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

Previous Work:

1. Development of 2030 projections.

Proposed Activities:

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

Products:

1. 2035 socio economic projections.

Completion Date:

September, 2006

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds

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

FTA Transit Funds

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

Task II-B-8: Capacity/Deficiency Analysis

Evaluation of 2035 projections to anticipated and proposed transportation network.

Objectives:

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

Previous Work:

1. Assessment of 2030 capacity/deficiency projections.

Proposed Activities:

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

Products:

1. MPO capacity deficiency analysis.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

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

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

Task II-B-9: Highway Element of LRTP

Assessment of 2035 highway network.

Objectives:

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

Previous Work:

1. Assessment of 2030 highway network.

Proposed Activities:

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

Products:

1. MPO 2035 Plan highway element.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

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

FTA Transit Funds				
	Federal	State	Local	Total
CHT				
Total				

Task II-B-10: Transit Element of LRTP

Assessment of 2035 transit network.

Objectives:

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

Previous Work:

1. Assessment of 2030 transit network network.

Proposed Activities:

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

Products:

1. MPO 2035 Plan transit element.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

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

Assessment of 2035 bicycle and pedestrian network.

Objectives:

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

Previous Work:

1. Assessment of 2030 bicycle and pedestrian network.

Proposed Activities:

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

Products:

1. MPO 2035 Plan bicycle and pedestrian element.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

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

FTA Transit Funds				
	Federal	State	Local	Total
CHT				
Total				

Task II-B-16: Financial Planning

Development of financial plan for the 2035 Transportation Plan

Objectives:

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

Previous Work:

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

Proposed Activities:

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

Products:

1. MPO 2035 Financial Plan

Completion Date:

Draft, June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds

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

FTA Transit Funds

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

Task III-B-: TIP

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

Objectives:

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

Previous Work:

Draft 2007-2013 and 2006-2012 TIP.

Proposed Activities:

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

Products:

1. 2007-2013 and draft 2008-2014 TIP

Completion Date:

Draft, June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

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

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

Task III-A-: Planning Work Program

Development of 2007-2008 PWP.

Objectives:

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

Previous Work:

2006-2007 planning work program.

Proposed Activities:

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

Products:

1. FY2007-2008 PWP.

Completion Date:

Draft, June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds

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

FTA Transit Funds

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

Task III-C-1: Title VI

Complete an assessment of compliance with federal Title VI regulations.

Objectives:

1. To review compliance with Title VI regulations.

Previous Work:

Ongoing evaluation of Title VI compliance.

Proposed Activities:

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

Products:

1. Title VI compliance

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds

	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds

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

Task III-C-2: Environmental Justice

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

Objectives:

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

Previous Work:

Title VI evaluation.

Proposed Activities:

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

Products:

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

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

Task III-C-3: Minority Business Enterprise

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

Objectives:

1. To evaluate compliance with minority business enterprise regulations.

Previous Work:

Minority business evaluation

Proposed Activities:

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

Products:

1. Title VI certification

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

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

Evaluate existing transit service for elderly and disabled populations.

Objectives:

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

Previous Work:

Annual review of elderly and disabled transit services.

Proposed Activities:

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

Products:

1. Annual review of elderly and disabled transit services.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

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

Evaluate safety and drug control policies and programs.

Objectives:

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

Previous Work:

Annual review of drug control and transit safety programs.

Proposed Activities:

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

Products:

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

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

Task III-C-6: Public Involvement

Implement programs to increase public involvement.

Objectives:

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

Previous Work:

Ongoing public involvement programs.

Proposed Activities:

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

Products:

1. Annual transit forum.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

Task III-C-7: Private Sector Participation

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

Objectives:

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

Previous Work:

Ongoing evaluation of private sector participation.

Proposed Activities:

1. Assess private sector opportunities.

Products:

1. Annual evaluation.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

Task III-D-3: Special Studies

To complete special transportation planning studies.

Objectives:

1. Prepare special studies.

Previous Work:

1. NC86 Bicycle and Pedestrian Safety Improvements Implementation Study.

Proposed Activities:

1. Chapel Hill Downtown Transit Transfer Study Feasibility Study.

Products:

1. Chapel Hill Downtown Transit Transfer Study Feasibility Study.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by consultant.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

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

Task III-D-4: Regional or Statewide Planning

Participate in various regional and statewide planning projects.

Objectives:

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

Previous Work:

US 15-501 Fixed Guideway Corridor Realignment

Proposed Activities:

1. Provide support to Regional Transit Vision Plan.

Products:

1. Regional Transit Vision Plan.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

FHWA Funds

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

FTA Transit Funds

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

Task III-E: Management and Operations

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

Objectives:

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

Previous Work:

1. DCHC MPO meetings and subcommittee meetings.

Proposed Activities:

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

Products:

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

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

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

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

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

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown													
Town of Chapel Hill													
	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
II A	Surveillance of Change												
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0
	10 Mapping	0	0	0	0	0	0	0	0	0	0	0	0
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0
II B	Long Range Transp. Plan												
B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000
	9 Highway Element of th LRTP	0	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000
	10 Transit Element of the LRTP	0	0	40,000	160,000	40,000	160,000	0	0	0	0	0	0
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	2,500	10,000	0	0	2,500	10,000
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	0	0	0	2,500	10,000	0	0	2,500	10,000
	17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0	0	0
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0
II C	Short Range Transit Planning												
	1 Short Range Transit Planning	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

Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Consulting Services Breakdown													
Town of Chapel Hill													
	Task Description	STP-DA 133(b)(3)(7)						Section 104(f) - PL					
		Staff		Consulting		Total STP-DA		Staff		Consulting		Total PL	
		Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA	Local	FHWA
		20%	80%	20%	80%	20%	80%	20%	80%	20%	80%	20%	80%
III-B	Transp. Improvement Plan	0	0	0	0	0	0	500	2,000	0	0	500	2,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.												
1	3 Title VI	0	0	0	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0
6	Public Involvement	0	0	0	0	0	0	0	0	0	0	0	0
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0
III-D	Incidental Png./Project Dev.												
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0	0
3	Special Studies	0	0	0	0	0	0	1,250	5,000	0	0	1,250	5,000
4	Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0
III-EE	Management & Operations												
1	Management & Operations	0	0	0	0	0	0	5,749	22,996	0	0	5,749	22,996
Totals		\$0	\$0	\$40,000	\$160,000	\$40,000	\$160,000	\$16,499	\$65,996	\$0	\$0	\$16,499	\$65,996

Chapel Hill Transit (CHT)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds													Town of Chapel Hill 4/5/2006 13:21			
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	10 Mapping	0	0	0	0	1,875	1,875	15,000	1,250	1,250	10,000	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	-	-	-	-	
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	5 Forecast of Data to Horizon year	0	0	0	0	625	625	5,000	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	-	-	-	-	
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	8 Capacity Deficiency Analysis	0	0	0	0	307	307	2,456	0	0	0	0	0	307	307	2,456	3,070	
	9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	10 Transit Element of the LRTP	0	0	0	0	2,500	2,500	20,000	0	0	0	0	0	2,500	2,500	20,000	25,000	
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	16 Financial Planning	0	0	0	0	625	625	5,000	0	0	0	0	0	625	625	5,000	6,250	
	17 Congestion Management Strategies	0	0	0	0	0	0	0	382	382	3,056	0	0	382	382	3,056	3,820	
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning	0	0	0	0	125	125	1,000	0	0	0	0	0	125	125	1,000	1,250	
III-A	Planning Work Program	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	
III-B	Transp. Improvement Plan	0	0	0	0	4	31	31	250	250	2,000	0	0	254	281	2,031	2,566	
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																	
	1 Title VI	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	
	2 Environmental Justice	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	
	3 Minority Business Enterprise	0	0	0	0	20	156	156	1,250	1,250	10,000	0	0	1,270	1,406	10,156	12,832	
	4 Planning for the Elderly & Disabled	0	0	0	0	20	156	156	1,250	1,250	10,000	0	0	1,270	1,406	10,156	12,832	
	5 Safety/Drug Control Planning	0	0	0	0	10	78	78	625	625	5,000	0	0	635	703	5,078	6,416	

Chapel Hill Transit (CHT)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds											Town of Chapel Hill 4/5/2006 13:21					
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
6	Public Involvement	0	0	0	0	12	94	94	750	750	6,000			0	762	844	6,094	7,699
7	Private Sector Participation	0	0	0	0	6	47	47	375	375	3,000			0	381	422	3,047	3,850
III-D																		
	Incidental Plng./Project Dev.																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	6,875	6,875	55,000			0	6,875	6,875	55,000	68,750
4	Regional or Statewide Planning	0	0	0	0	625	625	5,000	625	625	5,000			0	1,250	1,250	10,000	12,500
III-E																		
	Management & Operations																	
1	Management & Operations	0	0	0	0	4,750	4,750	38,000	5,243	5,243	41,944	0	0	0	9,993	9,993	79,944	99,930
Totals		\$0	\$0	\$0	\$0	\$11,520	\$12,135	\$92,159	\$20,000	\$20,000	\$160,000	\$0	\$0	\$0	\$31,520	\$32,135	\$252,159	\$315,814

Attachment # 7 Anticipated DBE Contracting Opportunities for FY07

Name of MPO: Durham-Chapel Hill-Carrboro

Person Completing Form: David Bonk

Telephone Number: 986-2888 ext. 347

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

Sample Entry:

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

Orange County
Task Funding Table
Orange County Narratives

Orange County		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													Orange County 4/5/2006 13:23				
	Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
		NCDOT 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											-	-	-	-
	2 Vehicle Miles of Travel														-	-	-	-	
	3 Street System Changes														-	-	-	-	
	4 Traffic Accidents														-	-	-	-	
	5 Transit System Data			0	0										-	-	-	-	
	6 Dwelling Unit, Pop. & Emp. Change														-	-	-	-	
	7 Air Travel														-	-	-	-	
	8 Vehicle Occupancy Rates														-	-	-	-	
	9 Travel Time Studies			0	0										-	-	-	-	
	10 Mapping			0	0										-	-	-	-	
	11 Central Area Parking Inventory														-	-	-	-	
	12 Bike & Ped. Facilities Inventory														-	-	-	-	
	13 Bike & Ped. Counts			0	0										-	-	-	-	
II B	Long Range Transp. Plan																		
B	1 Collection of Base Year Data			0	0										-	-	-	-	
	2 Collection of Network Data			0	0										-	-	-	-	
	3 Travel Model Updates														-	-	-	-	
	4 Travel Surveys														-	-	-	-	
	5 Forecast of Data to Horizon year			0	0										-	-	-	-	
	6 Community Goals & Objectives														-	-	-	-	
	7 Forecast of Future Travel Patterns														-	-	-	-	
	8 Capacity Deficiency Analysis														-	-	-	-	
	9 Highway Element of the L RTP														-	-	-	-	
	10 Transit Element of the L RTP														-	-	-	-	
	11 Bicycle & Ped. Element of the L RTP														-	-	-	-	
	12 Airport/Air Travel Element of L RTP														-	-	-	-	
	13 Collector Street Element of L RTP														-	-	-	-	
	14 Rail, Water or other mode of L RTP														-	-	-	-	
	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														-	-	-	-	
2	Environmental Justice			0	0										-	-	-	-	
3	Minority Business Enterprise														-	-	-	-	

Orange County		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													Orange County 4/5/2006 13:23			
	Task Description	SPR 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
		4	Planning for the Elderly & Disabled														-	-
5	Safety/Drug Control Planning														-	-	-	-
6	Public Involvement			0	0										-	-	-	-
7	Private Sector Participation														-	-	-	-
III-D	Incidental Png./Project Dev.														-	-	-	-
1	Transportation Enhancement Png.														-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.														-	-	-	-
3	Special Studies			0	0										-	-	-	-
4	Regional or Statewide Planning																	
III-E	Management & Operations														-	-	-	-
1	Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Totals		\$0	\$0	\$2,401	\$9,604	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,401	\$0	\$9,604	\$12,005

2006-2007 UPWP Task Narrative Summary

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

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

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

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

Objectives:

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

Previous Work:

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

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

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

Proposed Activities:

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

Products:

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

Relationship to Other Plans and MPO Activities:

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

Completion Date:

IES anticipates completion of the project in July 2006.

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

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

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

Funding Commitments from Other Entities:

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

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

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

NCDOT		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													NCDOT 4/5/2006 13:23			
	Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		NCDOT 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	1,500	6,000												-	1,500	6,000	7,500
	2 Vehicle Miles of Travel	0	0											-	-	-	-	
	3 Street System Changes	0	0											-	-	-	-	
	4 Traffic Accidents	0	0											-	-	-	-	
	5 Transit System Data	0	0											-	-	-	-	
	6 Dwelling Unit, Pop. & Emp. Change	0	0											-	-	-	-	
	7 Air Travel	0	0											-	-	-	-	
	8 Vehicle Occupancy Rates	0	0											-	-	-	-	
	9 Travel Time Studies	0	0											-	-	-	-	
	10 Mapping	0	0											-	-	-	-	
	11 Central Area Parking Inventory	0	0											-	-	-	-	
	12 Bike & Ped. Facilities Inventory	0	0											-	-	-	-	
	13 Bike & Ped. Counts	0	0											-	-	-	-	
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data	0	0											-	-	-	-	
	2 Collection of Network Data	0	0											-	-	-	-	
	3 Travel Model Updates	2,100	8,400											-	2,100	8,400	10,500	
	4 Travel Surveys	0	0											-	-	-	-	
	5 Forecast of Data to Horizon year	0	0											-	-	-	-	
	6 Community Goals & Objectives	0	0											-	-	-	-	
	7 Forecast of Future Travel Patterns	0	0											-	-	-	-	
	8 Capacity Deficiency Analysis	0	0											-	-	-	-	
	9 Highway Element of th LRTP	0	0											-	-	-	-	
	10 Transit Element of the LRTP	0	0											-	-	-	-	
	11 Bicycle & Ped. Element of the LRTP	0	0											-	-	-	-	
	12 Airport/Air Travel Element of LRTP	0	0											-	-	-	-	
	13 Collector Street Element of LRTP	200	800											-	200	800	1,000	
	14 Rail, Water or other mode of LRTP	0	0											-	-	-	-	
	15 Freight Movement/Mobility Planning	0	0											-	-	-	-	
	16 Financial Planning	0	0											-	-	-	-	
	17 Congestion Management Strategies	800	3,200											-	800	3,200	4,000	
	18 Air Qual. Planning/Conformity Anal.	200	800											-	200	800	1,000	
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning	0	0											-	-	-	-	
III-A	Planning Work Program	400	1,600											-	400	1,600	2,000	
III-B	Transp. Improvement Plan	400	1,600											-	400	1,600	2,000	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	1 Title VI	0	0											-	-	-	-	
	2 Environmental Justice	0	0											-	-	-	-	
	3 Minority Business Enterprise	0	0											-	-	-	-	

NCDOT		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													NCDOT 4/5/2006 13:23			
		SPR		Sec. 104(f) & 133(b)(3)(7)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway				Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
NCDOT	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA						
	Task Description	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%				
4	Planning for the Elderly & Disabled	0	0												-	-	-	-
5	Safety/Drug Control Planning	0	0												-	-	-	-
6	Public Involvement	0	0												-	-	-	-
7	Private Sector Participation	0	0												-	-	-	-
III-D Incidental Png./Project Dev.															-	-	-	-
1	Transportation Enhancement Png.	100	400												-	100	400	500
2	Enviro. Analysis & Pre-TIP Png.	1,000	4,000												-	1,000	4,000	5,000
3	Special Studies	1,000	4,000												-	1,000	4,000	5,000
4	Regional or Statewide Planning	2,100	8,400													2,100	8,400	10,500
III-E Management & Operations															-	-	-	-
1	Management & Operations	4,000	16,000													4,000	16,000	20,000
Totals		\$13,800	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$55,200	\$69,000

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

Triangle Transit Authority (TTA)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables													TTA 4/5/2006 13:24			
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts			0	0				0	0	0				-	-	-	-
	2 Vehicle Miles of Travel			0	0				0	0	0				-	-	-	-
	3 Street System Changes			0	0				0	0	0				-	-	-	-
	4 Traffic Accidents			0	0				0	0	0				-	-	-	-
	5 Transit System Data			0	0				0	0	0				-	-	-	-
	6 Dwelling Unit, Pop. & Emp. Change			0	0				0	0	0				-	-	-	-
	7 Air Travel			0	0				0	0	0				-	-	-	-
	8 Vehicle Occupancy Rates			0	0				0	0	0				-	-	-	-
	9 Travel Time Studies			0	0				0	0	0				-	-	-	-
	10 Mapping			0	0				0	0	0				-	-	-	-
	11 Central Area Parking Inventory			0	0				0	0	0				-	-	-	-
	12 Bike & Ped. Facilities Inventory			0	0				0	0	0				-	-	-	-
	13 Bike & Ped. Counts			0	0				0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data			0	0				0	0	0				-	-	-	-
	2 Collection of Network Data			0	0				0	0	0				-	-	-	-
	3 Travel Model Updates			0	0				12,500	12,500	100,000				12,500	12,500	100,000	125,000
	4 Travel Surveys			0	0				1,250	1,250	10,000				1,250	1,250	10,000	12,500
	5 Forecast of Data to Horizon year			0	0				0	0	0				-	-	-	-
	6 Community Goals & Objectives			0	0				0	0	0				-	-	-	-
	7 Forecast of Future Travel Patterns			0	0				0	0	0				-	-	-	-
	8 Capacity Deficiency Analysis			0	0				0	0	0				-	-	-	-
	9 Highway Element of th LRTP	0	0	0	0				0	0	0				-	-	-	-
	10 Transit Element of the LRTP	0	0	9,000	36,000				0	0	0				9,000	-	36,000	45,000
	11 Bicycle & Ped. Element of the LRTP			0	0				0	0	0				-	-	-	-
	12 Airport/Air Travel Element of LRTP			0	0				0	0	0				-	-	-	-
	13 Collector Street Element of LRTP			0	0				0	0	0				-	-	-	-
	14 Rail, Water or other mode of LRTP			0	0				0	0	0				-	-	-	-
	15 Freight Movement/Mobility Planning			0	0				0	0	0				-	-	-	-
	16 Financial Planning			0	0				0	0	0				-	-	-	-
	17 Congestion Management Strategies	27,916	111,664	0	0				0	0	0				-	27,916	111,664	139,580
	18 Air Qual. Planning/Conformity Anal.			0	0				0	0	0				-	-	-	-
II C	Short Range Transit Planning																	
1	Short Range Transit Planning			0	0				121,250	121,250	970,000				121,250	121,250	970,000	1,212,500
III-A	Planning Work Program			0	0				0	0	0				-	-	-	-
III-B	Transp. Improvement Plan			0	0				0	0	0				-	-	-	-
III-C	Cvi Rgts. Cmp./Otr .Reg. Reqs.																	
1	Title VI			0	0				0	0	0				-	-	-	-
2	Environmental Justice			0	0				0	0	0				-	-	-	-
3	Minority Business Enterprise			0	0				0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled			0	0				0	0	0				-	-	-	-
5	Safety/Drug Control Planning			0	0				0	0	0				-	-	-	-
6	Public Involvement			0	0				0	0	0				-	-	-	-
7	Private Sector Participation			0	0				0	0	0				-	-	-	-

Triangle Transit Authority (TTA)		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables											TTA 4/5/2006 13:24					
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Task Description	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-D	Incidental Png./Project Dev.														-	-	-	-
1	Transportation Enhancement Png.			0	0				0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.			0	0				0	0	0				-	-	-	-
3	Special Studies			0	0				12,500	12,500	100,000				12,500	12,500	100,000	125,000
4	Regional or Statewide Planning			0	0				5,625	5,625	45,000				5,625	5,625	45,000	56,250
III-E	Management & Operations														-	-	-	-
1	Management & Operations	0	0	0	0				0	0	0							
Totals		\$27,916	\$111,664	\$9,000	\$36,000	\$0	\$0	\$0	\$153,125	\$153,125	\$1,225,000	\$0	\$0	\$0	\$162,125	\$181,041	\$1,372,664	\$1,715,830

**FY 2007
UNIFIED PLANNING WORK PROGRAM (UPWP)**

TAC 04/12/06 Attachment 8D

Table 5. ANTICIPATED DBE CONTRACTING OPPORTUNITIES FOR FY06-07

Section 5307

Name of MPO: Durham Chapel Hill Carboro

Person Completing Form: Barbara Weigel

Telephone No: 919-485-7509

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, Printing, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
Task II B 4	Travel Surveys	TTA	Consultant	\$42,421	\$53,025

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

Triangle J COG		Durham-Chapel Hill-Carrboro Urban Area FY 2006-2007 Unified Planning Work Program Proposed Funding Source Tables														TJCOG 4/5/2006 13:25			
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change																		
II A	1 Traffic Volume Counts																		
	2 Vehicle Miles of Travel																		
	3 Street System Changes																		
	4 Traffic Accidents																		
	5 Transit System Data								0	0									
	6 Dwelling Unit, Pop. & Emp. Change																		
	7 Air Travel																		
	8 Vehicle Occupancy Rates																		
	9 Travel Time Studies																		
	10 Mapping																		
	11 Central Area Parking Inventory																		
	12 Bike & Ped. Facilities Inventory																		
	13 Bike & Ped. Counts																		
II B	Long Range Transp. Plan																		
B	1 Collection of Base Year Data																		
	2 Collection of Network Data																		
	3 Travel Model Updates																		
	4 Travel Surveys	0	0	0	0														
	5 Forecast of Data to Horizon year	0	0	1,360	5,440										1,360	-	5,440	6,800	
	6 Community Goals & Objectives																		
	7 Forecast of Future Travel Patterns																		
	8 Capacity Deficiency Analysis																		
	9 Highway Element of th LRTP																		
	10 Transit Element of the LRTP																		
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0														
	12 Airport/Air Travel Element of LRTP																		
	13 Collector Street Element of LRTP			0	0														
	14 Rail, Water or other mode of LRTP																		
	15 Freight Movement/Mobility Planning																		
	16 Financial Planning																		
	17 Congestion Management Strategies																		
	18 Air Qual. Planning/Conformity Anal.	0	0	1,360	5,440										1,360	-	5,440	6,800	
II C	Short Range Transit Planning																		
	1 Short Range Transit Planning																		
III-A	Planning Work Program																		
III-B	Transp. Improvement Plan																		
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																		
	1 Title VI																		
	2 Environmental Justice																		
	3 Minority Business Enterprise																		

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



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/

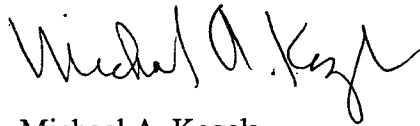
LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

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.

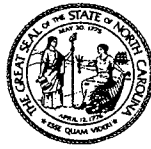
Sincerely,



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.

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/

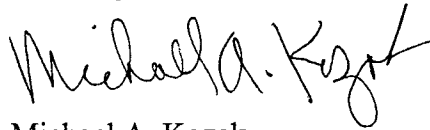
LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

Please have 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.

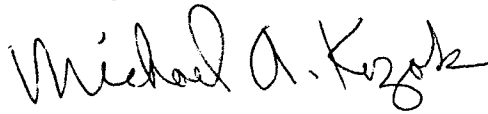
You will need to work with your local MPO to ensure that your maintenance facility project is included in the local Metropolitan Transportation Improvement Program (MTIP) for FY2006 with the Section 5309 fund source identified. We will also need to amend the State TIP concurrently. We expect that this 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.

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,



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

**RESOLUTION TO AMEND THE
2006-2012 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #1
April 12, 2006**

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

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

WHEREAS, The document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, The inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, The procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, The North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2006-2012 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, There has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on June 15, 2005; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby amends the FY 2006-2012 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on October 12, 2005, and as described in the "2006-2012 MTIP Amendment #1."

I, _____, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 12th day of April 2006.

Signature of the TAC Chair
Durham-Chapel Hill-Carrboro Transportation Coordinating Committee

STATE of: North Carolina
COUNTY of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____ 2003 to affix his signature to the foregoing document.

Notary Public
My Commission expires: _____

Project #1 FFY2006

Existing

I.D. No.	System	Description	Funding	FFY	
TA-4745A	CHAPEL HILL TRANSIT	BUS REPLACEMENT	FED	\$5,312,000	2006
			STATE	\$512,000	
			L	\$576,000	
			unfunded	\$6,400,000	

Modify Funded

I.D. No.	System	Description	Funding	FFY	
TA-4745C	CHAPEL HILL TRANSIT	BUS REPLACEMENT	FBUS	\$4,726,500	2006
			STATE	\$590,812	
			L	\$590,813	
				\$5,908,125	

Add Unfunded

I.D. No.	System	Description	Funding	FFY	
TA-XXXX	CHAPEL HILL TRANSIT	BUS REPLACEMENT	FED	\$393,500	2006
			STATE	\$49,187	
			L	\$49,188	
			unfunded	\$491,875	

Project #2 FFY2006

Existing

I.D. No.	System	Description	Funding	FFY	
TA-4710A	CHAPEL HILL TRANSIT	Park and Ride Lot (15-501 North) Land Acquisition and Design	FED	\$1,600,000	2006
			STATE	\$200,000	
			L	<u>\$200,000</u>	
			unfunded	\$2,000,000	

Modify Funded

I.D. No.	System	Description	Funding	FFY	
TA-4710A	CHAPEL HILL TRANSIT	Park and Ride Lot (15-501 North) Land Acquisition and Design	FBUS	\$285,536	2006
			STATE	\$35,692	
			L	<u>\$35,692</u>	
				\$356,920	

Add Unfunded

I.D. No.	System	Description	Funding	FFY	
TA-XXXX	CHAPEL HILL TRANSIT	Park and Ride Lot (15-501 North) Land Acquisition and Design	FBUS	\$1,314,464	2006
			STATE	\$164,308	
			L	<u>\$164,308</u>	
			unfunded	\$1,643,080	

Project #2 FFY2007

Add Funded

I.D. No.	System	Description	Funding	FFY	
TA-4710A	CHAPEL HILL TRANSIT	Park and Ride Lot (15-501 North) Land Acquisition and Design	FBUS	\$300,960	2007
			STATE	\$37,620	
			L	<u>\$37,620</u>	
				\$376,200	

Project #2 FFY2008

Add Funded

I.D. No.	System	Description	Funding	FFY	
TA-4710A	CHAPEL HILL TRANSIT	Park and Ride Lot (15-501 North) Land Acquisition and Design	FBUS	\$326,040	2008
			STATE	\$40,755	
			L	<u>\$40,755</u>	
				\$407,550	

Project #2 FFY2009

Add Funded

I.D. No.	System	Description	Funding	FFY	
TA-4710A	CHAPEL HILL TRANSIT	Park and Ride Lot (15-501 North) Land Acquisition and Design	FBUS	\$338,580	2009
			STATE	\$42,322	
			L	\$42,323	
				\$423,225	

Project #1

Existing

I.D. No.	System	Description	Funding	FFY
TA-4755	Durham Area Transit Authority	Bus Expansion (18) \$300k each	FED \$4,320,000 STATE \$540,000 LOCAL \$540,000 unfunded \$5,400,000	2006

Modify Funded

I.D. No.	System	Description	Funding	FFY
TA-4755 Funded from 5309	Durham Area Transit Authority	Bus Expansion (5) \$300k each	FBUS \$1,200,000 STATE \$150,000 LOCAL \$150,000 \$1,500,000	2006

Add Unfunded

I.D. No.	System	Description	Funding	FFY
TA-XXXX	Durham Area Transit Authority	Bus Expansion (13) \$310k each	FED \$3,224,000 STATE \$403,000 LOCAL \$403,000 unfunded \$4,030,000	2008

Project #1: Maintenance Facility

Add Funded

I.D. No.	System	Description	Funding	FFY	
TD-4727	TRIANGLE TRANSIT AUTHORITY	EXPANSION OF MAINTENANCE FACILITY	FBUS	\$1,000,000	2006
			STATE	\$125,000	
			L	\$125,000	
				\$1,250,000	

Project #2: Bus Replacement

Add Funded

I.D. No.	System	Description	Funding	FFY	
TA-XXXX	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES	FBUS	\$1,466,779	2007
			STATE	\$183,347	
			L	\$183,348	
				\$1,833,474	

Add Unfunded

I.D. No.	System	Description	Funding	FFY	
TA-4818	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES (unfunded)	FED	\$4,053,221	2007
			STATE	\$506,653	
			L	\$506,652	
				\$5,066,526	



 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



DCHC

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

JOINT MPO TRANSPORTATION FUNDING INITIATIVES TASK FORCE

CAMPO TAC:

Mayor Charles Meeker
Mayor Keith Weatherly
Mayor Vivian Jones
Mayor John Byrne
Commissioner Joe Bryan
Commissioner Hubert Gooch
Commissioner Lynnwood Buffaloe
Ann Franklin, TTA Board Member

DCHC MPO TAC:

Mayor Bill Bell
Commissioner Ellen Reckhow
Commissioner Becky Heron
Commissioner Alice Gordon
Alderman Alex Zaffron



JOINT MPO TRANSPORTATION FUNDING INITIATIVES TASK FORCE

LEGISLATIVE AGENDA

The Joint Transportation Funding Initiatives Task Force met on Friday, March 31, 2006 to discuss the region's transportation needs and formulate a unified legislative agenda.

Unified Position on Transportation

The Joint Transportation Funding Initiatives Task Force, representing the Greater Triangle Region, has identified a unified legislative agenda that is consistent with the State of North Carolina's Blue Ribbon Commission on Transportation Needs.

Based on the funding needs in the Triangle and other funding initiatives in North Carolina, the emphasis items in order of priority are:

- (1) Permanently end the transfer of Highway Trust Fund Revenue (over \$250 million/year) to the North Carolina General Fund.
- (2) Modernize the equity formula to address congestion related needs.
- (3) Create transportation and infrastructure local revenue option authority.
- (4) Ensure that any toll revenue generated in a region stays in that region



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 Page 1 of 2

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 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.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 12, 2006

Subject: **Lead Planning Agency (LPA) Staff Report**

This memorandum provides a summary status of tasks for projects in the FY 2005-2006 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- Indicates that task is ongoing or not complete.

2005-06 Unified Planning Work Program (UPWP) Emphasis Projects

Collector Street Plan

- ✓ First public workshop, October 11, 5PM to 8PM.
- ✓ Draft current and future collector street network to be completed in November 2005.
- ✓ Evaluation of draft network to be completed in December 2005.
- ✓ Public workshop conducted on January 10, 2006
- ✓ Draft collector street network and report complete by March 8.
- ✓ Final public workshop set for March 21.
- Final Plan likely to be ready in late April.
- Plan adoption (City of Durham, Durham County, Town of Chapel Hill and TAC) in June.

Greenhouse Gas (GHG) Emission Inventory and Action Plan

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study held March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- Base Year data Collection and Information Gathering to be completed in March-April 2006.
- Data Analysis and Projection likely to be completed in April 2006.

- Determine and quantify historic and existing measures likely to be completed in April 2006.
- Identify new measures to be completed in April 2006.
- Identify GHG target and model reduction targets anticipated to be completed in May 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in May 2006.
- Formulate Action Plan anticipated to be completed in June 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by June 2006.
- Draft Report likely to be done in June 2006.
- Final Plan anticipated to be finalized in July 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of July and August 2006.

Congestion Management System (CMS)/Mobility Report Card

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study to commence in early November. Temporary staffing hired for the data collection effort.
- Data Collection and field inventory to be completed by fall 2006.
- Level of Service analysis anticipated to be completed by fall 2006.
- Development of CMS performance measures and guidelines likely to be completed in June 2006.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2006.
- Draft CMS State of System Report likely to be done in spring 2007.
- Public Comment and local review in spring 2007.
- Adoption anticipated in spring 2007.

Travel Demand Model Update – Model Revision to Incorporate FTA New Start enhancement

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is currently underway.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase 1 (TTA new start model revision) completed in October 2005.
- Phase II TTA New Start model converted to TransCad in April 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in June 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in December 2006

Travel Behavior (household) Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Public involvement planning meeting on November 14, 2005
- ✓ Pilot and pre-test field data gathering completed.
- ✓ Pre-test statistical analysis and data summary to be finalized in December 2005.
- Survey is underway with completion expected in Summer 2006.

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- Pilot and pre-test expected to be done in spring of 2006.
- Survey to take place in Fall of 2006.

Transit Boarding and Alighting Counts

- ✓ Survey counts to be done in-house by the Lead Planning Agency (LPA) and MPO Transit operators.
- ✓ Counts have been completed by all agencies.
- Data entry is being completed, with analysis and tabulation expected to be completed in May 2006

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- Field reconnaissance and data collection has been delayed and now expected to commence in February 2006.
- Survey to be completed in Spring of 2006.

Data Automation and Integration

- LPA staff is developing work scope and Request for Proposal (RFP).
- Consultant's solicitation is expected in May 2006.

Land-use Model development

- LPA staff is developing work scope and Request for Proposal (RFP)
- Consultant's solicitation is expected in May 2006

Non-Motorized Model development

- LPA staff is developing work scope and Request for Qualifications (RFQ)
- Consultant's solicitation is expected in May 2006
- First phase of project to be complete in parallel with validated Triangle Regional Model (December 2006)

Comprehensive Pedestrian Plan for Durham

- ✓ Comprehensive sidewalk inventory currently underway
- ✓ Five (5) public workshops held July 11-22.
- ✓ Website established for the study – www.durhamwalks.org
- ✓ Fifth stakeholder meeting held on December 8.
- ✓ First newsletter released
- ✓ Policy and program review completed
- ✓ Pedestrian facility inventory 100% complete
- ✓ Analysis of existing codes and standards 100% complete.
- ✓ Focus group meetings scheduled held November 2005 – January 2006.
- ✓ Feedback compiled for project prioritization process; method of project prioritization completed in January 2006; refinement of prioritization in February and March (with new comments, etc)
- ✓ Analysis and evaluation of ancillary programs anticipated to be completed in March 2006.
- ✓ Draft Pedestrian Plan available online
- ✓ Funding analysis expected to be finalized by March 2006.
- ✓ Intersection and corridor studies scheduled for completion by March 2006
- Final Plan will be presented to Council for adoption on May 1, 2006.

Comprehensive Bicycle Plan for Durham County

- ✓ Consultant selected for the study
- ✓ Contract has been executed.
- ✓ Steering committee formation has been completed.
- ✓ Kick off meeting held on November 16, 2005.
- ✓ Review of existing data, including GIS base mapping, completed in February 2006.
- ✓ Analysis and evaluation of existing codes and policies completed in March 2006.
- Four advisory committee meetings planned for the study.
- Three (3) public open house meetings planned. First public workshop held on January 31. Second public workshop held for March 23, 4-8pm. Third public workshop to be held in May.
- Three Newsletters planned. First newsletter distributed in November, second newsletter distributed in February/March.
- Bicycle facility guideline draft to be completed by April 2006.
- Bicycle route network plan anticipated to be completed in May 2006.
- Draft Comprehensive Bicycle Master Plan anticipated to be completed in June 2006.
- Final Plan, presentation and adoption likely to occur in the months of July/August 2006.

Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study

- ✓ Technical analysis and evaluation of alternatives are completed
- ✓ Draft report being reviewed by the technical team and TCC.

- ✓ Meeting held between NCDOT and LPA staff to discuss project recommendations.
- ✓ LPA staff working to gather comments on the draft Plan from NCDOT, local jurisdictions and policy committee.
- ✓ Draft report has been reviewed by local governments.
- ✓ TCC Bicycle and Pedestrian subcommittee refined project scope and details, referred to TIP subcommittee to make final funding recommendation for the TCC.
- ✓ TAC approval anticipated in February 2006.

ITS Deployment Plan

- LPA working on the project scope
- Triangle regional stakeholder meeting scheduled to review scope and next steps.

2005-06 Unified Planning Work Program (UPWP) – Routine and Other Special Projects

MPO Environmental Justice (EJ) and Limited English Proficiency (LEP) Plan Integration

- Mandated by federal regulations
- Draft plan to be provided to the TAC in the fall 2006.

Update of the MPO Public Involvement Policy

- Suggested by the federal Certification Team
- To incorporate changes (public dissemination process) approved by the TAC at its June 2006 meeting.
- Draft to be ready for September 2006 TAC meeting.

MPO Expansion for the next LRTP Update

- Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro
- Scheduling meeting with governing bodies of these jurisdictions.
- MPO expansion and revision of MOU expected to be completed as part of the 2035 LRTP update.

Public Outreach for the East End Connector Planning and Environmental Study

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- Development of mailing list database about 90% complete.
- ✓ Received project schedule and time line from NCDOT.

Project proposed to be undertaken in the 2006-07 Work Program

Farrington Road/Stagecoach Road Corridor Study

This study would involve the following tasks:

1. Data collection and analysis
2. Traffic circulation plan (including a collector street system plan)
3. Sub-area modeling analysis and forecast of future demand
4. Alternative evaluation
5. Recommendation

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 4/1/2006

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)		23.42 miles		Phillip R. Johnson, PE, PLS	(919) 678-0444				
Durham, Chatham	B-2963	STAGECOACH RD	BRIDGE ON STAGECOACH RD OVER NEW HOPE CREEK	\$ 2,012,486.60	0.528 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 678-0444	9/27/2005	100%	99.1%	3/31/2006
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	\$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2006	91.0%	78.1%	12/31/2006
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	93%	94.1%	6/30/2006
Durham	I-3306B	I-40	WIDENING OF I-40 FROM ORANGE CO LINE TO DURHAM FREEWAY.	\$ 44,790,284.74	10.837 miles	Granite Construction Company	Phillip R. Johnson, PE, PLS	(919) 678-0444	12/14/2003	100%	99.9%	08/24/2006
Durham, Wake	R-2000AB/AC	I-540	CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.	\$ 68,368,301.43	5.346 km	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	08/01/2007	66%	68.6%	08/01/2007
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	\$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	86%	70.4%	11/30/2006
Durham, Gran, Pers, Wake	R-4404	US-64	DIVISIONWIDE GUARDRAIL - US-15 / 501, US-64, US-70, US-158 & NC-147.	\$ 1,138,560.10	28.5 miles	Elderlee Inc	Phillip R. Johnson, PE, PLS	(919) 733-9499	6/6/2006	34%	37.2%	6/26/2006
Durham	R-4752	RED MILL RD	WIDENING AND RESURF OF RED MILL RD FROM SOUTH OF I-85 TO TEKNIKA PKWY.	\$ 1,787,196.00	4.37 miles	Rea Contracting, LLC	Aaron V. Earwood, PE	(919) 560-6857	12/12/2005	100.0%	93.1%	4/5/2006
Durham	U-3309B	ALEXANDER DR	WIDENING AND RESURF OF ALEXANDER DR FROM EAST OF DURHAM FWY TO MIAMI BLVD.	\$ 3,065,281.82	0.78 miles	W. E. Garrison Co., Inc.	Bob Shultes	(919) 840-0914	10/15/2003	100%	98.5%	3/30/2006
Durham	U-4446	DURHAM FRWY	ITS WORK ON DURHAM FREEWAY FROM I-40 TO I-85.	\$ 1,245,283.29	22 miles	Viasys Services, Inc	Bob Shultes	(919) 840-0914	10/15/2005	100%	76.8%	5/15/2006

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 4/1/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	\$ 1,200,000.00	0.152 miles	C. HOUSER	(919) 250-4016	4/18/2006
DURHAM / WAKE	U-4026A/B 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 33,100,000.00	5.7 miles	D. TAYLOR	(919) 250-4016	7/18/2006
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 2,700,000.00	0.369 miles	J. MOORE	(919) 250-4016	11/21/2006
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 17,100,000.00	1.708 miles	C. HOUSER	(919) 250-4016	2/20/2007

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <http://www.ncdot.org/planning/development/ProjectMgmt/12month/>

PROGRESS REPORTS MAY BE FOUND ONLINE AT: <http://apps.dot.state.nc.us/constructionunit/proglocreport/ProgLocSearch.aspx>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - 1/30/06

County	TIP #	Route	Location Description	Contract Amount	Length	Completion Date	Revised Completion Date	Scheduled Progress	Estimated Completion Date	Remarks
Orange		US-70	US-70 FROM ALAMANCE COUNTY TO NC-86 AT HILLSBOROUGH.	\$ 3,235,518.45	9.79 miles	11/15/2006		54%	11/15/2006	
Orange		NC-86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	\$ 1,321,891.11	16.424 miles	09/15/2006				Work to Begin April 2006
Orange	R-942	US-15	Us-15/501 from SR 1599 in Chatham Co to SR 1008 in Orange Co	\$ 41,884,597.59	20.49 km	5/31/2006		100%	5/31/2006	
NCDOT PROJECTS IN ORANGE COUNTY CURRENTLY IN 12 MONTH LETTING LIST										
County	TIP #	Route	Location Description	TIP Estimate	Length	Est. Let Date				
Orange	U-4008	US 15-501	Super Street Project @ Erwin Road	\$ 3,700,000.00	0.392 miles	5/16/2006				

Don't get connector funds hopes up

By GREGORY PHILLIPS, The Herald-Sun
March 8, 2006 8:10 pm

DURHAM -- Durham officials have been warned not to raise their hopes too high about getting money for the East End Connector included in the state's next road-building plan.

But local officials hope their pressure -- and that from a grass-roots e-mail and letter-writing campaign -- might produce some construction funding. A draft of the plan is expected in two months.

The connector, first proposed in the 1950s, would link the Durham Freeway with U.S. 70, providing a freeway link between Interstates 40 and 85 and allowing drivers between northern Durham and Research Triangle Park to avoid downtown and adjoining residential areas.

The \$73.6 million project also includes improvements to U.S. 70 from the interchange with the new road across N.C. 98 to the north.

Local officials have been pushing for connector funding from state money designated for city loop roads over the next seven years. In January, they met with Lyndo Tippet, state secretary for transportation, to hammer that point home.

But in a letter to Durham Mayor Bill Bell, Tippet said \$4 billion in loop projects will compete for a fourth of that sum in the next spending plan.

The letter said, "It is not possible to fund all loop projects that might otherwise be ready in the next seven years."

Because of ongoing environmental studies and the need to acquire land, the earliest construction on the connector could begin would be 2010, according to the letter.

The letter also said the state is looking at funding projects already under way or close to being construction-ready.

City transportation manager Mark Ahrendsen called Tippet's letter "not very promising" at a meeting of local transportation leaders Wednesday. But city and county leaders plan to respond to Tippet's letter before the draft spending plan is unveiled in April or May.

"We've gotten no construction dollars in 16 years. All we are asking for is one tenth of that," Durham County Commissioners Chairwoman Ellen Reckhow said of the \$1 billion construction pot. "We need to respond."

When the local Transportation Advisory Committee met Wednesday, it decided the city and county should create a joint response.

"I can't see that we can craft it here, but I think it's an important thing to do," said Alice Gordon, the committee's vice chairwoman.

An ongoing community effort is also pushing for funds to be allocated to the connector. Supporters have a Web site, www.durhamloop.org, and are circulating e-mails urging Durham citizens to send messages to the state and Gov. Mike Easley advocating for the project.

URL for this article: <http://www.heraldsun.com/durham/4-710369.html>

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Modified: Mar 23, 2006 02:50 AM

Towns, UNC-CH differ on road aims

MATT DEES, Staff Writer

At the end of "Back to the Future," Doc Brown utters the immortal line: "Roads? Where we're going, we don't need roads."

Not to paint them as wild-eyed time-machine inventors, but that line nearly captures Chapel Hill and Carrboro leaders' stance on the future of transportation for their area.

Roads may not become obsolete in the future, but town officials don't want them to become any wider either.

Instead, they want buses, bikes and feet to carry more commuters, curbing traffic congestion and air pollution.

UNC-Chapel Hill officials say they want the same, but they aren't ready to rule out road widening as a possibility.

At a meeting Monday, Carolyn Elfland, associate vice chancellor for campus services, asked that a transportation consultant the towns and university are hiring study road widening as well as transit improvements.

But town leaders want the consultant's plan to focus solely on upgrading bus, bike and pedestrian systems, possibly to include a new trolley service.

"The university is well aware that both Chapel Hill and Carrboro are not interested in road widening but are interested in promoting alternative transportation, getting people out of their cars," new Carrboro Alderman Dan Coleman said. "To have the university come in at what is essentially the 11th hour on this study and say they wanted to expand the scope in this way was pretty shocking to me."

But Elfland maintains that the tens of thousands of additional commuters that will be generated by the university's planned Carolina North research campus might need some extra traffic lanes, even if many of them catch buses.

"I think everybody's concerned about road widening, and everybody is interested in promoting transit," she said. "That includes the university. We've got a huge track record of promoting transit. It wasn't that roads were supposed to trump transit. It was that we need to look at it with an open mind."

Jim Ward, a Chapel Hill council member, doesn't want roads widened any more than Coleman but says studying the possibility doesn't mean that would happen.

"The plan is to look at the current systems: what ways can we best meet our future demands of where people are and where do they need to go, and pair that up with road capacity and what kind of transit capacity we can plan for," Ward said. "I don't see that a modification of this sort jeopardizes the information we're going to get."

Coleman disagrees.

He noted that early Carolina North plans called for 17,000 parking spaces. Town leaders and residents revolted loudly, and the university agreed to the transit study to help calm the furor. (Parking equals additional car trips, town leaders say.)

Now the university seems to be taking a step back from its cooperative stance, Coleman said.


Studying how to fit more cars on local roads misses the point, he said.

"We could study how to fly to the moon from Carolina North and it wouldn't get done," he said. "It wouldn't be a good use of our resources."

The transit plan committee will meet again at 10:30 a.m. April 21 in Chapel Hill Town Hall.

It hopes to advertise soon for firms to submit their qualifications for the study.

Staff writer Matt Dees can be reached at 932-8760 or matt.dees@newsobserver.com.

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Transportation types hate to say they goofed

BRUCE SICELOFF, Staff Writer

Everybody makes mistakes. But some folks find it really, really hard to admit that things didn't work out as promised.

Take the state Department of Transportation. Take three of its biggest Triangle projects:

* Interstate 40, Durham County. For the next few weeks, three lanes of I-40 traffic will squeeze into one lane each night while road crews seek to contain the damage caused by a mistake in the original work to widen I-40.

In contracts and in daily inspections while the paving was under way, DOT engineers failed to require that expansion joints be cut the full 3-inch depth of the top concrete layer. The joints were needed to keep the layers bonded together as temperatures shifted between winter and summer.

Tests in 2005 indicated that concrete poured in 2003 and 2004 had quickly separated in some places. The DOT's consultant recommended ripping out and replacing all of the suspect concrete: 3 inches deep, two lanes wide in each direction, for 10.6 miles.

But the DOT is trying to salvage the work. This month, the contractor began sawing a few thousand joints to the correct depth. This work comes too late where the layers have separated. But DOT engineers hope to find later this year that they limited the spread of the damage.

And they hope to prove that it wasn't their fault, after all.

In an uncharacteristic burst of breast-beating, DOT chiefs apologized profusely last fall for cracks and potholes that had begun appearing on I-40. The self-abuse stopped when they found evidence that they had discussed the 3-inch saw cuts once, in an April 2003 meeting with the contractor.

"It is our determination that we gave proper instructions to the contractor to saw full depth," Len Sanderson, the DOT highway administrator, told legislators in November.

If the DOT wins its argument that this conversation was sufficient, the contractor will have to eat all repair costs. If not, it will go down as a cost overrun that could drain millions of dollars from future Triangle highway allocations.

Lawyers, and probably a judge, will decide.

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Personal touch aids transit use

BRUCE SICELOFF, Staff Writer

If I show you where the bus stops near your house, and where it goes in your part of town, will you consider giving your car a rest?

No way? OK.

Yes? Cool. Here's a tourist map of your neighborhood. It shows bus routes, and trails for biking and walking. It's peppered with parks, banks, shops and other destinations.

See how many places you can go without your car?

With exchanges like this one -- at first by mail and later by phone and in person -- the Triangle Transit Authority zeroed in on hundreds of households in west-central Durham neighborhoods. The targets were residents interested in learning how to cut back on their driving in favor of more bus, bike and shoe trips.

This personal approach is called individualized marketing. It has delivered promising results in Germany, Australia, Sweden, Oregon -- and now, in Durham.

Instead of flooding the public with material that most people will ignore, or waiting for a few people to seek answers by phone or online, the idea is to find and focus on those folks who are interested in what you have to say.

The Federal Transit Administration picked Durham and three other U.S. cities for trials of individualized marketing.

The TTA surveyed the Durham residents about their travel habits and interests. Car drivers who expressed curiosity about new options received personalized information by mail, by phone and even in person.

Later, the TTA checked back to see whether the new maps and info made a difference. They did.

The personal approach didn't quite turn the sky blue and the city green overnight, but it produced a healthy boost in the use of environmentally friendly alternatives to the automobile.

Compared to a control group that did not receive individualized information, Durham's target group of 900 households cut car trips by 7 percent and car mileage by 11 percent, the Federal Transit Administration reported.

If these numbers were multiplied out to 12 months' worth of changed habits, the 900 families would average only 801 car trips per person -- down from 858 trips otherwise. Their car mileage would be reduced by a combined 530,000 miles per year.

Not bad.

The results were similar after pilot tests in Sacramento, Cleveland, and Bellingham, Wash., the FTA said. Local and federal officials called the project a success.

"We're very encouraged," said John Tallmadge, TTA commuter resources director.

The TTA is sharing the results this week with local planning and government agencies. The TTA wants to start a discussion about whether this marketing approach would help the Triangle get more value out of taxpayers' investment in transit services, bicycle facilities and other automobile alternatives.

"This is a technique that looks like it actually drives people to use those facilities in greater numbers," Tallmadge said.

What looks especially appealing to me is that dandy tourist map they prepared for people who live in these Durham neighborhoods. It looks like something a savvy traveler would pick up in London or Athens. It shows you where to find the nearest public transportation and which bus you need to get to a hospital, shopping center, hotel or theater.

A presentation on the individualized marketing study is scheduled from 2:30 to 4 p.m. today at the Morehead Planetarium in Chapel Hill. For information call Kathleen Herr at the TTA, 485-7463, or read the study results online at www.ridetta.org/Individualized_Marketing/.

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Pedestrian, bicycle safety among ideas for Churton Street

By Emily Coakley, The Herald-Sun
April 2, 2006 6:22 pm

HILLSBOROUGH -- Imagine, for a moment, a Churton Street where someone could walk or bicycle safely all the way from Interstate 40 north to N.C. 57.

It's a vision the Churton Street Corridor Committee is working to turn into a reality. The committee has been presenting preliminary recommendations to the town's various advisory boards, and will be looking for the public's thoughts in the next few months.

The committee is also looking for ideas to bring the recommendations to fruition, said Anne Morris, Community Development Planner with the state Division of Community Assistance, who has been lending her expertise.

The Churton Street corridor, according to the committee, starts just south of the Interstate 40 interchange and extends north to N.C. 57.

While the southern edge of the corridor seems quiet now, work has begun on Waterstone, the 337-acre retail and residential development just north of Interstate 40 between Old 86 and N.C. 86.

Besides making things safer for pedestrians and bicyclists, the committee is also looking for ways to make the entrances to Hillsborough more inviting and attractive.

"We want to create a good impression of our town for everyone," said Cathleen Turner, who is working with the committee and is executive director of the Alliance for Historic Hillsborough.

Last year, the committee asked the public to vote on ideas during some Last Friday events. There are similar plans in the works for this year.

Improving conditions for pedestrians was one idea citizens agreed with, according to the committee's progress report. Other ideas popular with the public included reducing sign clutter and making signs more reflective of the town.

"We did all this public involvement, and the plan is really built on what the public has said are its priorities," Morris said.

The committee took the public's input and worked to develop recommendations which will address the streetscape and signs, revitalize the Churton corridor and improve parks and open space, Turner said.

Some recommendations are to bury utility lines, add decorative light poles and turn some parts of Churton Street into a boulevard, complete with trees in the medians, according to the progress report.

This is one of three studies focusing on Hillsborough. A committee is also working on a strategic growth plan. Last week the town board endorsed a plan to conduct an economic development study of U.S. 70 on the north side of town around the N.C. 86 intersection east to Lakeside Drive.

In discussing the study, Eric Hallman, a town board member, told other board members the U.S. 70 group would coordinate with the Churton Street group.

Turner would like to see the recommendations and implementation ideas written down so residents would have an idea of what's expected along the street.

The public may get to see and comment on the committee's recommendations at the May 26 Last Friday event and on June 3 at the Walkable Hillsborough Day, Morris said.

The committee will also meet again April 17 and May 15. Meetings start at 7 p.m. at the Town Barn, and the public is welcome, Morris said.

URL for this article: <http://www.heraldsun.com/orange/10-719811.html>

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Two groups to launch rent-a-bike program

By BETH VELLIQUETTE, The Herald-Sun
April 2, 2006 6:56 pm

CARRBORO -- Imagine checking out a bicycle like a book from the library.

Two community service groups are rebuilding bicycles and working out arrangements so that people in the community would be able to check out a bicycle to run an errand, take a ride around town or head to lunch downtown.

They hope to have the bike program called "Yellow Bikes" up and running by the end of summer. The idea behind "Yellow Bikes" is to offer people an alternative to jumping in their cars for every little trip they need to make. Instead, people could check out a bicycle and make a quick trip without having to use a single ounce of gasoline or clog up the streets and parking lots with their vehicle.

For example, employees at UNC might live too far away from campus to ride a bicycle to work, but once they're on campus, they could check out a bicycle and ride it to Carrboro for lunch. Or they may participate in the Park & Ride program and don't have access to their cars during the day, so they'd be able to check out a bike to run an errand or ride across campus for a meeting.

The Recyclery, a group of volunteers who fix up old bicycles to give away and who teach people how to repair their own bicycles, and the local Students United for Responsible Global Environment group are joining to start a "Yellow Bikes" program in Chapel Hill, Carrboro and on UNC's campus. Their program is based on similar programs in Montana, Oregon and Minnesota.

"We're trying to build a program that works best for here, taking little bits and pieces from those places," said Heather Debethizy, a student intern at SURGE.

One of the first little changes they'll make to the so-called yellow bike program is to paint the bicycles Carolina blue," said Chris Richmond, volunteer coordinator for The Recyclery.

"We're going to do it like a lending library," Richmond said. "Folks will be members for \$10 a year, and they are entitled to check out bikes from a hub."

The bicycles will have baskets and locks, and the rental will include helmets.

The locations of the hubs have not been determined, but the groups plan to have at least one each in Carrboro, in Chapel Hill and on campus. "We may have more, but the idea is at least three," Richmond said.

Organizers hope to enlist government, campus officials or private businesses in serving as the librarians, so to speak, in providing a place for the bicycles and checking them in and out, Debethizy said. "Like the Carrboro Century Center; we'd love to work with them," she said. "They already check out things like basketballs, and it would be really easy for them to switch over. Or maybe some volunteer business that would love to see this program succeed."

The organizers' first goal is to put together 30 five-speed bicycles and have them ready for the initiation of the program. After that, "We would definitely like to expand as much as possible," Debethizy said.

Each Sunday afternoon, The Recyclery, located at the corner of Old Pittsboro Road and Daffodil Lane in Carrboro, holds workshops for people wanting to help out or who are interested in learning how to fix their own bicycles in exchange for their labor in fixing up old bicycles for the Recyclery.

Burdock Callaway has been a regular volunteer since he moved to the area last November. Fixing up an old but good quality bicycle often results in a better quality bike than going out and buying a cheap new bike, he said. "When I'm not helping other people fix their bikes, I've been working on little kids' bikes, which is pretty fun," he said.

The Recyclery, located in an old barn hidden from public view, collects and accepts donations of old bicycles, and then volunteers strip them down and replace old rusting parts with new ones. The ones that won't be used for the community bike loan program are given away to children who can't afford their own bicycles.

One of the group's next events, although the date has not yet been set, will be helping kids in the Ridgefield neighborhood on South Estes Drive fix up their bicycles and give bicycles away to those who don't have one.

The Recyclery is always looking for volunteers, but people don't have to know how to fix a bicycle to volunteer, Richmond said. That's part of the fun, learning to fix up bicycles using the tools and equipment available at The Recyclery.

The Recyclery, a charitable organization which has Internal Revenue Section 501(c)(3) status, is always looking for volunteers, bicycle parts, tools and cash, Richmond said.

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Tolls ahead?

User fees could pave the way for two long-delayed highway projects in the Triangle

BRUCE SICELOFF, Staff Writer

Toll roads seemed obsolete across most of the United States 50 years ago, after Congress began collecting a federal gas tax to pay for a modern network of interstate highways.

The gas tax is losing its purchasing power today as transportation needs accelerate across the nation. In Washington and most state capitals, the idea of raising the gas tax is a political nonstarter.

Dozens of states have turned to tolls as a more palatable source -- politicians like to call them "user fees" -- for money to build bridges, tunnels, urban freeways and more of those interstate highways.

Are toll roads a good idea for North Carolina?

Triangle motorists will likely be the first to learn the answer. Two local projects are at the front of a line of six toll candidates, worth an estimated \$2.22 billion to \$3.88 billion, across the state. The Triangle projects are:

* The Triangle Parkway, a four-mile extension of N.C. 147 through Research Triangle Park. The parkway, estimated to cost between \$94 million and \$252 million, was part of the early plans for RTP. But it never rated high enough among road needs to win state and federal construction money.

* The western and southern sections of Interstate 540 in Wake County. The Western Wake Freeway would extend 12.4 miles from Morrisville to Holly Springs and cost an estimated \$378 million to \$680 million. The Southern Wake Freeway would run 16.5 miles from Holly Springs to Interstate 40 in Garner, with an estimated cost of \$350 million.

The N.C. Turnpike Authority, the agency in charge of toll roads, says toll financing would make it possible to open the Triangle freeways 10 to 15 years sooner than the state's most optimistic timetables using traditional tax funding. With toll financing, the Triangle Parkway and Western Wake Freeway could open in 2011, with the Southern Wake Freeway following in 2016.

Q. Why do we need toll roads?

A. Drivers pay a federal tax of 18.4 cents and a state tax of 29.9 cents on each gallon of gas. Gas tax revenue provides about two-thirds of the nation's road-building money. Even with a recent 2.8-cent increase in the state tax, these revenues have not kept pace with transportation costs.

Traffic volumes are increasing about 40 percent faster than the population. In the Triangle, relentless growth means more cars and trucks on our roads every year. Improved fuel economy means less gas sold and less tax money collected for every mile of pavement wear-and-tear.

"As people drive more miles using less gas, they're putting more demand on the system but paying less in taxes to take care of it than they did 20 or 30 years ago," said Edison H. Johnson Jr., who heads Wake County's transportation planning agency.

Road-building costs are rising faster than inflation. The tab for paving one lane of asphalt highway in North Carolina increased from \$170,000 per mile in 2002 to \$225,000 last year, or 32 percent.

Q. What is the shortfall in North Carolina?

A. The state Board of Transportation predicts that North Carolina will have only \$55.5 billion to pay for \$84.6 billion in transportation needs over the next 25 years, a gap of nearly \$30 billion.

Triangle planners pegged the local shortfall at \$8 billion a couple of years ago. That was before the state began slowing the flow of transportation dollars to the region and delaying construction of the Western Wake Freeway and other big projects.

Q. Who decides which roads will have tolls?

A. The N.C. Turnpike Authority, created by the General Assembly in 2002, and its nine-member board will decide. The authority considers only toll projects recommended by local elected officials or planning boards.

When it receives a request to consider a project for tolls, the authority board can reject the idea out of hand or order studies of how much traffic the road would handle and how much of its construction cost could be covered with tolls. The turnpike authority has ordered such studies of the Triangle Parkway and the I-540 extensions.

The turnpike authority will sell bonds on Wall Street to finance most of the construction up front, repaying the debt later with toll revenue.

The assessment of Wall Street lenders is crucial. They won't lend money for construction unless they are confident that the turnpike authority will collect more than enough in tolls, even if the economy goes sour, to repay the debt on time.

Before a project can proceed, the turnpike board and local leaders will have to agree on how to pay for the costs not covered by toll revenues.

Q. How will toll rates be set?

A. The turnpike authority will try to set tolls high enough to pay the bills but not so high that too many drivers choose alternative routes. Competing interests will be at play as the authority searches for middle ground.

A preliminary financial study expected this spring will provide the first estimates of how high to set tolls on the Western and Southern Wake Freeways.

The turnpike authority is considering a \$1 toll for the Triangle Parkway.

A consultant, Wilbur Smith Associates, initially suggested a toll of 75 cents for the Triangle Parkway. Authority director David W. Joyner and Lyndo Tippet, the state transportation secretary and chairman of the turnpike board, asked the consultant to run the numbers again with the \$1 toll.

For commuters, there would be a big difference between the two rates. A 75-cent toll for the daily round trip adds up to \$7.50 in a five-day work week. Adding 25 cents, or 33 percent, to the toll makes it \$10 per week.

The difference would be smaller for the turnpike authority itself. The consultant predicted that in 2030, daily traffic on the Triangle Parkway would reach 55,800 cars with a toll starting at 75 cents -- or 51,600 with a \$1 toll. Both forecasts factored in future toll increases.

Even with fewer drivers, a \$1 toll would raise about \$4 million more than a 75 cent toll toward the total construction cost -- a relatively small sum on a project estimated to cost up to \$252 million.

If these numbers hold up through future studies, state and local leaders and Wall Street lenders will have to decide:

Do we charge \$1 and raise an extra \$4 million?

Or do we charge 75 cents, save money for drivers and serve a few thousand extra cars and trucks that otherwise would be crowding the "free" roads every day?

Q. Will the tolls fully pay for the roads, or will tax money be used, too?

A. Toll rarely cover the entire cost.

Building the Triangle Parkway would cost an estimated \$38 million more than the tolls would generate. That means other funds must be found to cover 15 percent to 40 percent of the cost. Corresponding figures for the I-540 extensions in southern Wake County will be available in a few weeks.

The turnpike authority and Triangle leaders, who will be working together for the first time, must decide how to fill the funding gaps. Turnpike officials have listed possible sources including federal loans, state funds and contributions of money or right-of-way from private or local government sources.

This could be the toughest part of the decision process. State law sharply limits the ability of local governments to pay for transportation projects.

Q. Can Interstate 540 be made entirely a toll road?

A. Some Wake residents say it would be unfair to charge tolls on the western and southern sections of I-540 unless drivers on the northern stretch also pay tolls. But state law would not permit this. It allows the collection of tolls only on a new road, to pay for construction of that road.

Taxpayers already have paid for the 31-mile northern loop with their state and federal gas taxes and other fees. The northern section will reach from RTP to Knightdale in 2007.

Q. What about tolls on I-95?

A. I-95 needs new bridges, new pavement and new lanes as it passes through Eastern North Carolina, but the work has never made it high enough on the state's priority list.

On orders from the General Assembly, the state Department of Transportation has applied to the federal government for a spot in a pilot program that would allow tolls on an existing interstate for the purpose of improving it.

If the federal government says yes, the General Assembly will consider amending a state law that bars tollbooths on existing roads.

Q. What are other states doing?

A. Motorists in 30 states now pay tolls on 5,200 miles of roads, bridges and tunnels, and highway builders plan tolls on hundreds more miles over the coming decade.

While North Carolina retains one of the most heavily state-centralized systems in the nation for road-building and transportation funding, other states have seen the spread of city and regional turnpike authorities controlling toll roads at the local level.

The Hampton Roads area of southeast Virginia is struggling to wrest this power from legislators in Richmond.

In Texas, projects proposed by state and local agencies and private investors would produce 4,000 miles of new toll roads costing about \$180 billion over the next 50 years.

Private investors are getting into the game in several states. Chicago and Indiana stand to make billions of dollars by selling private investors the rights to collect money from drivers on two toll roads: the eight-mile Chicago Skyway and the 157-mile Indiana Toll Road.

Also picking up speed in other states: toll lanes for trucks only and tolls on fast lanes previously reserved for buses and carpoolers.

Q. How will the technology work so drivers don't get jammed up at tollbooths?

A. "People object more to stopping to pay a toll than they object to the toll itself," Joyner said. "Today with new technology, we don't have to stop and pay tolls any more."

Other states use several technologies to provide "open road tolling" -- the option to pay tolls electronically while keeping the car at highway speeds.

E-Z Pass is the most popular brand. Motorists open an account with E-Z Pass and place a tag high inside the windshield, with a microchip that identifies the driver and the car.

A few states are trying a different approach: photographing the license plate and using that information to identify and bill the owner of the car.

Coin collection is unpopular with many drivers and expensive for turnpike agencies. Joyner, the turnpike authority director, hopes to collect tolls electronically from at least 75 percent of North Carolina turnpike users.

Q. What do opponents say about North Carolina's plans for toll roads?

A. Some critics say tolls would not be necessary if DOT learned to spend road money more efficiently and if the General Assembly would stop using some gas tax revenues to pay for non-transportation needs.

The turnpike authority and its six projects have not drawn any organized opposition yet.

That could change when specific proposals are floated -- for example, when the turnpike authority announces how much drivers would have to pay each day to drive on western and southern I-540, and where the extra money would be found to cover the gap between toll revenues and project costs.

Q. Will the tolls be permanent, or will they go away?

A. North Carolina law specifies that toll collection must cease as soon as the road is paid for.

Some southern Wake residents, unhappy about the prospect of tolls on I-540, worry that future legislators -- looking for a cash cow -- will change the law and collect tolls until the end of time.

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Turnpikes would get us moving again

JOE MILAZZO II

Joe Milazzo II is executive director of the Regional Transportation Alliance.

As anyone driving through the Research Triangle can attest, whether we like it or not, we're already paying a toll -- a "congestion toll" -- to get from here to there. Unless we take action, congestion will take an increasing toll on Triangle travelers in the years ahead.

The Regional Transportation Alliance -- the regional business leadership group that focuses on relieving traffic congestion and enhancing mobility -- supports the accelerated completion of Interstate 540 and Triangle Parkway. These critical stoplight-free roadways are years behind schedule, and they stand decades from completion under current funding scenarios.

Construction estimates for the Western Wake Freeway [the western section of the I-540 Outer Loop] have doubled to more than a half-billion dollars. With N.C. Highway Trust Fund loop funds largely depleted, the resources to complete I-540 and loops in nine other cities are simply not available, and increases in state dollars are unlikely. Triangle Parkway, which has languished on transportation plans for a half century, is currently ineligible for loop funding. Tolls are being considered for Triangle Parkway and the western and southern sections of I-540 because there are no other viable funding alternatives.

Turnpike authorities in Austin, Orlando, Fla., Greenville, S.C., Dallas and other fast-growing regions are investing billions of dollars in modern toll roads to provide alternatives to gridlock. The N.C. Turnpike Authority study currently under way will help determine if tolls can accelerate freeway construction here. If the Western Wake Freeway and Triangle Parkway were built as toll roads, existing parallel roads would remain as nontoll options, just as they are today.

Today, our region is paying a "congestion toll" and getting nothing in return. We owe it to families and businesses in southern Durham and southwestern Wake counties -- and surrounding areas -- to carefully consider a "user pays" funding mechanism that could help speed construction of these desperately needed freeways by 10 to 20 years.

For more information about the Regional Transportation Alliance, go to www.letsgetmoving.org.

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In a jam, tolls may be way to go

JANE RUFFIN, Staff Writer

David W. Joyner serves as executive director of the N.C. Turnpike Authority. The agency is responsible for selecting, designing and building up to nine toll roads and bridges in the state.

Highway builders would borrow the construction money up front by selling bonds to private investors. Money from the tolls would repay this bond debt.

Q. What makes you believe that people in North Carolina are ready for tolls?

A. I think that part of our challenge is to help people understand that there aren't sufficient funds available to build roads through traditional sources unless they are willing to wait an extremely long period of time for when the funds are available.

Toll construction is really a form of financing highways and infrastructure. When you need them today, when congestion builds to a point of almost breaking, something's got to be done. But tolls are not for everyone, and they are not for everywhere. There's got to be a definite time savings associated with people's willingness to pay the tolls.

Q. Tolls won't pay the entire cost of a road, so where would the money come from to pay the difference?

A. That's called the gap, and we won't know what the gap is for Western Wake [the section of the I-540 Outer Loop from N.C. 55 near Morrisville to Holly Springs] until these studies come back. But once they come back, then we'll have to put our heads together with the Department of Transportation and leaders of the community and other people and see how much money is required.

There is a federal program [under the Transportation Infrastructure Finance and Innovation Act] that takes subordinated debt to help with construction costs of projects like this, and we're hopeful that we can bond a large portion of the gap through these TIFIA loans.

Q. Toll funds would go to repay that as well?

A. Yes.

Q. What would happen if you built a toll road and people didn't use it enough to generate the tolls you were expecting?

A. Then you got troubles. You got real problems. That's the reason these traffic and revenue studies are so important. It's much more of a science than it is an art at estimating traffic use.

The bond grade studies on these projects, for example, take up to a year to conduct and in some cases cost more than a million dollars. The studies that we are doing now are preliminary studies, and they are pretty thorough. However, the bond grade studies are much, much more thorough. That's what Wall Street requires, and they rely on them heavily for the revenue estimates [from tolls].

These are the critical components, and it's not dissimilar to a mortgage on your house. You've got to have the revenue in order to get the loan, and so the revenue is everything -- revenue and costs.

Q. At what point would the toll on a road be lifted?

A. It depends on the term of the bond. Most of them are 30-year bonds today.

Q. So we could expect the tolls to remain for 30 years?

A. Yeah. However, these traffic and revenue studies are usually fairly conservative. And if the project does a lot better than anticipated -- if growth is higher, and revenue is higher, the usage is higher than anticipated -- then you can pay them off earlier, just like you can pay off a mortgage sooner if you want to make a higher principal payment.

Q. How common do you think toll roads will become in North Carolina?

A: I think toll roads will only be used in areas of severe congestion. It's a numbers game, it's a business, and you've got to have sufficient revenue to pay your debt. Otherwise, there's no reason to build them.

In rural areas where the traffic doesn't sustain the debt or the cost of building the project, they will not be built. In places where they do, then it's an option for the locals to consider.

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Date of Hearing: January 11, 2006

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT
Simon Salinas, Chair
AB 1020 (Hancock) - As Amended: January 4, 2006

SUBJECT : Planning: integrated transportation and land use
planning models.

SUMMARY : Requires certain regional planning agencies to develop
and implement travel models using smart growth concepts.
Specifically, this bill :

- 1) Makes legislative findings and declarations regarding the economic and environmental benefits of improved transportation planning strategies and the inadequacies of current planning models used for making transportation infrastructure decisions and for air quality planning.
- 2) Requires the Department of Transportation (Caltrans), in partnership with specified metropolitan planning organizations (MPOs) and regional transportation planning agencies (RTPAs), to make available improved regional travel models to be implemented by those agencies that do all of the following:
 - a) Account for the influence of land use intensity (housing units per residential acre or equivalent) and transit service levels on automobile ownership and vehicles miles traveled per household;
 - b) Employ mode split models that allocate trips between pedestrian, bicycle, transit, carpool, and single-occupant automobile modes;
 - c) Account for travel demands during at least four time intervals during the day; and,
 - d) Account for induced travel and induced land development resulting from highway or passenger rail expansion.
- 3) Requires the travel models to include the following:
 - a) Simple evaluation measures for environmental justice and economic welfare;

-
- b) Person-trips for each mode;
 - c) Households by income class in at least home-based work trips; and,
 - d) Careful representation of all transit lines and roadways.
- 4) Requires the travel models to be capable of evaluating at least the following policy choices:
- a) Land use intensification;
 - b) The impact of enhanced transit service levels on reducing overall vehicular travel and car ownership;
 - c) Mixed land uses;
 - d) Parking and parking cash-out charges;
 - e) Peak period freeway tolls;
 - f) Twenty-four-hour freeway tolls;
 - g) Urban growth boundaries; and
 - h) Neighborhood plans that enhance pedestrian access.
- 5) Specifies, in the case of the designated MPOs, that the travel models must also include all of the following:
- a) Composite mode costs, public and private, in all travel mode steps;
 - b) Trip hours represented with departure time choice;
 - c) Land use models based on bidding for floor space and implemented on small zones or parcels;
 - d) Detailed measures for environmental justice and economic welfare;
 - e) Representation of person-trips and average trip length for all modes;

- f) Households by income in all trip purposes; and

- g) Trip generation sensitive to land use characteristics for all modes.
- 6) Requires, by 2008, a freight travel model and, by 2010, a commodity flows travel model to be included in the travel models of the designated MPOs.
- 7) Requires Caltrans, in partnership with the designated MPOs and RTPAs, to develop budgeting plans that ensure continuous improvement of travel models.
- 8) Requires travel models to be peer reviewed every ten years.
- 9) Requires member local governments of the designated MPOs, in evaluating their transportation projects, to run the entire regional travel model with the same methods used by the MPOs.
- 10) Requires spreadsheet models to be used when evaluating large private and public land development projects in order to accurately account for the impacts of density, mix, and other smart growth policies on travel.
- 11) Requires that all transportation models used by state or regional agencies be usable on personal computers and made available to the public.
- 12) Imposes a state-mandated local program.

EXISTING LAW :

- 1) Requires each RTPA to adopt and submit to the California Transportation Commission (CTC) and Caltrans an updated regional transportation plan (RTP) every three years in urban regions and every four years in non-urban regions.
- 2) Requires the CTC, in cooperation with RTPAs and Caltrans, to prepare RTP Guidelines.

FISCAL EFFECT : Unknown

COMMENTS :

- 1) Federal law requires that ozone nonattainment regions

AB 1020

Page 4

designated "serious" or worse use travel models with networks, traffic counts validated by data less than 10 years old, land use patterns consistent with future transportation system scenarios, peak and off-peak time periods, full model equilibration, and travel sensitive to travel money costs.

TAC 04/12/06 Attachment 17

- The Federal Transit Administration requires "use travel demand models" for MPOs proposing light or heavy rail systems or system extensions. The National Environmental Policy Act (NEPA) requires that MPOs and RTPAs evaluate land development effects of new highways. In response to NEPA litigation, many MPOs are developing urban models to address this requirement.
- 2) California does not require MPOs or RTPAs to do travel modeling of any sort. State law does require each RTPA to adopt and submit to CTC and Caltrans an updated RTP every three years in urban regions and every four years in non-urban regions, and requires the CTC, in cooperation with RTPAs and Caltrans, to prepare RTP Guidelines.
- 3) According to the sponsor, the Natural Resources Defense Council (NRDC), the transportation models used by most state planning agencies are seriously deficient and result in skewed data upon which transportation decisions are based. These faulty modeling systems fail to accurately reflect the externalized or hidden costs of following current practices and the benefits that can be realized by the adoption of new, "smart growth" policies. Specifically, the bill states in its findings and declarations that "current planning models used for making transportation infrastructure decisions and for air quality planning do not always adequately reflect the most important measures of smart growth, particularly the effect of compact residential development patterns, the effect of mass transit on reducing car ownership and overall travel, the effect of highways on inducing additional automobile traffic, and the effect of economic incentives such as tolls, transit pricing, and parking charges," and that "because of these widespread modeling deficiencies, elected officials and other government decision makers often do not get adequate information on which to base multibillion dollar transportation decisions, resulting in erroneous decisions being made."
- 4) AB 1020 currently requires the use of, and puts in place, a travel model system that incorporates features currently found

AB 1020
Page 5

in the federal modeling systems referred to above. According to NRDC, it also addresses issues of economic justice, civil rights, the Clean Air Act, California Environmental Quality Act (CEQA) and NEPA compliance, and the requirements of AB 857 (Wiggins), Chapter 1016, Statutes of 2002, all within the context of a smart growth approach to transportation planning.

- 5) According to NRDC, the Administration and most local agencies

are supportive of the principles set forth in AB 1020, and are moving in the same general direction as the one set forth in the bill. (For the record, Caltrans has no stated position on the bill at this time.) However, this movement is not uniform across the state, and is not moving fast enough to realize the potential cost savings and reductions in the impact of traffic. The sponsor also states that "compact neighborhoods with good transit service generate as much as two thirds less traffic than urban sprawl neighborhoods. So a community that creates new smart growth neighborhoods will impose substantially lower infrastructure costs on the state."

6) PROPOSED AMENDMENTS . As a result of concerns raised by the Assembly Committee on Transportation, the author of AB 1020 has proposed amending the bill when it is heard by the Committee on Local Government. In general, these amendments make the provisions of the bill discretionary rather than mandatory, and remove most of the specific requirements and practices enumerated in the current version of the bill. Specifically, the amendments:

- a) Change paragraph #2 in the Bill Summary (above) to delete the requirement that Caltrans make available improved models that shall be implemented by MPOs and RTPAs, and instead require that any models currently used by MPOs and RTPAs shall incorporate the subheadings marked a) and b) in paragraph 2. Subheadings c) and d) are deleted and replaced by new provisions calling for careful representation of transit lines and roadways, and specified land use models.
- b) Make paragraph #3 discretionary instead of mandatory, delete the current enumerated subheadings a)-d), and replace them with accounts for travel demands and induced travel and land development.

AB 1020
Page 6

- c) Make paragraph #4 advisory and remove the reference to urban growth boundaries (subheading g)).
- d) Delete paragraphs #5 and #6.
- e) Make paragraphs #7 and #8 advisory.
- f) Delete paragraph #9.
- g) Make paragraphs #10 and #11 advisory.

Any amendments agreed to in Local Government will require adoption in the Appropriations Committee due to deadline

TAC 04/12/06 Attachment 17

constraints.

7) This bill has been double-referred to the Committees on Transportation, where it passed with an 8-5 vote on January 9, 2006, and to Local Government.

REGISTERED SUPPORT / OPPOSITION : (All Support and Opposition is based on the January 4, 2006 version of AB 1020.)

Support

Natural Resources Defense Council [SPONSOR]
Planning and Conservation League
Sierra Club California

Opposition

CA Association of Realtors
City of Elk Grove

Analysis Prepared by : J. Stacey Sullivan / L. GOV. / (916)
319-3958

AB 1020
Page 7



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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT
SECRETARY

March 8, 2006

The Honorable William B. Bell
Mayor, City of Durham
101 City Hall Plaza
Durham, North Carolina 27701

Dear Mayor Bell:

Thank you for your letter concerning the Safe Routes to School (SRTS) program. As you are aware, this program was established as part of the most recent federal transportation re-authorization legislation – SAFETEA-LU. Under Section 1404 of this legislation, funding will be provided for the first time for state Departments of Transportation to create and administer a program, which allows communities to compete for funding for local projects.

The SRTS program seeks to make walking and bicycling to school safe, convenient and fun for children in grades K-8. This can be accomplished through special events such as walk and roll to school days, newsletters, traffic safety, and health education. The program will also use community feedback and work with engineers to do such infrastructure improvements as building sidewalks, trails, bike lanes, and traffic calming devices.

To comply with the requirements of SAFETEA-LU, each state is required to have a SRTS Coordinator within the Department of Transportation. The Department has selected Theresa (Terry) Canales, PE to serve in that role. Her office will be coordinating the efforts to make the program a success across the state. Theresa's contact information is as follows:

1 South Wilmington Street, Raleigh, NC 27601
Transportation Building, MSC 1501
Phone: (919) 733-2520
Fax: (919) 733-9150
Email: tcanales@dot.state.nc.us

Thank you again for your interest in this exciting new program.

Sincerely,

Lyndo Tippett

LT/tc

The Honorable William B. Bell
March 8, 2006
Page 2

cc: Governor Michael F. Easley
✓ DCHC MPO Transportation Advisory Commission Members
Mark Ahrendsen, City of Durham/DCHC MPO Transportation Manager
Alison Carpenter, City of Durham/DCHC MPO Bicycle & Pedestrian Coordinator
David King, NCDOT Deputy Secretary of Transit
Terry Canales, P.E., Assistant State Highway Administrator
Tom Norman, NCDOT Bicycle & Pedestrian Division Director
Felix Nwoko, DCHC MPO Administrator

Overview

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed by Congress in 2005, provides new provisions and expands previous legislation that support bicycle and pedestrian programming, planning and funding. The new provisions provide increased opportunities to enhance pedestrian and bicycle safety and mobility, and create more complete transportation systems that foster healthier, more livable communities. Many creative approaches are underway across the nation, involving both transportation professionals and non-traditional partners such as health professionals, educators and advocates.

The purpose of this live, three-hour broadcast is to highlight the key provisions and administrative efforts underway to implement the new law. FHWA headquarters personnel will focus on the new bicycle and pedestrian provisions and will also discuss changes and enhancements to provisions of the previous transportation bills. In addition, a panel of stakeholders will discuss successful programs and initiatives undertaken at the federal, state and local levels. Programs implemented since the passage of SAFETEA-LU as well as some developed under the provisions of the previous ISTEA and TEA-21 bills will be featured. A special focus will be on the new Safe Routes to School initiative. These presentations are intended to provide insight into the broad range of activities and initiatives that are supported by the SAFETEA-LU provisions and to offer guidance on implementing the programs in communities across the country.

CTE is a national university transportation center funded in part by the U.S. Department of Transportation. For more information, please visit <http://cte.ncsu.edu>

FIRST CLASS

Center for Transportation and the Environment
NC State University
Centennial Campus
Box 8601
Raleigh, NC 27695-8601

CTE National Teleconference Series



Bicycle/Pedestrian Planning Strategies: From SAFETEA-LU to Safe Routes to School

May 4, 2006
1:00 - 4:00 pm, EDT

Live via satellite & Internet simulcast

Presented By

Center for Transportation
and the Environment
NC State University

A USDOT University Transportation Center

Should You Attend?

- Are you a manager or technical staff member in a state, regional or local transportation, planning or community development agency responsible for enhancing multi-modal transportation?
- Are you a bicycle or pedestrian specialist concerned with program development and project funding?
- Are you a health professional or educator concerned with making the school trip safer for young bicyclists and pedestrians?
- Are you an elected official, decision-maker or advocate who wants to create more livable communities? If so, you are encouraged to attend.

How to Participate

View the live broadcast by going to one of the satellite downlink sites or by watching it on the web with Real-Media or Windows Media Player. You can also interact with the panel by phone, fax or email.

By Satellite. Participating satellite downlinks are found at http://cte.ncsu.edu/CTE/TechTransfer/Teleconferences/downlink_info.asp. If one of these sites is near you, please contact the site coordinator to confirm its availability and to reserve a space for viewing this broadcast.

Via Web: Visit http://cte.ncsu.edu/CTE/TechTransfer/Teleconferences/web_participate.asp to access registration for the webcast and login, live webstream, tech support, and other resources.

Satellite Downlink Registration

This program will be received by EPA's Air Pollution Distance learning Network and is also available via satellite on C Band (see URL above for list of participating downlinks). If you wish to open your facility for this broadcast, please complete the enclosed form and mail or fax it to: Walt Thomas, CTE, NC State University, Box 8601, Raleigh, NC 27695-8601. Fax: (919) 515-8898.

Program Materials

The program handout, including a bibliography of print/Web resources, and the panelists' PowerPoint slides are available in PDF format from CTE's web site at least one week prior to the broadcast date. Please have these in hand during the live program.

Meet the Panel



CTE National Teleconference Series

May 4, 2006
1:00 - 4:00 pm, EDT

Bicycle/Pedestrian Planning Strategies: From SAFETEA-LU to Safe Routes to School

Mary Meletiou (Moderator), Bicycle and Pedestrian Program Manager, Institute for Transportation Research and Education, NC State University, Raleigh, NC

Cindy Burbank (Opening Remarks), Assoc. Administrator for Planning, Environment and Realty, FHWA, Washington, DC

Larry Anderson, Planning Oversight & Stewardship Team Leader, FHWA Office of Planning, Washington, DC

Tim Arnade, Safe Routes to School Program Manager, FHWA, Washington, DC

John Fegan, Bicycle & Pedestrian Program Manager, FHWA, Washington, DC

Lee Kokinakis, Ph.D., Director, Active School Environments and Safe Routes to School, Michigan Fitness Foundation, Lansing, MI

Thomas Norman, Director, Div. of Bicycle and Pedestrian Transportation, NCDOT, Raleigh, NC

Candace Rutt, Ph.D., Div. of Nutrition and Physical Activity, Centers for Disease Control and Prevention, Atlanta, GA

Charlie Zegeer, P.E., Assoc. Director for Engineering & Planning; Director, Pedestrian & Bicycle Information Ctr., Highway Safety Research Center, Chapel Hill, NC

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Bicycle/Pedestrian Planning Strategies: From SAFETEA-LU to Safe Routes to Schools May 4, 2006 (1:00 – 4:00 pm EDT)

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