DCHC

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

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

AGENDA

March 14, 2007 **Committee Room**
9:00 AM **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. **February 14, 2007 TAC Meeting Minutes**
(Attachment 5)

A copy of the February 14, 2007 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the February 14, 2007 TAC meeting.

6. **2035 Long Range Transportation Plan – Public Hearing**
(Attachment 6, 6A, 6B)
Andy Henry, LPA Staff

At their meeting on January 10, 2007, the TAC approved the release of the draft Socioeconomic Data (SE Data) for the DCHC MPO. The MPO provided the SE Data through its website and at key locations in the DCHC MPO planning area, and encouraged citizens to review and comment on the SE Data during a series of five SE Data workshops. At the meeting today, the TAC is to conduct a public hearing to receive additional comments on the SE Data. The public comment period will end Tuesday, March 27, 2007, thereby exceeding the 42-day requirement in the MPO's Public Involvement Policy.

Attachment 6 is a memo that provides background on the SE Data, the schedule, and a summary of public comments received at the workshops. Attachments 6A and 6B are summary tables and maps of the population and employment data released to the public.

TAC Action: Hold a public hearing on the Socioeconomic Data for the 2035 Long Range Transportation Plan, and receive an update on this effort.

7. Coordinated Public Transit Human Services Transportation Plan
(Attachment 7, 7A)
John Tallmadge, TTA
Ellen Beckmann, LPA Staff

As required by the FTA, the Coordinated Public Transit - Human Services Transportation Plan will guide the selection and funding of future Job Access/Reverse Commute (JARC) and New Freedom projects. The DCHC MPO has contracted with the Triangle Transit Authority to create this plan. Attachment 7 is a memo regarding the plan. Two stakeholder workshops were held in November and December 2006 to create a list of high priority needs. The project planning team used the results of these workshops to create a draft plan (Attachment 7A) including a JARC and New Freedom funding application (Appendix K in Attachment 7A).

Once the plan is approved, the MPO will solicit proposals for funding from transportation providers during March and April. A recommendation to award JARC and New Freedom funds will be presented to the TAC in June.

TCC Recommendation: That the TAC adopt the Coordinated Public Transit Human Services Transportation Plan and direct the LPA to solicit project funding applications for the JARC and New Freedom funds.

TAC Action: Adopt the Coordinated Public Transit Human Services Transportation Plan and direct the LPA to solicit project funding applications for the JARC and New Freedom funds.

8. Southwest Durham Drive / Southwest Durham Southeast Chapel Hill Collector Street Plan
(Attachment 8, 8A, 8B, 8C, 8D, 8E, 8F, 8G)
Andy Henry, LPA Staff

Attachment 8 is a staff memo on the proposed adjustments to the Southwest Durham Drive alignment and the Southwest Durham Southeast Chapel Hill Collector Street Plan. These two projects need to be reviewed together given the relationship between the Southwest Durham Drive and the collector street network.

At the TAC meeting on October 11, 2006, the TAC directed staff to develop alternative alignments for the section of Southwest Durham Drive between the I-40 overpass and Meadowmont Lane, and solicit public input on the alternatives. Two alternative alignments were developed for the identified section of Southwest Durham Drive and a public workshop was held at Creekside Elementary School on February 15, 2007 to review and comment on the existing alignment and the two alternatives (Attachment 8A, 8B, and 8C). Comments from the workshop are summarized in Attachment 8D.

At the November 22, 2006 meeting, the TCC approved and forwarded the Revised Collector Street Plan to the TAC. Subsequently, the Town of Chapel Hill adopted a resolution on the Collector Street Plan as presented at the December 13, 2007 TAC meeting (Attachment 8E). The TAC referred the resolution to the TCC for consideration. The TCC considered the Chapel Hill resolution and the public comments on the realignment of the Southwest Durham Drive, and

recommended an alignment for Southwest Durham Drive and a Collector Street Plan for Southwest Durham/Southeast Chapel Hill as illustrated in Attachment 8F. The full report for the Collector Street Plan is available for review upon request to the LPA staff and at www.dchcmpo.org. The main points of the full report are highlighted in the Brochure (Attachment 8F). Attachment 8G is the interim design of the Lancaster Drive and George King Road intersection.

TCC Recommendation: That the TAC approve the final Southwest Durham/Southeast Chapel Hill Collector Street Plan and the realignment of Southwest Durham Drive as shown in Attachment 8F.

TAC Action: Approve the final Southwest Durham/Southeast Chapel Hill Collector Street Plan and the realignment of Southwest Durham Drive as shown in Attachment 8F.

9. Joint MPO Special Transit Advisory Commission
(Attachment 9, 9A, 9B)
Alice Gordon, TAC Chair
Mark Ahrendsen, TCC Chair

At the November 29, 2006 Joint TAC meeting, the Capital Area MPO and the DCHC MPO decided to create a Joint MPO Advisory Committee as part of the Fresh Look at Transit initiative. Most of the details associated with the establishment of this committee were referred to the officers of both TACs. The TAC officers met on December 18, 2006 to discuss this issue and were unable to reach agreement on the establishment of the committee but did agree to discuss the matter further with their respective TACs.

At the January 10, 2007 TAC meeting, the TAC voted to pursue a committee of 24 or 25 people with 10 or 11 appointments made by the DCHC MPO and 14 appointments made by CAMPO. The TAC also instructed the LPA to work with the MPO officers on identifying candidates from local boards and organizations and to bring back a list of recommended appointees at the February TAC meeting. At CAMPO's January TAC meeting, they approved a committee of 24 with 10 appointments from the DCHC MPO and 14 appointments from CAMPO. It was also indicated that former Progress Energy CEO Bill Cavanaugh had been contacted by the TAC officers and had expressed a willingness to serve as a co-chair of the committee.

In January, the LPA sent letters to 49 boards and organizations requesting up to two candidates for the committee. The MPO officers used this list of candidates to create a recommended list of appointments presented at the February 14, 2007 TAC meeting. At the TAC meeting, the TAC approved the appointment of 10 candidates, 2 alternates, and 2 ex officio members. At CAMPO's February TAC meeting, the CAMPO TAC approved a list of 17 appointments and 5 ex officio members. Attachment 9 lists the appointments made by the DCHC MPO and the CAMPO. Attachment 9A is the description of the committee. The TAC needs to review these appointments and decide how to respond to CAMPO's action. The MPO officers will present a recommendation at the TAC meeting.

The DCHC MPO, CAMPO, TTA, and NCDOT have solicited a proposal from ITRE to provide logistical and technical support services for the committee. ITRE's proposal is included as Attachment 9B. The total proposed budget is $173,296. This is proposed to be split 20% DCHC MPO, 30% CAMPO, 25% TTA, and 25% NCDOT. The DCHC MPO's share of the budget is $34,659. This will be split over the 2006-2007 and 2007-2008 UPWPs and is reflected in agenda items 10 and 11.

TAC Action: Review and approve the appointments and charge to the Joint MPO Special Transit Advisory Commission. Review and approve the description of the charge, tasks, and schedule for the Joint MPO Special Transit Advisory Commission (Attachment 9A). Review and endorse the proposal to provide support services for the commission (Attachment 9B).

10. <u>2006-2007 Unified Planning Work Program – Amendment #2</u>
(Attachment 10, 10A)
Felix Nwoko, LPA Staff

The TAC approved the 2006-2007 UPWP on May 10, 2006 and amended it on October 10, 2006 (Amendment #1). The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2006-07) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2007-08). The proposed Amendment #2 is necessary in order to reflect reallocation of funds by the LPA, TJ COG, the Towns of Chapel Hill and Carrboro, and de-obligation of STP-DA funds.

Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for the following UPWP projects: Land-use Model, GIS Automation, Model Update, ITS Deployment Update, Orange County Greenhouse Gas Emission Study. The amendment includes additional funding for the TJ COG Air Quality Coordination work needed this year for the 2030 LRTP Amendment and Conformity Determination. The funding of support services for the Special Transit Advisory Commission will be absorbed in the LPA's work program.

Attachment 10 is a memo describing Amendment #2 to the 2006-2007 UPWP. Attachment 10A is a resolution and associated tables.

TCC Recommendation: That the TAC adopt a Resolution regarding Amendment #2 to the 2006-2007 UPWP (Attachment 10A).

TAC Action: Adopt a Resolution regarding Amendment #2 to the 2006-2007 UPWP (Attachment 10A).

11. <u>2007-2008 Unified Planning Work Program</u>
(Attachment 11, 11A)
Felix Nwoko, LPA Staff

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). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description.

Attachment 11 is a staff memo which provides additional information. Attachment 11A is a draft UPWP. The funding of support services for the Special Transit Advisory Commission is included. The final 2007-2008 UPWP will be presented to the TAC for approval at the May meeting.

TCC Recommendation: That the TAC receive the draft 2007-2008 UPWP

TAC Action: Receive the draft 2007-2008 UPWP.

12. MPO Certification Review
(Attachment 12, 12A, 12B)
Felix Nwoko, LPA Staff

The MPO Certification Review will be on March 19-21, 2007. Attachment 12 is schedule of meetings. The Certification Review is an opportunity for the MPO to review its own operations and to review FHWA, FTA, and NCDOT. A preliminary list of issues/questions to be raised at the Certification Review has been developed by the LPA staff and is presented as Attachment 12A. Attachment 12B is the report from the last Certification Review in 2003.

TAC Action: Discuss the development of the position paper for MPO Certification Review.

13. 2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and Analysis Report
(Attachment 13, 13A, 13B)
John Hodges-Copple, TJ COG
Andy Henry, LPA Staff

Air quality regulations require that the 2030 Long Range Transportation Plan (2030 LRTP) be amended because the completion schedule for several regionally-significant projects has crossed an air quality threshold year. The completion date for these projects has been delayed, and the air quality impacts of these delays must be analyzed. Funding constraints of the FY 2007-2013 Transportation Improvement Program (TIP) and policy changes, such as the delay of the TTA Phase I Rail System and the proposed tolling of the Triangle Parkway, must be considered. Interagency Consultation meetings have designated the projects in the DCHC MPO's 2030 LRTP that need to be amended and have proposed a schedule for making these amendments. Attachment 13 is an overview of the amendment. Attachment 13A is a list of projects that might

be affected by recent funding actions (e.g., FY 2007-2013 Transportation Improvement Program – TIP) and indicates which of these projects must be amended in the 2030 LRTP.

The MPO will need to release two documents for a 30-day public comment period: 1) the amended 2030 LRTP; and 2) the accompanying Conformity Determination and Analysis Report. The 2030 LRTP Amendment will basically be the amended projects listed in Attachment 13A with the appropriate background information. The Conformity Determination and Analysis Report is being finalized by staff and should be complete by March 21. As a result, the TCC recommends that the TAC authorize the release of these documents for public comment as soon as they are available. TAC approval of the 2030 LRTP Amendment and the Conformity Determination and Analysis Report is scheduled for the May or June meeting.

TCC Recommendation: That the TAC authorize the release of the 2030 Long Range Transportation Plan Amendment and the Conformity Determination and Analysis Report for a 30-day public comment period as soon as the documents are complete.

TAC Action: Authorize the release the 2030 Long Range Transportation Plan Amendment and the Conformity Determination and Analysis Report for a 30-day public comment period as soon as the documents are complete.

14. <u>Triangle Parkway</u>
(Attachment 14, 14A, 14B)
Mark Ahrendsen, TCC Chair

The Triangle Parkway is a proposed toll road project that would extend NC 147 south of I-40 to I-540 in Wake County. The North Carolina Turnpike Authority (NCTA) is considering the construction of the Triangle Parkway and the Western Wake Parkway (I-540) toll road projects together. The NCTA has estimated that tolls will pay for around 70% of the cost of these two projects. As a result, the NCTA is now looking into gap funding to cover the remainder of the costs. The Regional Transportation Alliance has been encouraging business and government organizations to support a resolution that urges the State to create a recurring gap funding commitment, exempt from the equity formula, to accelerate the construction of the Triangle and Western Wake Parkways.

A resolution supporting the creation of a recurring gap funding commitment is included as Attachment 14. This resolution includes language that reiterates many of the DCHC MPO's concerns for the projects. In particular, the MPO wants to ensure that the financial and design studies for the toll projects consider transit, carpool, and vanpool accommodations and that the determination of needed gap funding include consideration of these modes.

The concerns have been previously expressed to the NCTA in several letters. The TCC sent a letter to the NCTA's Triangle Parkway project team in July 2006 outlining initial concerns of the project in response to the request for public comment issued as part of the environmental study (Attachment 14A). In October 2006, the TAC sent a letter to the NCTA requesting that the NCTA proceed with investment-grade studies with several qualifications (Attachment 14B).

TCC Recommendation: That the TAC approve the Resolution in support of a recurring state gap funding commitment for the turnpikes to accelerate freeway construction in the Triangle.

TAC Action: Approve the Resolution in support of a recurring state gap funding commitment for the turnpikes to accelerate freeway construction in the Triangle.

15. **Carrboro STP-DA Bike/Ped Projects**
Dale McKeel, LPA Staff

The Town of Carrboro completed three bicycle-pedestrian projects in 2006 that were funded through the DCHC MPO's STP-DA allocation. A brief presentation on these projects will be presented to the TAC on March 14, 2007.

TAC Action: Receive a presentation on the Town of Carrboro's STP-DA funded bicycle and pedestrian improvements.

REPORTS FROM STAFF:

16. **Reports from Staff**
(Attachment 16)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

18. **NCDOT Report**
(Attachment 18)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

19. **Report from the TAC Chair**
Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

INFORMATIONAL ITEMS

20. **Recent News Articles and Updates**
(Attachment 20)

21. FFY 2006 Job Access Reverse Commute (JARC) Project Update
(Attachment 21)

22. STPP Update - $3.471 Billion Rescission Ordered
(Attachment 22)

23. Letter to NCDOT re 2007-2013 TIP – Response to One-on-One Meetings
(Attachment 23)

Adjourn

Next meeting: April 11, 2007

TAC Directives to Staff

11/06/02 – 12/31/05 (Pending/In Progress/On Going)
01/01/06 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/6/2002	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	Completed/Pending Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
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.	Completed/Pending – 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.	In Progress – 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. Durham and Chapel Hill offered comments on the MOA. Staff is working to address issues raised and incorporate agreed upon changes into a revised MOA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	Completed/Pending – Report presented to TAC at December 2004 meeting. Follow up report forthcoming. Staff will coordinate with NCDOT regarding periodic updates.
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)	On Going – Service Bureau and LPA provided model update at the 02/08/06 TAC meeting. Periodic reports to be provided by Triangle Regional Model Service Bureau.

03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	Completed/Pending - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	Completed/Pending – 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 (awaiting the completion of CMS study for performance measures).
08/25/04	Metropolitan Area Boundary	Completed/In Progress – 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.	In Progress – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	In Progress – To be evaluated as part of the next (2035) LRTP update.
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.	In Progress – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	In Progress
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.	In Progress: Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	Completed: 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	Completed: 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	Completed: 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.	Completed: UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	Completed: 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	Completed: See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	Completed: See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	Completed: 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	Completed: See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	Completed: See Attachment 9 of 09/13/06 TAC Agenda
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	In Progress: TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	In Progress:
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	Completed: See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	Completed: See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	Completed: See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	In Progress: See Attachment 7C of 12/13/06 TAC Agenda. See Attachment 8F of 3/14/07 TAC Agenda.

06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	Completed: See Attachment 20 of 08/09/06 TAC Agenda.
06/14/06	Review and provide input on the design of the Triangle Parkway	Completed: See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	Completed: See Attachment 18 of 08/09/06 TAC Agenda.
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	In Progress:
09/13/06	Schedule another public workshop for the Southwest Durham/Southeast Chapel Hill Collector Street Plan	Completed: Workshop held 10/10/06
09/13/06	Send a follow-up letter to NCDOT regarding the retail development on the Chatham-Orange County line.	Completed: See Attachment 19 of 10/11/06 TAC Agenda. Response received. See Attachment 14, 14A of 11/08/06 TAC Agenda.
10/11/06	Revise the 2007-2013 TIP to reflect public comments.	Completed: See Attachment 6A of 11/08/06 TAC Agenda.
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	In Progress
11/08/06	Send a letter to NCDOT Division 7 and 8 requesting coordination when reviewing a driveway permit for the retail development on the Chatham-Orange County line.	Completed: See Attachment 16 of the 12/13/06 TAC Agenda.
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	Completed: See Attachment #6 of the 02/14/07 TAC Agenda.
01/10/07	Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue	In Progress: See Attachment 11A of 02/14/07 TAC Agenda.
02/14/07	Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station	In Progress:
02/14/07	Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues.	Completed: See Attachment 23 of 3/14/07 TAC Agenda
02/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	In Progress:

TRANSPORTATION ADVISORY COMMITTEE

February 14, 2007

MINUTES OF MEETING

The Transportation Advisory Committee met on February 14, 2007, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Mayor William V. "Bill" Bell	City of Durham
**Kevin Foy	Town of Chapel Hill
**Mike Gering	Town of Hillsborough
**Alice Gordon	Orange County (TAC Chair)
*Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County (TAC Vice-Chair)
**George Lucier	Chatham County
*Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit Authority
**Mike Woodard	City of Durham

**Voting Member
*Alternate or non-voting member

Mark Ahrendsen	City of Durham/Transportation
Ellen Beckmann	City of Durham/Transportation
Anna Biton	Town of Chapel Hill
David Bonk	Town of Chapel Hill
Wally Bowman	NCDOT – Division 5 Engineer
Fleming El-Amin	Triangle Transit Authority
Ray Gronberg	The Herald Sun
Patrick Hannah	Durham Chamber of Commerce
Andy Henry	City of Durham/Transportation
John Hodges-Copple	Triangle J COG
Joe Huegy	Triangle Transit Authority
Mei Ingram	Triangle Regional Model Service Bureau
Ed Johnson	Capital Area MPO
Mike Kneis	NCDOT – Division 5 Engineer
Denese Lavender	NCDOT – PTD
Karen Lincoln	Orange County Planning
Rick Lakata	NDCOT – TIP Unit
Dale McKeel	City of Durham/Transportation
Bing Mei	ITRE
Joe Milazzo	Regional Transportation Alliance

Mike Mills	NCDOT – Division 7 Engineer
Greg Northcutt	Triangle Transit Authority
Felix Nwoko	City of Durham/Transportation
Brian Rhodes	City of Durham/Transportation
Don Smith	Resident, 305 Cheryl Avenue, Durham
Mike Stanley	NCDOT - TIP
John Tallmadge	Triangle Transit Authority
Mike Waldroup	Citizen, 4201 University Drive, Durham
Chao Wang	City of Durham-Transportation
Barbara Weigel	Triangle Transit Authority

Alice Gordon, TAC Chair called the meeting to order at 9:16 a.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

Mark Ahrendsen stated handouts were distributed prior to the meeting. They are for Items 6, 9, 11, and Item 12. Item 23 will be added to the agenda, it is a federal budget update.

Public Comments

Don Smith, a citizen residing at 305 Cheryl Avenue, Durham spoke regarding the Amtrak station.

Mr. Smith is a resident of Durham and has been for over 30 years. He has been active in local and state activities for the enhancement of services for this city and region. While he is speaking as an individual you may note that he is currently in his second term on the Durham County Transportation Advisory Board (TAB) and an officer in the Carolinas Association for Passenger Trains (CAPT).

He simply wants to call your attention to what appears to be a missed opportunity regarding the unraveling of plans for a much needed passenger rail station at the historic Liggett & Myers property here in Durham. This property is undergoing renovation for

residential, retail and other uses. Durham is a gateway to RTP, Orange and Chatham Counties, prestigious hospitals, Duke University, NCCU, UNC, and historic Hillsborough for countless international visitors and officials, many of whom are at home with rail travel.

The methodic and comprehensive research, discussions and consideration of possible sites over the years by many parties and stakeholders for an adequate and first class rail facility are a matter of public record. This includes support by the City of Durham and Blue Devil Ventures, owners and developers of the property. It was determined that the L&M site was the most desired since it offered the most benefits and flexibility. DOT moved ahead with design plans as it has for other stations in the state, but has now apparently withdrawn its support for this specific project although only the signing of a lease agreement remains to be concluded. Time is critical as Blue Devil Ventures cannot keep the property available indefinitely.

Durham ranks as the sixth busiest rail station among the 16 active ones in the state. This is with only four daily trains. (Four of the five higher ranking stations have six and eight daily trains). An addition Raleigh-Charlotte roundtrip is scheduled to begin within a year, and other services are in the future as rail travel is supported by the public and other states. Commuter or regional rail service is coming. There must be planning for separation of rails and passenger flow for obvious safety reasons.

As he said, he only wanted to make you aware of this situation today and to report that his discussions with many others confirm the need and support for a far-sighted plan to gain safe, creative and proper facilities for this entire area. It is our opinion that the

L&M site fulfils this vision and we ask that you follow through and help get this much needed project back on track.

Becky Heron asked Mark Ahrendsen if he had any comments on Mr. Smith's comments or information. Mark stated that the plans for many years have been to develop a multi-modal transportation center in downtown Durham and it includes three components. One is the Durham station which will be the facility for buses, DATA, TTA, and inter-city Carolina Trailways. That facility is going into construction this year and will be located on the former site of Heart of Durham hotel and Merchant Tire. The plan was that it would connect by a pedestrian bridge over Chapel Hill Street to the future downtown TTA Regional Rail Station which would be located at the current Amtrak station site. The Amtrak station would be relocated on the north side of the tracks into the Walker Warehouse. Mark stated that when the state heard the plans for the Regional Rail project had been put on hold, they did not see the need to proceed with the relocation of the Amtrak station. Staff feels it is important as part of an overall plan. TTA's plan for a downtown regional rail station is still real and is on the long range transportation plan. We expect that sometime there will be a station there and Amtrak will have to move. The concern is that we have a window of opportunity for them to move into the Walker Warehouse now that may be closed in a matter of months.

Mark stated that the TAC could draft a letter to the secretary, board member, and legislators to ask them to reconsider that decision.

Mike Woodard stated that sending the letter is appropriate. He appreciates Mr. Smith coming and speaking on the Amtrak station. Mr. Woodard feels this is a missed opportunity and is disappointed in the NCDOT's decision to move it out of the Walker

Warehouse. Mr. Woodard asked if the TAC Chair and Vice-Chair would send a letter to Secretary Tippett asking them to review it.

Becky Heron agrees with Mike Woodard. Sending the letter would be an opportunity to get this back on the menu.

Ellen Reckhow stated that both she and Mark Ahrendsen were in meetings eight to ten years ago regarding the Amtrak station. The City put a bond on the ballot to renovate the building. It is a shame that the NCDOT is pulling the plug when we are so far along.

A motion was made by Becky Heron and seconded by Mike Woodard for staff to prepare a letter from both the TAC Chair and Vice-Chair to Secretary Tippett asking them to review the plans for the Amtrak Station. The motion carried unanimously. Mr. Woodard asked that a copy of the letter be sent to Mr. Smith and the legislators.

Directives to Staff (Attachment 4)

There were no comments regarding the Directives to Staff.

January 10, 2007 TAC Meeting Minutes (Attachment 5)

A motion was made by Becky Heron and seconded by Mike Woodard to approve the January 10, 2007 TAC Meeting Minutes. The motion carried unanimously.

Fresh Look at Transit (Attachment 6 and 6A)

Mark Ahrendsen provided an introduction for Fresh Look at Transit, along with the attachments. There was also an attachment distributed prior to the meeting.

We sent a letter to 49 different organizations requesting names of candidates to be considered for appointment to the Special Transit Advisory Commission. Attachment 6A is an overview of the charge and responsibilities, method of establishment of the

commission, and their general schedule for their activities. The TAC Chair and Vice-Chair met with staff to review the list of submitted candidates. A summary and a list of the ten selected candidates were distributed at the beginning of the meeting. The officers tried to balance several factors. They tried to make sure there was representation from business, neighborhood/community organizations, universities, environmental groups, and government, as well as geographic distribution within our MPO. There is also a recommended candidate for a Co-Chair, suggestion of an alternate to serve in the absence of any of the ten members, and that the TAC Chair and Vice-Chair also serve as ex officio members to the committee. Mark Ahrendsen stated that anyone that would like to attend the meetings should feel welcome.

Alice Gordon stated they spent a considerable amount of time on the selection. They looked at the area and tried to get at least one person from neighborhood community, government, environmental, business and university. Ms. Gordon stated that both she and Ms. Heron feel the committee is balanced. Therefore, they would like TAC members to approve it as a package. If not, we will have to go back and work on it more.

Becky Heron stated that a lot of hard work was put into the decision. Ms. Heron stated that the representatives represent the community and organizations. Thanks to Mark Ahrendsen and Ellen Beckmann for working so hard on this with Ms. Gordon and Ms. Heron.

Ms. Gordon stated that based on the size of the group; there should be an alternate member. They selected Holly Reid. They also recommended that the TAC Chair and Vice-Chair be ex officio members.

Mayor Bell stated that the TAC Chair and Vice-Chair did a very good job considering the number of applicants. Mayor Bell asked if CAMPO will also be establishing ex officio members. Ms. Gordon stated that she mentioned it to Mayor Meeker and a conclusion was not met. Ms. Gordon stated that they would serve as resource personnel. Mayor Bell stated that this was not part of what was discussed at the last TAC meeting. Mayor Bell hopes this does not cause a problem. Mayor Bell stated that he would feel better if there was an agreement between the two TACs that this format is okay. Ms. Gordon asked that TAC members agree to approve it with a condition that CAMPO is comfortable with it.

Ellen Reckhow stated that usually ex officio members are given the consideration of sitting at the table and treated like a member. Ms. Reckhow thinks that ex officio membership should not be designated; but if they are interested in attending, ask staff to have their name added to the mailing list.

Ms. Gordon stated that the TAC should let them talk to CAMPO and if they don't want to add ex officio members, then we won't. It is Ms. Gordon's opinion that the TAC Chair or Vice-Chair should be designated as a resource person for the MPO.

Mayor Bell asked how the committee was going to be staffed. Mark Ahrendsen met with Ed Johnson, TTA, and ITRE representatives to discuss staffing this function. We have asked ITRE to submit a proposal within the next two weeks for consideration. That way we would have a better look at resource commitments and costs associated with the project. This will be brought back to the TAC. Ms. Heron asked if staff is going to solicit proposals from anyone else other than ITRE. Mr. Ahrendsen stated they had not

considered it yet. They were merely trying to get a rough figure. The TAC can look at alternates as well.

Bill Strom stated that TJCOG is so closely associated with the blueprint itself, they might be in a perfect position to staff. Mark Ahrendsen considered TJCOG and they said they are tapped out and don't have the staff resources.

Mike Woodard asked how many applications were received and Ms. Gordon replied twenty-four and one withdrew. Mr. Woodard asked if there were more applications from the Durham business community because it seems we are a little thin in the Durham business community and asked if anyone from Duke applied. Ms. Gordon stated that there were a few candidates from the Durham business community that we didn't select because they did not have any transit transportation experience. Their interest was they commuted back and forth to work. Nobody from Duke applied.

George Lucier mentioned that there was no one on the board that has professional connection to Chatham County. Mr. Lucier did not receive notification until late last week and there was not time to put in nominations. We actually put two commissioners in, not realizing that the TAC did not want commissioners on the committee. Chatham County is in the process of recruiting an economic development coordination director and Mr. Lucier would like the person to be considered. Mr. Lucier expressed a concern that the notices were sent out with a short time to respond. Ms. Gordon stated that any jurisdiction could express a concern that there was not a lot of time to respond but we had to work with the given timeframe.

A motion was made by Bill Strom and seconded by Ed Harrison to adopt the list understanding that the ex officio will only be agreed to with the consent of CAMPO.

Patrick Hannah, Durham Chamber of Commerce spoke regarding the recommendation. It is important that we look at the entire region and that is what DCHC did. Mr. Hannah asked if there was a strict rule on the number of alternates to the committee. He would like to look at identifying another alternate as some people will miss the meeting. The business community would love to recommend Sam Nichols who is a corporate citizen with First Citizen Bank. He serves on the Transportation Committee for the Greater Durham Chamber of Commerce.

Becky Heron stated she and Ms. Gordon had quite a discussion on whether to have alternates or not. Ms. Heron insisted there be an alternate. Ms. Heron asked Ed Johnson with CAMPO if they were going to have alternates. Mr. Johnson stated they had not intended to have alternates but if there are alternates what will the rules be for the alternate's participation. Ms. Heron stated that the alternates needed to attend the meetings but would not participate. They need to at least know what is going on so that when they have to participate as a voting member they are prepared. Ms. Gordon stated that she would only recommend one alternate because otherwise it would be perceived we were trying to increase the number of members.

Ellen Reckhow stated that Patrick Hannah made a good point. The business community is very lightly represented. Ms. Reckhow wondered if it is possible to put Sam Nichols as the alternate instead of Holly Reid. Ms. Gordon stated that if the TAC wants them to redo the recommendation and bring back next month that is fine. That is all Ms. Gordon wants to consider today. Mayor Bell stated that he does not want to go back. He agrees with Becky, Ellen and Patrick about the alternates. Mayor Bell's

suggestion is to move forward with the recommendation with the option of being able to expand alternates if in fact, CAMPO agrees to it. If not, we need to be on the same page.

Becky Heron stated that we need ten good informed representatives at every meeting and that is the idea of alternates. She is fine with two alternates. Mr. Hannah stated it is a practical matter and well established in every form of government. Mr. Hannah stated it is wise to have a minimum of two alternates. The Durham Chamber of Commerce humbly recommends Sam Nichols as an alternate.

Mike Woodard stated he appreciates the work the TAC Chair and Vice-Chair have done. Speaking as an alternate to this committee, having alternates is important because we need to be ten strong at each meeting.

Mike Woodard made an amendment to the motion and Mayor Bill Bell seconded recommending that the TAC appoint a second alternate. Designating Holly Reid as the first alternate and Sam Nichols as second alternate; if in conversation with the CAMPO Chair and Vice-Chair it is decided there is not a place for alternates, they will be removed. Both Bill Strom and Ed Harrison accepted the amendment to the motion.

Joe Milazzo wanted to thank the DCHC MPO for all the time spent working on the committee. Mr. Milazzo stated that after reviewing the list, if the TAC finds there is insufficient representation from the Research Triangle Park area, perhaps they would consider Ms. Sinclair from IBM. She is the Senior Site Executive for one of the largest IBM plants. Becky Heron stated that she and Ms. Gordon discussed suggesting that because CAMPO has fourteen voting members they might consider one of their fourteen to be a regional representative. Ms. Heron asked that Ed Johnson take this back to the CAMPO for their consideration. The motion carried.

Once again, Becky Heron and Alice Gordon thanked Mark Ahrendsen and Ellen Beckmann for their assistance.

2007-2013 Transportation Improvement Program (Attachments 7, 7A, 7B, 7C, and 7D)

Mark Ahrendsen provided an introduction for the 2007-2013 Transportation Improvement Program, along with the attachments. Mark stated that there are two representatives from NCDOT that are available after the discussion to answer questions.

David Bonk reviewed the attachments with the TAC members. NCDOT has delayed the allocation and the process for allocating various funds of money, one being the CMAQ funds. The other is Safe Routes to School funding which was authorized in new legislation. The state now has two years worth of funding, but hasn't released any of it other than to hire their own staff. We also understand that the enhancement fund which has provided funding for a lot of bike and pedestrian projects in this region has been delayed. There appears to be a pattern emerging that is not working to our advantage in terms of being able to access different sources of funding. The subcommittee is concerned the process is not working the way it should.

Mark Ahrendsen stated that staff requested that we initiate the planning study for two other highway trust fund projects, the Northern Durham Parkway and US-70 Corridor improvements. The response from NCDOT is to use our STP-DA allocation. That is a small amount of funds. These projects are eligible for highway trust fund money and we should initiate the planning study from that program. We are meeting with NCDOT to manage the NC 54 project. Under new requests, there was the Fayetteville Road widening and we asked for consideration from the NCDOT and NCDOT stated that they would consider it in the next TIP update. The logic is the same

on Division 7. We received a response on Smith Level Road and the project continues to be delayed. Elizabeth Brady Road continues to be delayed. Columbia Street is also delayed but NCDOT did not provide an update on this project.

Kevin Foy stated that the attachment shows construction for Columbia Street. Mark stated that is what staff requested and they did not respond, so we are assuming it will be 2010.

Mayor Bell asked if there was an agreement with NCDOT that money was available to complete the projects that we proposed and Mark stated that it was staff's assumption that when the draft TIP was released last fall we could reallocate the funding as long as the total was the same. The NCDOT decreased funding for our region after the draft TIP was released because it is having cash flow issues statewide.

Kevin Foy stated that one alternative is to not adopt the TIP which has been considered in the past. This option has negative results. It will affect the transit funding.

Alice Gordon stated that CAMPO is asking the NCDOT to do an audit as to how the funds are distributed because they can't believe the results.

Bill Strom stated that the Town of Chapel Hill Council is having a normal annual meeting with the legislative delegation Monday and they intend to discuss issues associated with NCDOT and how they are impacting the MPO. They intend to express their frustrations with both the TIP and funding.

Ellen Reckhow stated that we need to be lobbying at the state level starting with the Governor. We are experiencing rapid population growth but our infrastructure is not keeping pace. We need leadership from the Governor to address this issue. We need to strongly raise this issue in rapidly growing metropolitan areas like the Research Triangle

Area. We face a very congested future unless someone gets on this and we get more funds going to transportation.

A motion was made by Mayor Bell and seconded by Mike Woodard to send a letter to the Governor, copying our legislative delegation and Secretary of Transportation, stating that we understand there is inflation pushing back the projects, but the funding needs to step up because we are not making enough progress to keep pace with our needs. The motion will include both concepts that we would like to see more resources, but there also needs to be an allocation to the growing metropolitan areas. The motion carried unanimously. Also, copy CAMPO and the Metropolitan Coalition on the letter.

Mark Ahrendsen stated that this issue is not unique to us, as everyone is experiencing the same problem. There is concern across the growing metropolitan areas that the needs are not being addressed.

Kevin Foy asked if it would be useful for the MPO around the State to meet and discuss this to see if there is common interest. Perhaps if the MPOs had some sort of uniform approach we might be more effective.

Becky Heron stated we should start with Triangle J COG because there are MPOs and RPOs associated with it.

Bill Strom suggested inviting Beau Mills to our next meeting to discuss this item. George Lucier recommended contacting the Research Triangle Park Partnership that focuses on economic development activities for the thirteen county region to put pressure on the legislature as well.

Alice Gordon recommended instructing staff to develop a strategy of how to carry out this MPO initiative and not wait too long to implement. Mark Ahrendsen will work

with the TAC Chair and Vice-Chair on developing a strategy. Becky Heron asked if the staff could be instructed to do a long term strategy and a short term strategy and Alice Gordon agreed.

FFY 2007 and 2008 Congestion Mitigation (Attachment 8)

Mark Ahrendsen provided an introduction for the FFY 2007 and 2008 Congestion Mitigation.

A motion was made by Mayor Bell and seconded by Kevin Foy to approve the resolution requesting that FHWA transfer 2007 and 2008 CMAQ funds to FTA as soon as FHWA is authorized to do so. The motion carried unanimously.

Coordinated Public Transit Human Services Transportation Plan (Attachment 9, 9A, and 9B)

John Tallmadge with TTA provided an update on the Coordinated Public Transit Human Services Transportation Plan, along with the attachments. A handout was distributed at the beginning of the meeting.

The desire of the TCC is to be able to bring recommendations to the TAC at the June meeting so that organizations would know prior to the new fiscal year if they had funding.

Becky Heron asked John if there was any information on the transportation plan for the elderly and handicapped. John stated there has been considerable delay in the data gathering phase which is the first task of the project. The original schedule was to have final recommendations in early May but it has been delayed and probably will not be until June based upon the delays. Ms. Heron asked if they were looking at coordinating the service that we have now through Access and they contract with DATA or is this a new program and we are going to do away with the other and combine the two. John

stated that the consolidation study that you are speaking about has three levels of coordination from moderate consolidation to full consolidation that you have seen before. Because of the delay in the data gathering there has been no further work on how it would happen. The seven priorities listed will compliment either plan. This is for new or expanded services.

Becky Heron asked when the TAC will receive another update. John stated next month, the TCC will be bringing forward a recommendation for adoption provided we stay on track.

Becky Heron asked if we have any idea of what is going to happen with what we are doing now. John stated that through this process there will be no implications on the existing services unless the agencies involved decide to put in an application for a new program.

Alice Gordon asked John Tallmadge to prepare a handout describing the relation with other plans for the next meeting.

Ellen Reckhow learned at a meeting yesterday that two out of three counties did not apply for enhancements.

2007-2008 Unified Planning Work Program (Attachment 10)

Felix Nwoko stated there are no new initiatives for the 2007-2008 Unified Planning Work Program. They are working on current projects. If anyone has questions, Felix is available to discuss them.

NC 55 Alston Avenue Widening (U-3308) (Attachments 11 and 11A)

Mark Ahrendsen provided an introduction for the NC 55 Alston Avenue Widening (U-3308), along with the attachments.

Mark reviewed the attachment titled Alston Avenue Widening NC 147 to Holloway Street TIP Project U-3308 Summary of Outstanding Issues with the TAC.

Mayor Bell asked Mark to request iron for the railings.

Ellen Reckhow stated that the good news is that some progress has been made, but some major issues still exist. On the turn lanes there is little change. Mark stated the State's position is to maintain adequate level of service in the design year.

Mike Woodard asked what the next step is. Mark Ahrendsen suggested going to a higher level – the Board of Transportation.

Ellen Reckhow stated that we need to stress that Alston Avenue is not an interstate highway. The local level should have input on the design and it is very important that we weigh in.

A motion was made by Mayor Bell and seconded by Mike Woodard to take into consideration the remarks that have been made and move this to Ken Spaulding, N.C. Department of Transportation, and then onto the Secretary of Transportation for resolution. The motion carried unanimously.

Triangle Regional Model Update

Bing Mei with ITRE presented a Power Point presentation on the Triangle Regional Model Update.

Alice Gordon asked Mr. Mei to provide a copy of the Power Point presentation to the TAC members.

Alice Gordon asked what confidence is there that the delay will be the last and we will have the rest of the information on time. Mr. Mei stated that the delay was caused by

the consultant. The model was supposed to be delivered last June but was not delivered until the middle of September. By the end of March, it should be fully functional.

Mark Ahrendsen stated that the highway component was delivered on time and it is functioning and meeting all of our targets. The transit has been delayed but it is in part because we asked them to use the new data.

Ed Johnson with CAMPO stated that the model was very bad until ITRE took over and ITRE has made up some of the delay.

Durham and Orange County Greenhouse Gas Plans (Attachment 13)

The Durham and Orange County Greenhouse Gas Plans update is attached for review.

Carrboro STP-DA Bike/Ped Projects

This item will be deferred to next month's meeting.

REPORTS FROM STAFF

Reports from Staff (Attachment 15)

The Reports from Staff is attached for review. Ellen Reckhow asked about the status the Southwest Durham/Southeast Chapel Hill Collector Street and the realignment of Southwest Durham Drive. These projects are currently underway and are scheduled to come back to the TAC in March.

Ed Harrison stated that there is a conflict with the May 9th TAC meeting as it is the same day as the N.C. League of Municipalities Town Hall Day.

Ed Harrison stated that the City of Durham has approved two projects that affect bike/ped plan – Old Durham Chapel Hill Road was not built to bike project specifications

and the roundabout on Ephesus Church does not meet local ordinance. It was a committed element. Mr. Harrison has spoken with NCDOT regarding this item.

Report from the TCC Chair

Mark Ahrendsen stated that staff is still working on the East End Connector project. Staff is working with NCDOT to narrow the alternatives to be studied further. We held a public meeting back in January and the council held a meeting for public input.

Staff plans to bring back information on the MPO expansion at the TAC March meeting or at the latest April.

There are public meetings underway for the Long Range Transportation Plan SE Data forecast.

NCDOT has begun an environmental process to look at grade separating the railroad from the Hopson Road railroad crossing. Because of the development activity in that corridor and realignment of the railroad and potential conflicts with at-grade crossing they have initiated a planning study to look at separating the grade at Hopson Road and the railroad.

NCDOT Report (Attachment 17)

Wally Bowman, NCDOT Division 5 Engineer, provided an update on the projects. All lanes on I-85 have opened, anticipating to complete all the final touches later this year, hopefully by April the lighting will be turned on. I-540 is also opening up which puts more traffic onto I-40. The contractor is working hard to complete the next section of I-540 by May 2007. The rest of I-540 will be complete by summer 2007. All lanes are open on NC-55 but the finishing touches won't be done until late spring. The

FHWA is very interested relieving congestion in the major metropolitan areas across the nation and the Raleigh Durham Research Triangle Park area was designated by the FHWA to get $2 million to be used toward an ITS traffic counter, speed indicators, and volume capacity to help with making the people aware of what is going on. NCDOT has entered into an agreement with traffic.com and will provide $2 million worth of sensors for ninety miles of traffic (I-40, I-440, I-540, US 1, Wade Avenue). The FHWA is actually going to make money on this because they will in turn sell the information to the media, weather channel, satellite radio, and etc.

Wally Bowman stated that he does not know why the restricted covenant was dropped. As Ed Harrison stated, curb and gutter was required. Wally stated that they need to send a letter requesting small project funds to add small curb and gutter, he will try to obtain the funds.

TAC members thanked Wally Bowman for working with the TAC and staff on the Duke/Gregson solution. Wally Bowman and TAC members thanked Ken Spaulding.

Mike Mills, NCDOT Division 7 Engineer, provided an update on the projects. The Superstreet project is scheduled for completion in October 2007. We are continuing with the Homestead Road improvement project. The plans are to let the second phase by the end of February. There are signal projects going on: Erwin and Sage with pedestrian signals to be complete by the end of March; Eubanks and Millhouse should be complete by the end of March; and Greensboro and Estes pedestrian signals by the end of March.

Report from the TAC Chair

There was nothing to report.

INFORMATIONAL ITEMS

Recent News Articles and Updates (Attachment 19)

The recent news articles and updates are attached.

Regional Transportation Alliance 2007 Legislative Priorities (Attachment 20)

The Regional Transportation Alliance 2007 Legislative Priorities are attached.

DCHC MPO Certification Review: March 20 – 22 (Attachment 21)

The DCHC MPO Certification Review: March 20 – 22 is attached.

APTA Legislative Alert – 2007 Transportation Appropriations Bill (Attachment 22)

The APTA Legislative Alert – 2007 Transportation Appropriations Bill is attached.

Adjournment

There being no further business of the Transportation Advisory Committee, the meeting adjourned at 12:11 p.m.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Technical Coordinating Committee (TCC)

DATE: March 14, 2007

RE: 2035 Long Range Transportation Plan (LRTP) –
Public Hearing for Socioeconomic Data (SE Data)

Background

The SE Data is among the principal data inputs for the Triangle Regional Model (TRM), which is an important evaluation tool in the development of the 2035 LRTP, air quality conformity process, and special projects such as the Triangle Phase I Rail System and the evaluation of the Triangle Parkway as a toll facility. The MPO's Public Involvement Policy requires extensive public input and review before the TAC adopts the SE Data.

SE Data Schedule

The schedule for completing the review and adoption of the SE Data include:

1. Preliminary Review -- TAC received the preliminary Base Year socio-economic data (SE Data) at their meeting on November 8, 2006 and provided some comments.
2. Public Release -- TAC approved the release of the draft Socioeconomic Data (SE Data) for the DCHC MPO on January 10, 2007. The MPO provided the SE Data through its website and at key locations in the DCHC MPO planning area.
3. Public Workshops – Staff encouraged citizens to review and comment on the SE Data during a series of five SE Data workshops at the following locations:

    - Northern High School (Durham County), 2/13, 6:30PM to 8:30PM;
    - Chapel Hill Public Library, 2/20, 5PM to 8PM;
    - Town of Hillsborough, 2/22, 4PM to 7PM;
    - Jordan High School (Durham County), 2/27, 6:30PM to 8:30PM;
    - Durham County Central Library, 3/1, 4PM to 7PM.

4. Public Hearing – The TAC is to conduct a public hearing to receive additional comments on the SE Data at their meeting on March 14, 2007.
5. Staff Review – Local planners have conducted in-house workshops to complete detailed reviews of the SE Data, and a Peer Review by planners from throughout the DCHC MPO planning area was completed on March 9, 2007.

6. Public Comment Period -- The public comment period will end Tuesday, March 27, 2007, thereby exceeding the 42-day requirement in the MPO's Public Involvement Policy.
7. Revised SE Data – At their meeting on April 11, 2007, the TAC will review revised SE Data based on TAC, staff and public comments.
8. Adopt SE Data – Based on administrative procedures, the MPO cannot adopt new SE Data until the 2030 LRTP amendment is complete. Thus, the TAC will likely adopt the final SE Data at their meeting in June, at the earliest, and in August at the latest.

SE Data Workshops

Staff conducted five public workshops for citizens to review the SE Data and provide comments. Workshop attendance was light. There were not many broad, comprehensive comments but rather specific comments on the current or future population or employment in a specific area. For example, one citizen noted that future estimated residential units in the area around Patterson Place (i.e., US 15-501/I-40/Southwest Durham Drive area) appeared to be low given approved rezonings and the future land use map, while another citizen noted that the available land east of Herndon Road (in Durham County) would not produce the substantial residential increase in the SE Data. These specific comments were handwritten onto the display maps and the map comments were used to adjust the SE Data.

TAC Action

Hold a public hearing on the Socioeconomic Data for the 2035 Long Range Transportation Plan, and receive an update on this effort.

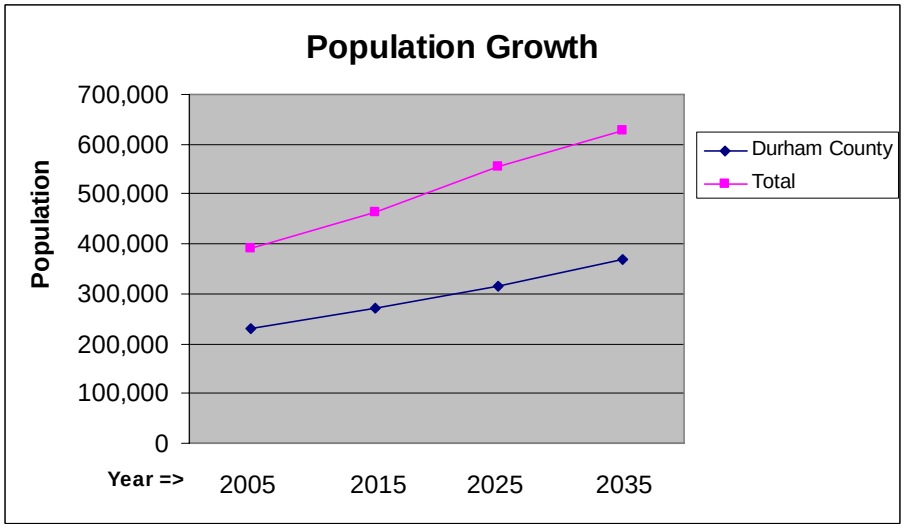
DCHC MPO SE Data Summary
Population (January 10, 2007)

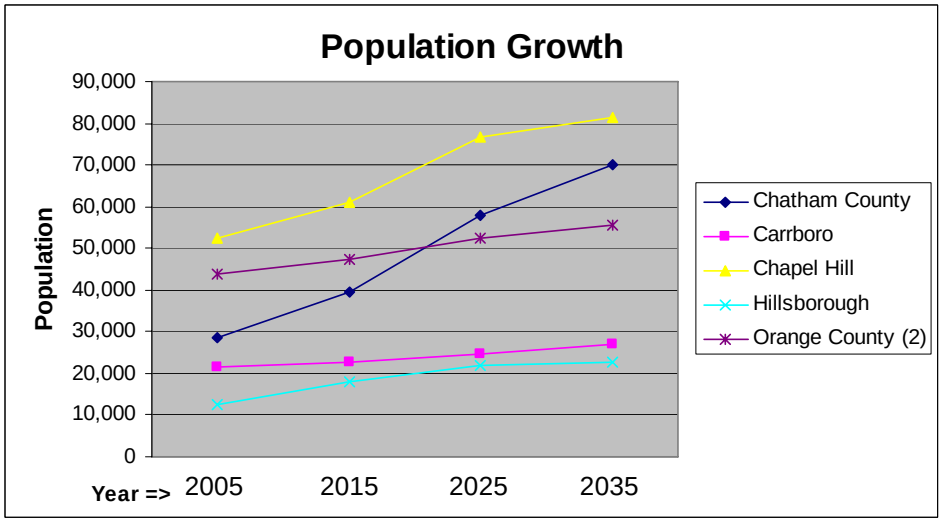
Population Estimates and Forecasts

	Total Population				Percent Growth				Annual Growth Rate
Jurisdiction	***2005***	***2015***	***2025***	***2035***	***'05-'15***	***'15-'25***	***'25-35***	***'05-35***	***'05-35***
Chatham County (1)	*28,375*	*39,605*	*57,932*	*70,001*	40%	46%	21%	147%	3.1%
Durham County	229,796	271,449	316,828	370,007	18%	17%	17%	61%	1.6%
Carrboro	21,328	22,628	24,844	26,879	6%	10%	8%	26%	0.8%
Chapel Hill	52,394	61,157	76,580	81,297	17%	25%	6%	55%	1.5%
Hillsborough	12,651	17,856	22,034	22,613	41%	23%	3%	79%	2.0%
Orange County (2)	43,739	47,221	52,432	55,537	8%	11%	6%	27%	0.8%
Total	**390,288**	**461,931**	**552,675**	**628,369**	**18%**	**20%**	**14%**	**61%**	**1.6%**

(1) Includes the part of Chatham County that is in the Triangle Regional Model area. This population estimate is based on 2030 LRTP.

(2) Includes the unincorporated areas of Orange County, i.e., not including Chapel Hill, Carrboro and Hillsborough.





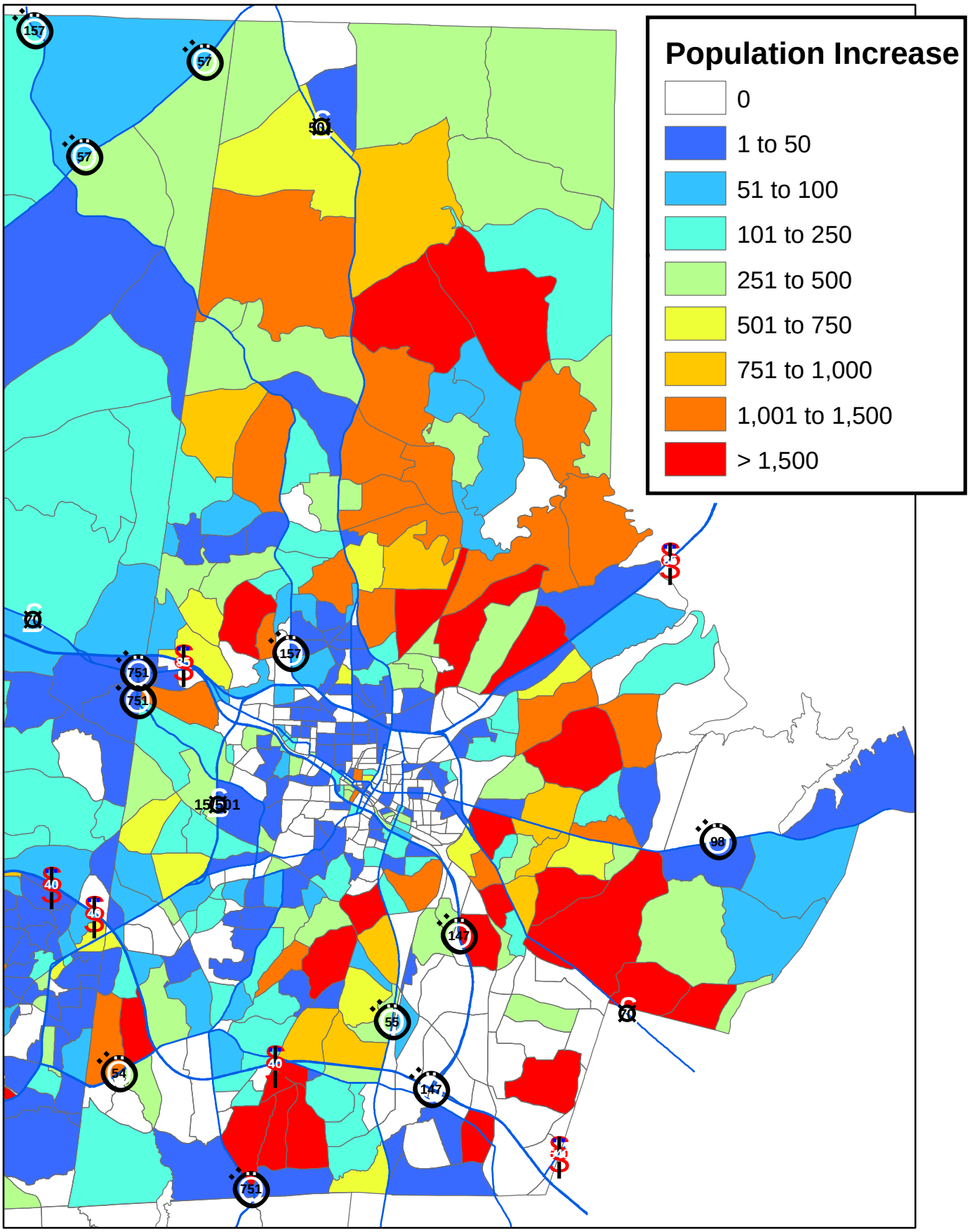
Population Guidance Checks

	2005 Population		
	SE Data	State Est.(1)	Difference
Durham County	229,796	242,207	-5%
Orange County	130,112	121,992	7%

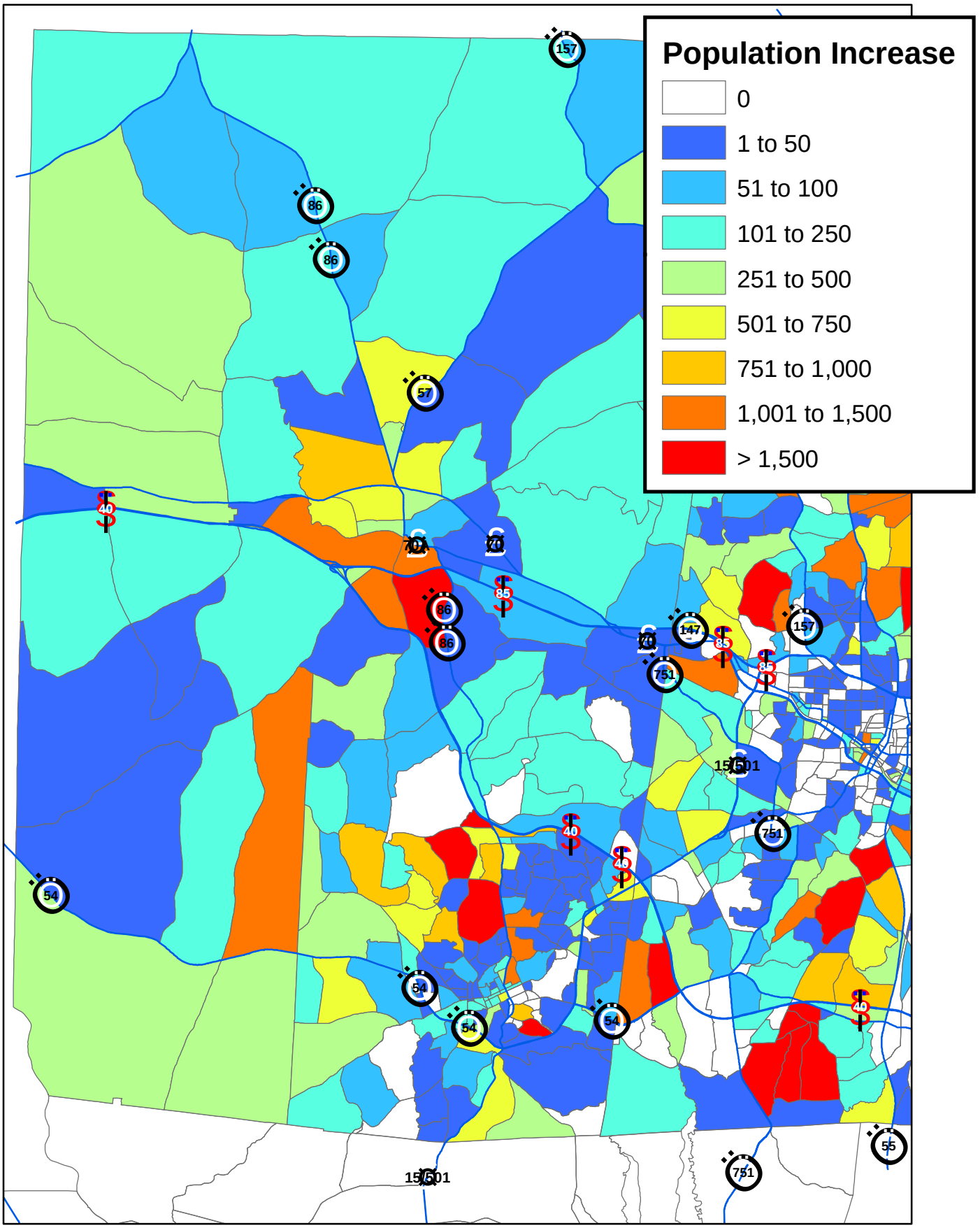
	2035 Population		
	SE Data	State Est.(2)	Difference
Durham County	370,007	355,639	4%
Orange County	186,326	171,453	9%

(1) State Demographer Estimate
(2) Based on State Demographer Estimate for year 2030

Durham County
Population Change 2005 to 2035



Orange County
Population Change 2005 to 2035



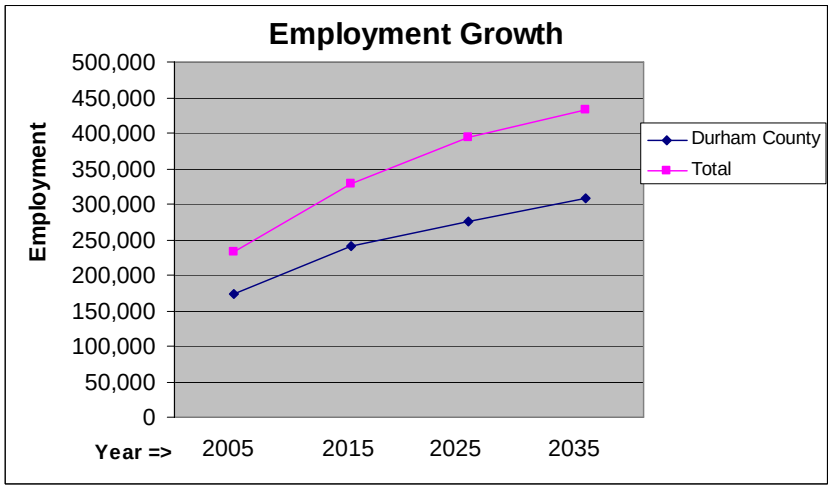
DCHC MPO SE Data Summary
Employment (January 10, 2007)

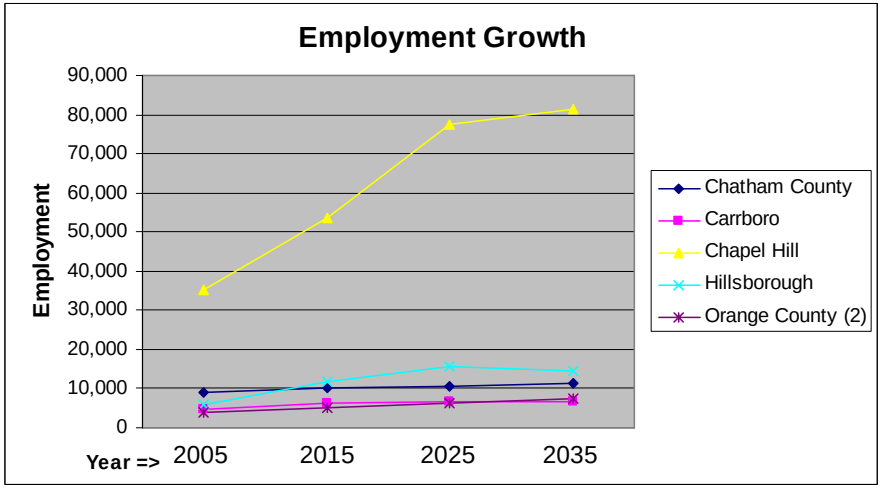
Employment Estimates and Forecasts

	Total Employment				Percent Growth				Annual Growth Rate
Jurisdiction	***2005***	***2015***	***2025***	***2035***	***'05-'15***	***'15-'25***	***'25-35***	***'05-35***	***'05-35***
Chatham County (1)	9,115	*10,145*	*10,512*	*11,326*	11%	4%	8%	24%	0.7%
Durham County	172,825	240,152	276,284	308,886	39%	15%	12%	79%	2.0%
Carrboro	4,320	5,180	5,994	6,751	20%	16%	13%	56%	1.5%
Chapel Hill	35,314	53,489	77,451	81,227	51%	45%	5%	130%	2.8%
Hillsborough	5,762	11,590	15,541	14,606	101%	34%	-6%	153%	3.1%
Orange County (2)	3,946	5,049	6,152	7,255	28%	22%	18%	84%	2.1%
Total	**233,287**	**327,620**	**393,959**	**432,085**	**40%**	**20%**	**10%**	**85%**	**2.1%**

(1) Includes the part of Chatham County that is in the Triangle Regional Model area. These employment estimates are based on the 2030 LRTP

(2) Includes the unincorporated areas of Orange County, i.e., not including Chapel Hill, Carrboro and Hillsbrough.





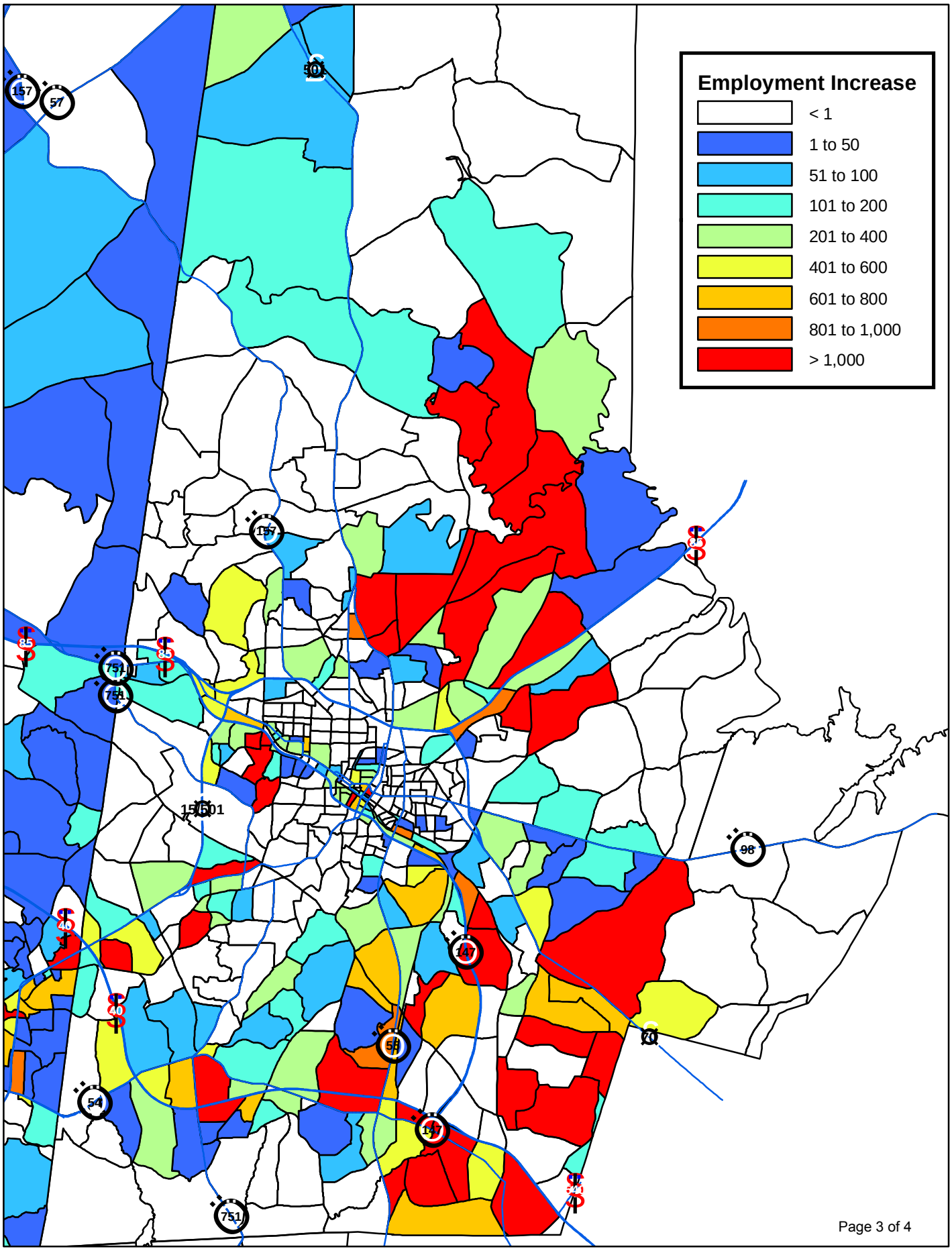
Employment Guidance Checks

	2005 Employment		
	SE Data	***ESC Est.(1)***	***Difference***
Durham County	172,825	169,400	2%
Orange County	49,342	63,186	-22%

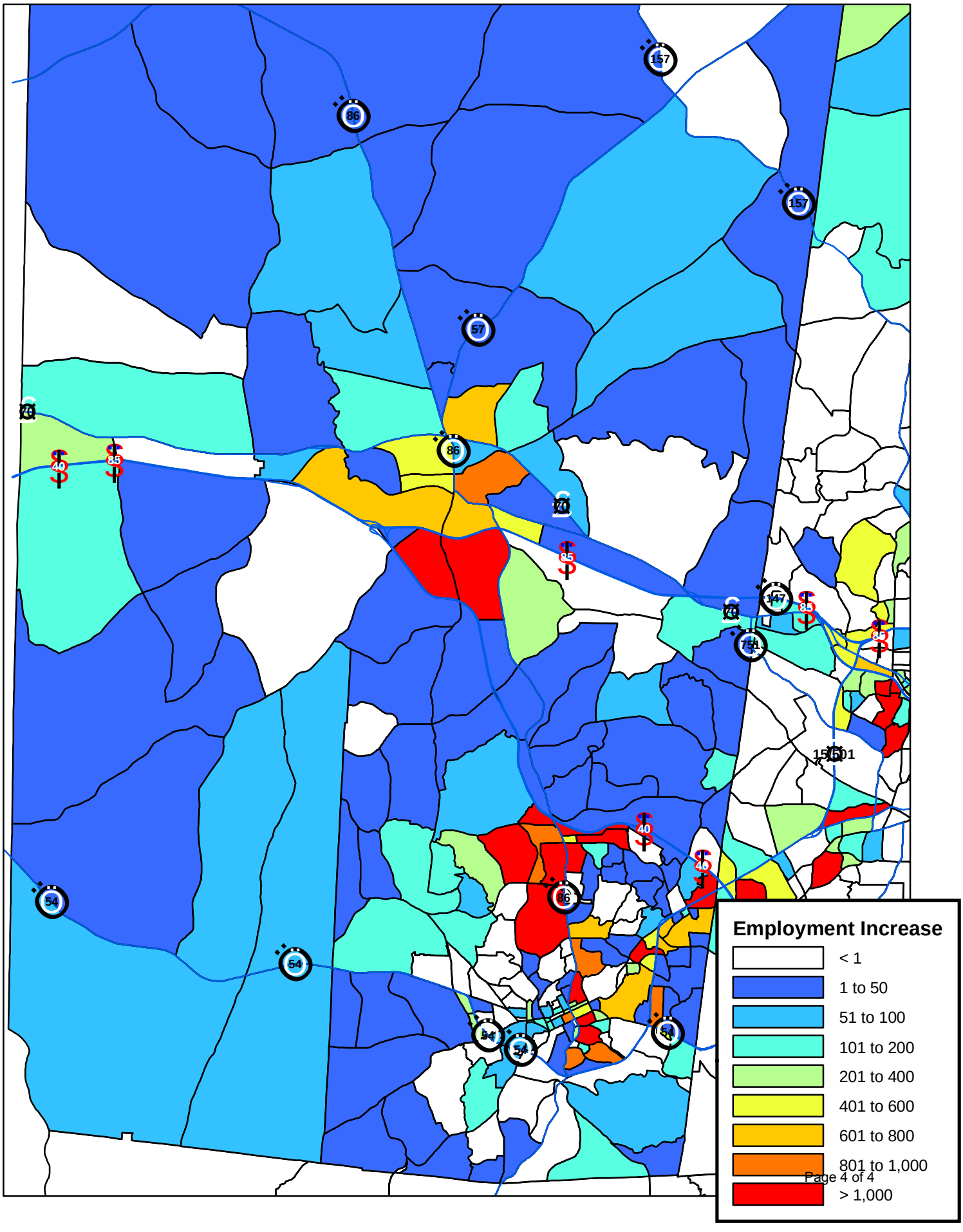
	2035 Employment		
	SE Data	***Esc Est.(1)***	***Difference***
Durham County	308,886	262,900	17%
Orange County	109,839	107,336	2%

(1) N.C. Employment Security Commission (ESC) estimate.

Durham County
Employment Change 2005 to 2035



Orange County
Employment Change 2005 to 2035



MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: March 14, 2007

RE: Final Draft Coordinated Public Transportation / Human Services Transportation Plan and Project Selection Process for Job Access Reverse Commute and New Freedom Funds

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Purpose of Plan

The federal transportation law, known as SAFETEA-LU, has established the development of coordinated plans as a pre-requisite to awarding Job Access Reverse Commute and New Freedom grant funds. The principle underlying this requirement is that coordinated public transportation – human service transportation services can "make the most efficient use of limited transportation resources," and that "in communities where coordination is made a priority, citizens benefit from more extensive service, lower costs and easier access to transportation" (from United We Ride).

It is important to note that this planning process is distinct from the Regional Community Transportation Consolidation Study that is evaluating the costs and benefits of merging the Community Transportation Systems in Orange, Durham, and Wake counties. The table below explains the primary differences.

	DCHC Coordinated Plan	**Regional Community Transportation Consolidation Study**
Participating entities	Community Transportation Systems in Orange, Durham, and Chatham counties; DATA; Chapel Hill Transit; Triangle Transit Authority; private transportation providers; county social service agencies; advocates; and NCDOT	Community Transportation Systems in Orange, Durham, and Wake counties; Triangle Transit Authority; and NCDOT
Purpose	To bring together a wide variety of stakeholders to develop a prioritized set of transportation needs for people with low-incomes, people with disabilities, and the elderly within the DCHC member jurisdictions; to develop project selection criteria and a process for selecting projects that address the prioritized needs for funding with JARC or New Freedom grants	To provide County Commissioners and county managers with sufficient information to determine whether it is in their and their constituents interests to consolidate the Community Transportation Systems of Wake, Durham, and Orange counties.

Outputs	A plan that documents the prioritized needs and recommends a process for ongoing collaboration; a recommended project selection process and application packet	A comparative analysis of the impacts of coordination or consolidation for each of the three counties and TTA; a 5-Year capital and operating plan for a transition to a regional system; and a timeline of steps for implementation of a regional system

Both studies have been initiated to examine how we can provide better quality transportation services in a cost-effective manner. The regional consolidation plan looks at whether merging the three county systems could provide these benefits. The coordinated plan is a multi-stakeholder assessment of the projects and services that would make the current system function better for persons with low-income or disabilities, and the elderly in the DCHC area.

Additionally, it should be understood that the full list of prioritized needs (Table 3 on pages 19 and 20 of the Plan) should be used by the DCHC-MPO Transportation Advisory Committee as a guide for decision-making on policy and investments related to further coordination of the public transportation and human service transportation systems. If approved, the top seven needs would be used in the JARC and New Freedom project selection process, but all of the identified needs will be important to address over the coming years if we are develop a high-quality coordinated transportation system.

Stakeholder Involvement

This final draft plan has been developed through deep involvement of the Project Planning Committee and more than 30 stakeholder participants in each of two half-day workshops. The stakeholder involvement is described in the Plan Approach section of the plan (Section IV on pages 3-5).

Plan Recommendations

There are a series of recommendations described on Page 21 of the plan. These include the list of seven top-tier needs that should be addressed through the competitive project selection process.

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that it is streamlined, clarified, and consistent across agencies.
- Evening service (6pm – 10pm) and late night service (10pm – midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training

There are also several recommendations for sustaining the collaboration between public transportation and community transportation systems in the MPO region and with interested stakeholders.

Competitive Selection Process for JARC and New Freedom Grant Funds

If approved today, the competitive selection process for the unobligated FY2006 and FY2007 grant funds will begin with a solicitation for projects during the week of March 19th. This will allow sufficient time to receive, review, and recommend projects for TAC consideration at the June meeting.

Schedule

March 14 TAC	Approval of final plan including selection criteria
March-April	Call for projects for JARC and New Freedom funds
April-May	TCC develops recommendation for JARC and New Freedom funds
June 13 TAC	Award JARC and New Freedom funds

If the TAC delays approval of the final plan and selection criteria until the April TAC meeting, the solicitation of projects and the awarding of JARC and New Freedom funds would be delayed until the August TAC meeting. Since these grant funds require a local match, and many organizations operate on a July to June fiscal year, this may result in fewer applicants because it may be more difficult for potential applicants to identify matching funds.

In future years, the TCC recommends that the LPA begin the project selection process earlier to ensure that grants be awarded well before the beginning of the upcoming fiscal year.

Attachments

Attachment 7A	Final Draft Coordinated Public Transportation / Human Services Transportation Plan

Appendix K (p. 79 in Attachment 7A) Project Application for JARC New Freedom Funds

TCC Recommendation

The TCC recommends that the TAC adopt the Coordinated Public Transportation / Human Services Transportation Plan (CPT-HSTP) and the Project Selection Process for Job Access Reverse Commute and New Freedom grant funds.

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

Coordinated Public Transportation – Human Services Transportation Plan

March 14, 2007

FINAL DRAFT

Prepared by:

Triangle Transit Authority

on behalf of the

Durham – Chapel Hill – Carrboro MPO

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B – Frequently Asked Questions: New Freedom Program Provisions of SAFETEA-LU

C – Self-Assessment Tool for Communities

D - Community Self-Assessment Supplement

E – Maps of Service Availability during Peak and Off-peak Periods

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I. Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) is the regional organization responsible for transportation planning for the western part of the Research Triangle area in North Carolina.

The DCHC urbanized area, first designated by the 1980 Census, covers all of Durham County, a portion of Orange County including the Towns of Chapel Hill, Carrboro, and Hillsborough, and Northeast Chatham County. DCHC is also one of the four urban areas in North Carolina designated as a Transportation Management Area (TMA) by the Transportation Equity Act for the 21st Century (TEA-21). TMA's are urban areas with a population of over 200,000 people.

The DCHC-MPO is an umbrella organization comprised of the Transportation Advisory Committee (TAC), the Technical Coordinating Committee (TCC), local governments, and the State. The TAC, designated by the Governor, is a policy body that coordinates and makes decision on transportation planning issues. Its major responsibility, prior to the passage of the federal transportation law in 1998 known as TEA-21, had been to fulfill the requirements of the Federal Highway Act of 1962. These regulations require those urban areas with a population of 50,000 or more conduct a Continuing, Comprehensive, and Cooperative (3-C) transportation planning process. An integral element of this 3-C process is the development of a long-range transportation plan. In North Carolina, this long-range transportation plan is carried out by the North Carolina Department of Transportation (NCDOT) for municipalities and urban areas. This is mandated by 1959 North Carolina General Statute 136-66.2, which requires all municipalities to have a long-range transportation plan which is mutually adopted by both the governing body of the respective municipalities and NCDOT.

II. Purpose

Many of the needs identified through this planning process are common to all would-be users, and strategies to address them would improve the system for the broader community. For this reason, it is appropriate to view this plan as a guideline for future strategies to improve the transportation system in the region.

With the passage of the federal transportation law, known as SAFETEA-LU, in 2005, projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be "derived from a locally developed, coordinated public transit - human services transportation plan." Further, the law requires that this plan be "developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public."

As the area's regional transportation planning organization, the DCHC-MPO has taken the lead in developing a coordinated regional public transit-human services transportation plan (CPT-HSTP). DCHC-MPO has worked in collaboration with the public transportation agencies and community transportation programs in the MPO's jurisdiction, to respond to SAFETEA-LU requirements. The purpose of this plan is to help improve transportation services for persons with disabilities, older adults, and individuals with lower incomes in the Durham, Orange, and Chatham County area through a better coordinated transportation system. Many of the needs identified through this planning process are common to all would-be users, and strategies to

address them would improve the system for the broader community. For this reason, it is appropriate to view this plan as a guideline for future strategies to improve the transportation system in the region.

The plan will provide a framework for the development of projects that will address the transportation needs of the target populations, by ensuring that this three-county area and its public transportation and human service agencies coordinate transportation resources offered through multiple Federal Transit Administration (FTA) programs. The end result of this plan will offer a new annual application and evaluation process for public transportation agencies, human service agencies, and private entities to request Job Access and Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317) funding. These projects will become a part of this area's ongoing Metropolitan Transportation Improvement Program (MTIP), which includes all federally funded transportation projects being implemented.

This report documents the process and the recommendations that have been developed through this coordinated planning effort.

III. Background

The Job Access Reverse Commute grant program (Section 5316, or JARC) is intended to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, train, carpool, vans or other transportation services. Activities that the Federal Transit Administration has determined are eligible for JARC funding are listed in the box on the right.

JARC Grant-Eligible Activities

- Late-night and weekend service
- Guaranteed ride home service
- Shuttle service
- Expanded fixed-route public transit routes
- Demand-responsive service
- Ridesharing and carpooling activities
- Transit related aspects of bicycling
- Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides
- Marketing promotions for JARC activities
- Supporting the administration and expenses related to voucher programs
- Using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS)
- Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- Deploying vehicle position-monitoring systems
- Establishing regional mobility managers or transportation brokerage activities.

Federal funds for the program are allocated on a discretionary basis, with 60 percent going to areas with population over 200,000; the federal/local share is 50/50.

According to FTA, the purpose of the New Freedom Program is to provide improved public

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transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). Funds will cover capital and operating costs to provide that new service. Examples of eligible activities are listed in the box below. Federal funds are allocated on a discretionary basis, with 60 percent to areas with population over 200,000. Matching share requirements are flexible.

Examples of New Freedom Grant-Eligible Activities

- Enhancing public transportation beyond the minimum requirements of the ADA
- Providing "feeder" services
- Making accessibility improvements to transit and intermodal stations
- Providing travel training
- Purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs
- Covering the administration and expenses of new voucher programs for transportation services offered by human service agencies
- Supporting new volunteer driver and aide programs
- Supporting new mobility management and coordination programs among public and/or human service transportation providers.

IV. Plan Approach

North Carolina has been a leader in moving to coordinated human service transportation programs, known as community transportation programs (such as Orange Public Transportation, Durham Access, and Chatham Transit Network). Each of the three counties in the DCHC-MPO region has an existing community transportation improvement plan addressing human service and rural transportation services in each county. Furthermore, there have been initial efforts to look at a regional human services transportation system, coordinating or consolidating services between Durham, Orange, and Wake counties. This CPT-HSTP built on this history, bringing together the community transportation providers, urban and regional public transportation providers, and other stakeholders to identify opportunities to coordinate the community transportation services with the urban public transportation services for customers throughout the MPO.

The principle underlying this approach is that the stakeholders that interact with our transportation system can identify the gaps in the existing system, and collectively prioritize the needs. Rather than relying heavily on a data-intensive planning effort, the project planning team relied on the experience and expertise of a broad group of stakeholders.

The Project Planning Team included representatives from the following organizations:

- Durham Area Transit Authority (DATA)
- Chapel Hill Transit
- Durham County Community Transportation (ACCESS)
- Orange Public Transportation
- Chatham Transit Network
- Durham – Chapel Hill – Carrboro MPO Lead Planning Agency
- North Carolina Department of Transportation

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- Triangle Transit Authority (also providing staff support to this planning process)

The Project Planning Team developed a list of organizations that were invited to the two stakeholder workshops (See Table 1.) These organizations represented a broad array of interests, including elected officials, city/town/county managers, appointed transportation advisory boards, local and regional public and human service transportation providers, county social service agencies, latino advocacy organizations, private transportation providers, hospitals, chambers of commerce, and advocates for persons with disabilities.

There were thirty-one (31) participants in the first stakeholder workshop on November 1, 2006 and thirty-five (35) participants in the second stakeholder workshop on December 14, 2006. Over the course of the two workshops, representatives from the following organizations participated in the identification or prioritization of coordinated transportation needs.

Participating Stakeholder Organizations

Alliance for Disability Advocates, Center for Independent Living
A Helping Hand
Chapel Hill Transit
Chapel Hill Transportation Board
Chatham Transit Network
Durham Area Transit Authority
Durham – Chapel Hill – Carrboro MPO Lead Planning Agency
Durham Community Collaborative
Durham County ACCESS
Durham Department of Social Services – Work First
Durham Housing Authority
Durham County Transportation Advisory Board
Durham Regional Hospital
Durham System of Care
El Centro Hispano
El Centro Latino
Helping Hands of America
NCDOT – Public Transit Division
O.E. Enterprises
OPC Area Program
Orange County Department of Social Services
Orange County Transportation Advisory Board
Orange Public Transportation
Orange Unified Transportation Board
Triangle J Council of Governments
Triangle Transit Authority Accessible Services Advisory Committee
UNC Hospital
XDS, Inc. (Cross-disabilities advocates)

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Table 1. Stakeholder Workshop Invited Organizations

Local Elected Boards	**Regional / Local Transportation Agencies**
Carrboro Board of Alderman	NCDOT
Chapel Hill Town Council	DCHC-MPO Staff
Durham City Council	
Durham County Commission	**Non-Profit Organizations**
Chatham County Commission	El Centro Hispano
Orange County Commission	El Centro Latino
Hillsborough Town Council	El Futuro, Inc.
	The Community Backyard
Local Managers	The Mental Health Association in Orange County
Carrboro Town Manager	Durham Community Collaborative
Chapel Hill Town Manager	
	Private Providers of Human Services Transportation
Chatham County Manager	Senior Care Management Associates
Durham City Manager	Non-Emergency Medical Transit Authority
Durham County Manager	A Helping Hand
Orange County Manager	Helping Hands of America
TTA General Manager	
Local Advisory Boards	**Medical Facilities**
Carrboro Transportation	Duke University Medical Center
Chapel Hill Transportation Board	UNC Memorial Hospital
Chatham Transportation Advisory Board	
DATA Board	**Chambers of Commerce**
Durham Transportation Advisory Board	Durham Chamber Workforce Development
Orange Transportation Advisory Board	Chapel Hill - Carrboro Chamber of Commerce
TTA Board of Trustees	
Local Public Transportation Providers	
Chapel Hill Transit	
Chapel Hill Planning Department	
Chatham Transit Network	
DATA	
Durham County Access	
Orange Public Transporation	
Triangle Transit Authority	
Local Social Services Agencies	
Chatham Department of Social Services	
Durham Department of Social Services	
Orange Department of Social Services	

V. Inventory of Human Services Transportation and Public Transportation

As a first step in the project, we developed an inventory of the available public and private transportation options for the target populations. The information provided below is for the publicly funded and operated transportation providers. In addition to these organizations, there are a variety of private taxi operators (with and without lift-equipped vehicles) and non-profit organization that provide transportation as one of several services to elderly or handicapped individuals.

Community Transportation Providers

Durham County ACCESS, Orange Public Transportation (OPT), and Chatham Transit Network are the community transportation providers in this three-county area.

Durham County ACCESS

Durham County ACCESS is the principal county-wide human service transportation service provider in Durham County. ACCESS primarily serves the clients of Durham County community service agencies but also serves rural general public needs throughout Durham County. ACCESS also makes trips to and from the City of Durham and offers both subscription and demand response services. ACCESS connects with Durham Area Transit Authority.

Contacts – Johnny Ford, Durham County ACCESS (919) 560-0520

Service Area – Durham County, urbanized and rural areas

Service Type – Subscription and Demand Response

Customers – Contract Agency clients and rural general public

Hours of Service – Monday - Saturday, 5:30am - 12:30am, Sunday 6:30am – 7:30pm

Price/Fares – Individual rural general public trips: $2.00 each way.

Publicity/Marketing – ACCESS conducts passenger surveys, agency surveys and has developed a rider's guide. Marketing and outreach efforts are conducted by the contract agencies that DCA serves, as the agency clients are the main beneficiaries of the service.

Orange County Public Transportation (OPT)

The OPT program, a division of the Orange County Department on Aging, offers bus and van service outside the Chapel Hill/Carrboro city limits including planning and coordination for county residents with transportation needs. Trips may end in Chapel Hill and/or Carrboro but must begin outside of these jurisdictions. The Orange County Transportation Advisory Board (TAB) comprised of human service agencies and representatives of transportation systems, advises OPT on its operations and recommends policy to the Board of Commissioners. OPT connects with Chapel Hill Transit and Triangle Transit Authority.

Contacts - Jerry Passmore, Orange Public Transportation Director, (919) 245-2009;
Al Terry, Orange Public Transportation Supervisor, (919) 245-2002

Service Type - Fixed route, deviated fixed route, demand response and subscription routes.

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Hours of Service – Monday - Friday, 6:00am - 7:00pm and Saturday, 8:00am - 5:00 pm

Service Area - Orange County excluding Chapel Hill/Carrboro (trips must start outside of these jurisdictions but can end anywhere in Orange County.

Customers - Clients of contract agencies and rural Orange County residents

Price/Fares - vary depending upon the route and service provided. The fixed public route is $2.00 per trip ($1.00 if elderly or disabled). Dept of Social Services medical trips are charged back to the department (the client does not pay). General public fares (demand response) are $12.75 per trip. Senior center trips are cost sharing only. Contract agency subcription cost = $19.00 per hour and/or $.45 per mile.

Publicity/Marketing - Public forums, newspaper, website, logos on vehicles, brochures

Chatham Transit Network (CTN)

Chatham Transit Network (CTN) is the countywide transportation provider for Chatham County. CTN is not a governmental agency, but is a 501(c)(3) private non-profit consolidated transportation system operating in Chatham County, NC. CTN offers subscription route and demand/response transportation by contractual agreement with human service organizations. CTN serves all of Chatham County, both urban and rural areas and is governed by a Transportation Advisory Board.

Contact – Helen Stovall, CTN Executive Director, 919 542-5136

Service Area – Chatham County. Trip must originate in Chatham County but CTN will go anywhere within the state of NC, the only provisions is that service must be open to the public and advertised as such.

Service Type – CTN currently provides both subscription route and demand-response service.

Customers – Contract agency clients and limited general public. The general public transportation service is primarily provided for the elderly, disabled, transportation disadvantaged and economically disadvantaged riders.

Hours of Service – The office is open from 8-5 each weekday. The hours of operation of our vehicles are totally dependent on what the customer wants. CTN does not in any way limit itself to restrictive hours of operations. The only provision is that the trip must be open to the public and advertised as such. Currently, CTN operates from 5:00 AM to 10:00 PM weekdays and 8:00 to 3:00 on Saturdays. Occasionally trips are provided on Sunday night for JARC riders.

Fare/Prices – CTN current rates are $.77 per mile and $20.11 per hour. A flat rate is charged for medical trips which include wait time and deadhead miles and hours.

Publicity/Marketing - CTN distributes and stock brochures at various human service agencies. Catch phrase advertising on CTN vehicles with catch phrases like “Have a court date? Don’t be late. Take Transit.” CTN has a number of these signs provided in both English and Spanish which are posted on the outside of transit vehicles. Additionally ads are placed in local newspapers and CTN participates in community events.

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Urban Paratransit Providers

DATA ACCESS, Chapel Hill EZ Rider, and TTA Paratransit provide demand-response services to persons with disabilities who meet local eligibility criteria.

Durham Area Transit Authority (DATA) -ACCESS

DATA ACCESS is the name of the ADA paratransit service for the City of Durham. DATA ACCESS is sponsored by the Durham Area Transit Authority (DATA). Only riders who meet the criteria specified by the ADA and who have been certified as eligible can use DATA ACCESS. Persons do not qualify automatically just because they have a disability or on the basis of age. Eligibility is based on a person's functional limitations. DATA ACCESS provides curb-to-curb transportation service for eligible riders. DATA ACCESS operates service to all locations within the City of Durham and to any location outside the City that is three-quarters of a mile of any fixed-route service operated by DATA. The DATA ACCESS taxicab program provides ACCESS customers greater freedom and mobility. This program offers ACCESS customers the option of using taxicab service for their transportation needs at a cost of half the regular taxicab fare. DATA ACCESS is governed by an 8 - member Board of Trustees.

Contact – Steve Mancuso, Transit Administrator, (919) 560-1535 Ext. 209;
Tara Caldwell, Laidlaw Transit Services, Project Manager, (919) 560-1555, ext. 306

Service Area – Durham City and Chapel Hill for Medical trips

Service Type – Provide curb-to-curb trips for any purpose.

Customers – 60 percent of clients are certified ADA clients and the others are certified through Social services or Rural General Public.

Hours of operation – Monday-Saturday, 5:30am – 12:30am, Sunday 6:30am – 7:30pm

Fares/Price – $2.00 general public but costs to agencies are based on revenue hours at the end of each month.

Publicity/Marketing – Clients find out about ACCESS through clinics, social services or other clients.

Chapel Hill Transit/EZ Rider

Offered in connection with Chapel Hill Transit, EZ Rider is a special service which uses lift equipped vehicles to transport individuals with mobility limitations that prevent them from using Chapel Hill Transit's regular bus service. Riders should be ADA certified or certified by their physician in order to use the service. Demand Response and Subscription services up to 6 months at a time are available.

Contacts – Henry DePietro, Operations Manager, (919) 968-2755, Ext: 121;
Ceberettia Hinton, Assistant Operations Manager, (919) 968-2755, Ext: 122

Service Area – Town of Chapel Hill

Service Type – Provide trips to the disabled for any purpose.

Customers – ADA-eligible individuals that are certified due to a disability or health condition that prevents them from using the fixed-route system.

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Hours of operation – 6:15am to 2:00 am, Monday through Friday. 8:05 am to 6:30 PM on Saturday. Weekday evening and Sunday service is available through another Chapel Hill Transit service called Shared-Ride.

Fares/Price – Free

Publicity/Marketing – Chapel Hill Transit distributes a EZ Rider brochure that highlights the eligibility process, service parameters and scheduling. Additionally, public forums, newspapers and the www.chtransit.org website have served to promote awareness of this demand-response transit service.

Triangle Transit Authority- Paratransit Service

The Triangle Transit Authority's (TTA) paratransit system operates in accordance with the Americans with Disabilities Act and is designed to serve individuals whose disabling conditions or functional limitations prevent them from using TTA fixed route services.

Contacts – Laurie Barrett, Director of Bus Operations, (919) 485-7451; Transit Manager, (919) 485-7466

Service Area – Trips must begin and end within ¾ mile from fixed route TTA bus service on Raleigh, Durham, and Chapel Hill routes. TTA's paratransit service area includes routes 105, 107, 402, 403, 412, 413, the RTP Shuttle area, and RDU Airport.

Service Type - Provide trips to the disabled for transportation regardless of trip purpose.

Customers – ADA-certified clients that are unable to use the fixed-route system due to a disability or health condition. Most riders are commuting to work.

Hours of operation- Monday – Friday, 6am - 10:20pm, Saturday 6:30am - 6:30pm

Fares/Price – $4.00 one-way

Publicity/Marketing - TTA distributes a paratransit services brochure that highlights the eligibility and application process. Additionally, public forums, newspapers, flyers, and the www.ridetta.org website promote awareness of TTA's accessible transit services.

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Fixed-Route Urban Public Transportation Providers

Chapel Hill Transit and DATA provide local fixed-route bus service within their jurisdictions. TTA provides regional bus services between the communities and to other jurisdictions in Wake County.

Chapel Hill Transit

Chapel Hill Transit operates public transportation services within the Towns of Chapel Hill and Carrboro and on the campus of the University of North Carolina. This service area is located in the southeast corner of Orange County, North Carolina. The types of services operated include fixed route bus service, EZ Rider service (for mobility impaired) and Shared Ride Service.

Contacts – Steven Spade, Transportation Director, (919) 968-2752;
Kurt Neufang, Assistant Director. (919) 968-2775 ext. 114

Service Area – Town of Chapel Hill and Town of Carrboro

Service Type – Fixed route, Shared-ride feeder zones

Customers – general public, majority of riders are affliated with UNC-CH and UNC Hospital

Hours of Service – Mon-Fri, 4:50am - 1:00am, Sat 8:30am - 2:50am, Sun 10am - 11pm

Price/Fares – Free

Publicity/Marketing – www.chtransit.org

Durham Area Transit Authority

The City of Durham assumed the operation of the local bus system in 1991, naming it Durham Area Transit Authority (DATA). DATA contracts for the provision of its fixed route service and paratransit service every five years. The fixed route system includes 165 employees and 50 buses providing over 13,000 passenger trips daily on 19 different bus routes. The paratransit system includes 43 vans and 57 employees transporting clients to various places within the City of Durham.

Contacts – Steve Mancuso, Transit Administrator, (919) 560-1535 Ext. 209;
Pierre Osei-Owusu, Senior Transportation Planner, (919) 560-1535 Ext. 214;

Service Area – City of Durham and urbanized areas of Durham County

Service Type – Fixed Route

Customers – general public

Hours of Service – Monday - Saturday 5:30am - 12:30am, Sunday 6:30am - 7:30pm

Price/Fares – Individual: $1.00 per trip.

Publicity/Marketing – http://data.durhamnc.gov/Index_DATA.cfm

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Triangle Transit Authority

The TTA was created to plan, finance, organize, and operate a public transportation system for the Triangle area, which includes Orange, Durham and Wake Counties. TTA has three main program areas: Regional Bus, ridesharing services and regional transit planning. TTA serves the general public with the majority of users being commuters and students. TTA is governed by a thirteen member Board of Trustees. Ten members are appointed by the region's principal municipalities and counties and three members are appointed by the North Carolina Secretary of Transportation.

Contacts – David King, Interim General Manager, (919) 485-7424
Laurie Barrett, Director of Bus Operations, (919) 485-7451
John Tallmadge, Director of Commuter Resources, (919) 485-7430

Service Area – Urbanized areas of Durham, Orange and Wake Counties

Service Type – Fixed Route, demand-response shuttle in RTP area, vanpool, carpool matching

Customers – general public, primarily Triangle area commuters

Hours of Service – Monday – Friday 6am – 10:20pm, and Saturday 6:30am – 6:30pm

Price/Fares – Individual: $2.00 per trip for regional bus service, $2.50 per trip for express bus service; vanpool fares are subscription based and determined by trip length and number of van riders.

Publicity/Marketing – TTA-specific information is provided on-line at **www.ridetta.org.** TTA also manages a region-wide website at www.gotriangle.org. Beginning in March 2007, TTA will staff a regional public transportation information call center.

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VI. Needs Assessment

The Needs Assessment was conducted according to the recommendations of the Federal Interagency Coordinating Council on Access and Mobility, also known as United We Ride. They provided a tool, the "Self-Assessment Tool for Communities" (See Appendix C), as part of their Framework for Action program for developing coordinated transportation plans. The Project Planning Team supplemented this tool with another document soliciting input on service gaps (See Appendix D). These Self-Assessment documents were used during the first stakeholder workshop.

Thirty-one participants representing urban public transportation providers, community transportation systems, social service agencies, hospital patient care management, transportation advisory boards, advocates for persons with disabilities, advocates for Latino residents, and others met on November 1st to assess the current transportation system in the Durham, Orange, and Chatham county area.

Things We Do Well

While there was not unanimity among participants, these four themes recurred in the discussions at the Workshop.

1. There is positive interest and momentum among staff, elected officials, and interested stakeholders in providing well-coordinated transportation services.
2. The public transportation and human services transportation is generally offered at an affordable cost to the customers.
3. The systems are collecting data on core performance measures.
4. The transportation systems are reasonably effective job at putting customers first in the provision of services. (There were more widely varied opinions shared about this item.)

The participants worked in five different groups, each representing a diversity of perspectives. Following time for each individual to assess the current transportation system on 26 criteria, the groups discussed what they believe we are doing well and areas where we need to do better. They recorded their discussions and shared the major points with the full workshop. In the box to the left, the major themes that emerged from these discussions are listed.

There were other areas where groups or individuals believe that the transportation system is functioning well, but there was not necessarily broader agreement. These were compiled from the 26-question Individual Assessments completed by the participants.

The results indicate that the top five areas where participants felt that the system is doing well or that there is only limited need for improvement are:

1. There is positive momentum to coordinate public transportation and human service transportation services (68% indicated that this is done well or needs only limited action).
2. Clear data is systematically gathered and analyzed on core performance issues (64% indicated that this is done well or needs only limited action).
3. Facilities have been located to promote safe, seamless, and cost-effective transportation services (61% indicated that this is done well or needs only limited action).

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4. Marketing and communications programs are used to build awareness and encourage greater use of services (57% indicated that this is done well or needs only limited action).
5. Leaders and organizations have defined the need for change and articulated a new vision for the delivery of coordinated transportation services (57% indicated that this is done well or needs only limited action).

The participants also discussed aspects of the transportation system that need improvement. There was recognition by most participants that there are a number of areas where the transportation systems can function better to meet the needs of people with limited incomes, the elderly, and persons with disabilities, as well as the general citizenry.

From the Individual Assessments, the top five areas where participants felt that the system needs to make significant improvement are:

1. There is a need for a centralized dispatch system to handle requests for transportation services from agencies and individuals (64% indicated that this needs to begin or needs significant action).
2. There needs to be an arrangement among diverse transportation providers to offer flexible services that are seamless to customers (57% indicated that this needs to begin or needs significant action).
3. Travel training and consumer education programs should be available on an ongoing basis (50% indicated that this needs to begin or needs significant action).
4. There should be an inventory of community transportation resources and programs that fund transportation services (50% indicated that this needs to begin or needs significant action).
5. The specific transportation needs of various target populations should be well documented (46% indicated that this needs to begin or needs significant action).

Areas Where We Need to Improve

The areas that repeatedly came up in group discussions are described below.

1. Transportation system coordination can be improved to make cross-county travel easier.
2. Service is very limited or unavailable on evenings, weekends, and holidays.
3. Service is very limited or unavailable in most of the rural areas of Durham, Chatham, and Orange counties.
4. The transportation systems can do a better job of providing an array of user-friendly and accessible information sources.
5. There is no centralized system to handle requests for transportation services and information from agencies and individuals.
6. There is interest in applying technology improvements to the human services transportation and ADA – paratransit systems.
7. There needs to be a better flow of information among transportation providers, human services agencies, other stakeholders, the public and funding agencies.

Areas Where Participants Had Questions

The top five questions where participants felt that they did not have enough information to provide an opinion are:

1. Is there a strategy for systematic tracking of financial data across programs? (50% indicated that they were not familiar enough to score this question)

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2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms? (50% indicated that they were not familiar enough to score this question)
3. Is the plan for public transportation - human services transportation coordination linked to and supported by other state and local plans such as the Regional Transportation Plan or State Transportation Improvement Plan? (39% indicated that they were not familiar enough to score this question)
4. Are transportation line items included in the annual budgets for all human service programs that provide transportation services? (39% indicated that they were not familiar enough to score this question)
5. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/or reduce costs? (36% indicated that they were not familiar enough to score this question)

All the information from the individual assessments, the small group reports, and the full workshop discussion was reviewed and assimilated by the Project Planning Team into the list of needs in Table 2. This list of needs was used as the starting point for discussion at the second stakeholder workshop.

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Table 2. List of Needs Identified During Workshop #1

(Italicized font indicates changes made because of discussion and consensus reached during Workshop #2.)

Service Coordination

1. Improve transfer wait times between services
2. Reduce transfer requirements between services
3. Coordinate ~~*headways*~~ *timing of service* in corridors served by multiple agencies
4. Coordinate transfers between demand-responsive services and fixed-route services
5. Centralized dispatching of community transportation and ADA paratransit services *(demand-response + flex routes)*

Service Availability

6. Early morning service (before 8am)
7. Evening service (5pm until 10 pm)
8. Late night service (10pm until 2am)
9. Saturday service
10. Sunday service
11. Holiday service
12. Services providing access to childcare facilities for low-income workers
13. Intra-county and cross-county services within rural areas
14. Intra-county and cross-county services connecting rural areas to urban areas
15. Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel
16. There is a lack of public transportation to and from the airport (including Sunday service)
17. Affordable trips from hospitals for discharged patients

Information Coordination

18. Single customer information call center for all transportation options
19. Mobility manager helping customers identify transportation options to meet their needs
20. Single website expanded to include all transportation resources
21. Travel training
22. Consumer education on transportation options available
23. Joint accessible transit information materials
24. Coordinated placement of transportation information materials
25. Current inventory of community transportation resources
26. More and better information at bus stops and stations
27. More information provided to case managers
28. Spanish language information in print, website, and on telephone
29. More frequent updates on the status of regional rail project and other regional transportation projects
30. All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents

Fare Payment Coordination

31. "Capped" or free transportation for transportation-disadvantaged populations
32. Multiple payment options for the customer
33. Universal fare card that works on all services

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Service Quality

34. Demand-responsive services should use routes ~~*designated*~~ *coordinated* by dispatch, ~~*not*~~ *and* drivers' knowledge
35. Better on-time performance for fixed-route and paratransit
36. Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all ~~*multi rider*~~ *fixed-route* services
37. Improved customer service training for phone customer service representatives and vehicle operators
38. ~~*Many*~~ *T*ransportation systems ~~*are inefficient*~~ *should be more efficient.* ~~*and uncomfortable to ride*~~
38a. *Services should be more comfortable to ride*

Service Eligibility

39. Many customers in need have difficulty meeting criteria for service/trip.
40. Paratransit application process needs to be streamlined, clarified, and consistent across agencies.
41. Eligible customers in need of transportation should be issued a temporary paratransit permit during application review.
42. Unified regional eligibility determination and certification for all agencies and services.

Note: During discussion, the group suggested combining #'s 40 and 42.

Community Involvement

43. More input from customers, human services agencies, and transit agencies on regional transportation needs
44. More open communication between the human service agencies, service providers and the funding organizations, (primarily DCHC MPO and NCDOT)
45. More input is needed from the community and there needs to be more awareness of opportunities to provide input for improving service
46. There is a need for a joint human service agency board to provide input on human service transportation needs
47. *Regular Collection of Customer Satisfaction Ratings*
48. *Create Accessible Services Advisory Committees (DATA, CHT)*

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VII. Prioritization of Needs

Thirty-five participants representing urban public transportation providers, community transportation systems, social service agencies, hospital patient care management, transportation advisory boards, advocates for persons with disabilities, advocates for Latino residents, and others met on December 14th to prioritize the transportation needs that had been identified during the prior workshop.

The workshop began with a presentation of information on six key topics that had been raised during the initial workshop (the overview documents are included as Appendices E-J). These topics were:

- Service availability during off-peak periods (i.e., early morning, evening, night, and weekends)
- Eligibility requirements for ADA paratransit, community transportation demand-response, and contract-based services.
- Technologies available to improve coordination of transportation
- Prices and payment options
- Public transportation information sources
- Other transportation planning activities

Following this presentation, the participants worked in five different groups, to review the list of needs identified in the prior workshop, and to suggest clarifications or additions to the list. These changes are highlighted in red font on the revised List of Needs document.

Then, individually, each participant identified five top priorities for action, and five additional priorities, placing sticky dots next to the listed item. There were ten needs that received five or more "top priority votes." These included:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- Paratransit application process needs to be streamlined, clarified, and consistent across agencies.
- Unified regional eligibility determination and certification for all agencies and services.
- All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents
- "Capped" or free transportation for transportation-disadvantaged populations
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Reduce transfer requirements between services
- Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all fixed-route services

Additionally, there were three other needs that received ten or more "total votes." These were:

- Travel training
- More and better information at bus stops and stations

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- There is a need for a joint human service agency board to provide input on human service transportation needs

The last activity of the workshop was a discussion of the priorities that had been selected. During this discussion, the group was asked to evaluate whether there were some items that were surprisingly omitted or included in the top priorities. Also, the group was asked to clarify the intent of some of the top priorities. The key points of this discussion were:

- None of the items for additional service during off-peak hours rose to the top of the priority list, despite extended discussion of these needs during the first workshop. One explanation for this was that the splitting of the need into specific times and days diluted the support for it. There were suggestions for grouping the items and ranking them as grouped.
- The interest and support for travel training extends to customers, transportation provider staff, and the support network for customers (e.g., family, caregivers).
- There was also discussion about item 15 in the list of needs – "Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel." There were several components to this issue, including a desire for lower costs to the end user for privately provided services, the availability of more accessible vehicles regardless of owner at all hours of the day, and the integration of private and non-profit accessible vehicles into the resources that are available.
- Finally, there was a consensus that the items "Paratransit application process needs to be streamlined, clarified, and consistent across agencies" and "Unified regional eligibility determination and certification for all agencies and services" were not distinct and should be combined.

The Project Planning Team reviewed the results of this workshop and makes the following recommendations:

- It is fair to group evening (#7) and late night (#8) service together, yet separate from the other off-peak service periods.
- Early morning service (#6) and services providing access to childcare facilities for low-income workers (#12) should be combined.
- The marketing/public relations recommendation (#30) should be indicated as a top tier recommendation, but should not be included in the list recommended for JARC/New Freedom project solicitation.
- Items related to unifying and streamlining the paratransit eligibility determinations (#40 and #42) should be combined. We will need to determine whether projects to address these needs are eligible for JARC and New Freedom funding.
- We agreed that items that had 6 or more "top tier" or "green" priority votes or at least 11 total priority votes would be considered Top Tier Priorities for project solicitation for JARC and New Freedom funds. The list includes 7 priorities - #19,14, 7/8, 40/42, 33, 35, and 21.

With these recommendations, the list of prioritized needs is organized in Table 3 with 8 top tier priorities, and groups of second and third tier priorities.

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Table 3. Prioritization Scores of Needs From Workshop #2

Needs with more than 6 top votes or 11 or more total votes

- Evening service (6pm until 10 pm) and late night service (10pm until 2am) **(7 top votes,15 total votes)**
- Intra-county and cross-county services connecting rural areas to urban areas **(10,16)**
- Mobility manager helping customers identify transportation options to meet their needs **(12,14)**
- Travel training **(4,11)**
- All regional partners should work together to change the negative perception of bus transit/bus dependent population, making transit a choice of preference for more residents (**6,15)**
- Universal fare card that works on all services **(6,12)**
- Unified regional paratransit application and eligibility and certification process needs to be streamlined, clarified, and consistent across agencies **(14, 27)**
- Better on-time performance for fixed-route and paratransit **(6,10)**

Needs with 2 or more top votes and 5 or more total votes

- Improve transfer wait times between services **(2, 6)**
- Reduce transfer requirements between services **(5,6)**
- Coordinate transfers between demand-responsive services and fixed-route services **(4,6)**
- Centralized dispatching of community transportation and ADA paratransit services (demand-response + flex routes) **(4,8)**
- Early morning service (before 8am), especially providing low-income workers access to childcare facilities **(5,9)**
- Saturday service and Sunday Service **(4,8)**
- Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel **(2,9)**
- Single customer information call center for all transportation options **(4,8)**
- Consumer education on transportation options available **(2,7)**
- More and better information at bus stops and stations **(3,10)**
- Spanish language information in print, website, and on telephone **(2,6)**
- Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all fixed-route services **(5,9)**
- Improved customer service training for phone customer service representatives and vehicle operators **(3,7)**
- "Capped" or free transportation for transportation-disadvantaged populations **(6,9)**
- Many customers in need have difficulty meeting criteria for service/trip **(3,5)**
- Eligible customers in need of transportation should be issued a temporary paratransit permit during application review **(2,6)**
- There is a need for a joint human service agency board to provide input on human service transportation needs **(3,10)**

Other Needs

- Coordinate timing of service in corridors served by multiple agencies **(2,4)**
- Holiday service **(no votes)**
- Intra-county and cross-county services within rural areas **(2,2)**
- There is a lack of public transportation to and from the airport (including Sunday service) **(3,4)**

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- Affordable trips from hospitals for discharged patients **(3,4)**
- Single website expanded to include all transportation resources **(1,4)**
- Joint accessible transit information materials **(1,2)**
- Coordinated placement of transportation information materials **(1,1)**
- Current inventory of community transportation resources **(3,4)**
- More information provided to case managers **(1,2)**
- More frequent updates on the status of regional rail project and other regional transportation projects **(0,2)**
- Multiple payment options for the customer **(1,4)**
- Demand-responsive services should use routes coordinated by dispatch, and drivers' knowledge **(1,3)**
- Transportation systems should be more efficient **(2,3)**
- Services should be more comfortable to ride **(no votes)**
- More input from customers, human services agencies, and transit agencies on regional transportation needs **(1,5)**
- More open communication between the human service agencies, service providers and the funding organizations, (primarily DCHC MPO and NCDOT) **(1,2)**
- More input is needed from the community and there needs to be more awareness of opportunities to provide input for improving service **(2,3)**
- Regular Collection of Customer Satisfaction Ratings **(0,1)**
- Create Accessible Services Advisory Committees (DATA, CHT) **(no votes)**

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VIII. Major Findings and Recommendations

Through this planning process, it became clear that there is a significant amount of enthusiasm on the part of stakeholder groups to be involved in taking steps to create a coordinated public transportation – human service transportation system. The collective wisdom of the broader group, which included public and private transportation providers, human service agencies, advocates, and representatives of public advisory bodies, identified many needs to be addressed, and priorities among them.

Experience around the nation has shown that it is important to remember that the development of a coordinated transportation system will take many years. Over that time, most, if not all of the identified needs will need to be addressed. However, in order to achieve progress, it is important to identify the top priorities for action. **The Project Planning Team assimilated the outputs of the two workshops and developed the following recommendations:**

1. The full list of prioritized needs (Table 3) should be used by the DCHC-MPO Transportation Advisory Committee as a guide for decision-making on policy and investments related to further coordination of the public transportation and human service transportation systems.

2. There are seven top priorities that should be considered for funding through the JARC and New Freedom grant solicitation process. These are:
   - Mobility manager helping customers identify transportation options to meet their needs
   - Intra-county and cross-county services connecting rural areas to urban areas
   - A unified regional paratransit application and eligibility determination and certification process needs to be created that it is streamlined, clarified, and consistent across agencies.
   - Evening service (6pm – 10pm) and late night service (10pm – midnight)
   - Universal fare card that works on all services
   - Better on-time performance for fixed-route and paratransit services
   - Travel training

3. The Community Transportation Systems in Durham, Orange, and Chatham counties should be invited to appoint representatives to the TCC Subcommittee on Transit/TDM. This subcommittee is should review and score the project applications received each year.

4. Following the initial year, the annual solicitation for applications for JARC and New Freedom Fund projects should follow the schedule below:
   - MPO issues publishes solicitation of projects — January
   - Applications due — April
   - TCC Transit/TDM Subcommittee reviews and scores proposals — May
   - TCC action on Transit Subcommittee recommendations — May meeting
   - TAC action on TCC recommendations — June meeting

5. The DCHC-MPO should convene an annual workshop with interested stakeholders to discuss progress on addressing this plan's priority needs, to solicit feedback on changes as they occur, and to gauge whether priorities are shifting.

6. The Project Planning Committee should continue to meet quarterly to continue developing action plans to address the prioritized needs identified through this plan.

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IX. Project Selection Process

The federal transportation law, SAFETEA-LU, requires that projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be "derived from a locally developed, coordinated public transit - human services transportation plan." Rather than developing specific strategies, services, or projects for funding, this plan identifies seven top priority needs to be addressed. This allows the flexibility of applicants to propose strategies for addressing these needs, and puts the MPO in the position of evaluating competing proposals, as required under the federal guidance.

The Project Selection process should be conducted annually, as long as JARC and New Freedom grant funds are available. The solicitation of projects should be announced as early in each calendar year as is feasible, to provide applicants with ample time to develop complete proposals. During this first year, the solicitation announcement would follow the Transportation Advisory Committee's approval of this document. In subsequent years, the solicitation announcement should occur earlier.

All applicants should be required to submit a completed application (see attachment K) in April. This would allow enough time for the application evaluation and approval process to be completed by the June meeting of the Transportation Advisory Committee (TAC). Applications should be reviewed and scored by the Transit/TDM Subcommittee of the Transportation Coordinating Committee (TCC). This subcommittee would make funding recommendations to the TCC, who in turn would make final recommendations to the TAC. The criteria recommended for use in evaluation of competing applications are listed in the box at right.

The intent is that the selected projects each year will enable all the stakeholders to cooperatively move toward a coordinated transportation system. This will better serves the needs of all our customers, but particularly those who have traditionally been transportation-disadvantaged.

All applications must meet the following:

1. The proposed project must be a non-duplicative service or program.
2. Eligible matching funds must be identified and available.
3. The proposed project must be a new or expanded service or program.
4. The primary focus of the proposed service or program must serve the target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds).
5. The project must benefit the Durham – Chapel Hill – Carrboro urbanized area.

Eligible applications will then be evaluated on the following criteria:

1. *Project Need/Goals & Objectives (30%)*
   - Fit with high-priority needs identified in the Coordinated Plan
2. *Quality of the implementation plan (20%)*
3. *Project Budget (15%)*
   - Efficiency (estimated cost per new customer)
   - Financial sustainability beyond grant period
4. *Partnerships and Outreach (20%)*
   - Effectiveness of proposed partnerships
   - Strength of stakeholder support
   - Quality of marketing/outreach plan
   - Geographic range of project benefits
5. *Program Effectiveness and Performance Indicators (10%)*
   - Quality of the evaluation plan
6. *Innovation (5%)*
   - Applicability of innovative ideas elsewhere in region

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APPENDIX A

Frequently Asked Questions: Job Access and Reverse Commute Program

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FREQUENTLY ASKED QUESTIONS
Job Access and Reverse Commute Program

1. What is the purpose of the Job Access and Reverse Commute (JARC) Program?

JARC supports the development and maintenance of transportation services so that welfare recipients and eligible low-income individuals can access jobs and job-related activities.

2. What level of funding is available for the program?

A total of $602.5 million is available for the program from FY2006 to FY2009, starting at $138 million in FY2006 and rising to $164.5 million in FY 2009. Funding is subject to the Congressional appropriations process.

3. How are funds allocated?

Funds are formula apportioned based on the population of welfare recipients and eligible low-income individuals. Nationally, 60 percent of the funds goes to designated recipients in urbanized areas with populations of 200,000 or more; 20 percent goes to States for urbanized areas between 50,000 and 200,000; and 20 percent goes to States for non-urbanized areas.

States have the flexibility to shift funds between funding categories for urbanized areas with less than 200,000 in population and non-urbanized areas, if the Governor certifies that all of the objectives of JARC are being met in the area from which funds are being shifted. States may fund projects anywhere in the State, if the State has established a statewide program to meet JARC objectives.

In urbanized areas with populations of 200,000 or more, the designated recipient must solicit applications and make competitive selections, in cooperation with the Metropolitan Planning Organization (MPO). In non-urbanized areas and urbanized areas with populations of less than 200,000, the State will conduct a Statewide solicitation for applications and make competitive selections. Recipients must certify that allocations to sub-recipients are distributed on a fair and equitable basis.

States may transfer funds to FTA's urbanized or non-urbanized area programs as long as funds are used for JARC purposes and for projects selected through the competitive process. These transfer provisions are intended to ease the administrative burden for grantees that may get funding under another FTA program. It allows States to submit one grant application for both programs, and provides options for States that choose not to have an oversight role for transit agencies in small urbanized areas.

States that transfer funds to Section 5307 (Urbanized Area Formula Grant Program) must certify that JARC projects have been coordinated with nonprofit providers of services.

4. How may JARC funds be used?

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Funds may be used for capital expenses with Federal funds provided for up to 80 percent of the cost of the project, or operating expenses with Federal funds provided for up to 50 percent of the cost of the project.

All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a "coordinated plan"). The planning process must involve representatives of public, private, and nonprofit transportation providers, human service providers, and the public.

There is no limit on the level of funds that can be used for operating expenses.

A designated recipient or State may use up to 10 percent of the funds made available under the JARC program for planning, administration and technical assistance.

Match for FTA funds can come from other non-Department of Transportation Federal sources that allow their funds to be used for transportation purposes, such as Health and Human Services.

5. What types of projects may be funded under the program?

Projects include but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- Facilitating public transportation services to suburban employment opportunities.

JARC has changed from a discretionary/competitive program to a formula program, but definitions of eligible projects are unchanged from TEA-21. The Conference Report accompanying SAFETEA-LU includes the following language: "The conferees expect FTA to continue its practice of providing maximum flexibility to job access projects that are designed to meet the needs of individuals who are not effectively served by public transportation, consistent with the use of funds described in the Federal Register, Volume 67 (April 8, 2002)."

6. What Federal requirements apply to the program?

Section 5307 requirements apply. Labor protective arrangements must be certified.

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7. Will there be an opportunity for public comment while FTA is forming the program?

Yes. FTA will solicit public input as it develops guidance for the JARC program. There will also be a notice and comment period in the spring of 2006, during which individuals and organizations may comment on FTA's proposed circular.

8. How are JARC-funded services required to be coordinated with other human services transportation programs?

All projects funded through the New Freedom program, JARC, and the Elderly Individuals and Individuals with Disabilities program must be derived from a coordinated plan. For more information on coordinated planning, see FTA's "Frequently Asked Questions: Coordinated Human Services Transportation Planning Provisions."

9. Will FTA be publishing New Freedom and JARC amounts in the Federal Register for all the small urbanized areas in each State as well as for the urbanized areas over 200,000 and for rural areas?

FTA will publish the amounts apportioned directly to urbanized areas over 200,000 for the New Freedom and JARC programs in the Federal Register Notice of apportionments and allocations for FY 2006. FTA will publish the total amount apportioned to each State for urbanized areas smaller than 200,000 and the total amount for rural areas. Each State will allocate funds for projects in these areas based on a competitive selection process. Solely for informational purposes, FTA posted on its website the amounts attributable to each small urbanized area based on formula factors, but in the Federal Register Notice of Apportionments FTA will publish the total amount apportioned to the State for all small urbanized areas.

10. When will FTA have JARC program guidance available?

FTA is working to develop guidance for the JARC program by the end of spring in 2006. However, interim guidance for the administration of the program in FY 2006 was published in a Federal Register notice. FTA is now seeking input from stakeholders to develop the public transit-human services transportation plans that will be required prior to receiving funds in FY 2007. The guidance will be put out for public review and comment before being finalized.

11. What happens to urban areas over 200,000 that may not use their JARC funding but do not have a roll-over provision?

Funds cannot be transferred simply to augment the urbanized or non-urbanized formula program. The purpose of this restriction is to ensure that all JARC funds are used for the intended purpose: to assist low-income individuals with access to jobs, while streamlining grant administration.

The designated recipient in a large urbanized area under Section 5307 is responsible, in cooperation with the MPO, for soliciting applications in a competitive selection process. Projects selected must be derived from a coordinated plan. The statutory provision that funds be apportioned directly to large urbanized areas assumes that there is a need for job access

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projects in every such area, but does not require that the transit authority provide all JARC services. Eligible sub-recipients include State and local governmental authorities, nonprofit organizations, and operators of public transportation services. The locally developed plan will identify service gaps and a strategy for meeting the needs. The transfer provisions in JARC allow the transfer of the funds by the State to 5307 or 5311, but only for the purpose of eligible selected JARC projects.

12. Does SAFETEA-LU make ADA vehicles under JARC and New Freedom eligible for the 83 percent Federal participation ratio?

Yes. Because JARC and New Freedom are now part of Chapter 53 of Title 49, the provisions of Section 5323(i) apply to these programs. Because JARC was established outside Chapter 53 of Title 49 under TEA-21 and not codified in Chapter 53 until SAFETEA-LU, Section 5323(i) did not previously apply to JARC. Further, in TEA-21 all JARC grants (both capital and operating) had a 50 percent Federal share.

In SAFETEA-LU, Section 5323(i) was amended to include ADA and Clean Fuel related facilities, not just equipment, as eligible for 90 percent Federal funding. The higher share applies only to the incremental costs related to ADA or to Clean Air Act (CAA) compliance, not to the entire piece of equipment or facility. For administrative convenience, FTA calculated a "blended" share of 83 percent for a bus meeting ADA or CAA requirements (counting 90 percent for the portion attributable to these requirements). FTA expects that a bus facility that has a portion devoted to meeting Clean Fuel requirements would have that portion of the facility funded at 90 percent, with the remainder funded at 80 percent. FTA does not expect to establish a blended share for ADA or Clean Fuel facilities, since those projects are likely to be so varied that a single blended share would not be appropriate.

13. Now that the JARC program is formularized, can you explain why Section 5307 small urbanized areas have to apply to the State for these funds instead of applying for them directly as they currently do?

Under SAFETEA-LU, the State is responsible for soliciting applications and selecting projects derived from locally developed, coordinated public transit-human services transportation plans ("coordinated plans"). Once projects have been selected, however, funds can be transferred to the Section 5307 program so that small urbanized areas can apply directly to FTA for the grant, rather than receiving funds as a sub-recipient of the State.

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APPENDIX B

Frequently Asked Questions: New Freedom Program

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FREQUENTLY ASKED QUESTIONS
New Freedom Program Provisions of SAFETEA-LU

1. What is the purpose of the New Freedom Program?

The purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). The program will provide additional tools to overcome barriers facing Americans with disabilities who want to participate fully in society.

2. What level of funding is available for the program?

A total of $339 million is available for the program from FY 2006 to FY 2009, starting at $78 million in FY 2006 and rising to $92.5 million in FY 2009.

3. How are funds allocated?

Funds are formula apportioned based on the population of persons with disabilities. On a national basis, 60 percent of the funds go to designated recipients in urbanized areas over 200,000 in population; 20 percent go to States for urbanized areas between 50,000 and 200,000, and 20 percent go to States for non-urbanized areas.

Fund recipients must solicit applications and make competitive selections based on requirements established by the recipient that are consistent with Federal eligibility.

States may transfer funds to FTA's urbanized or non-urbanized area programs so long as funds are used for eligible projects selected under the New Freedom Program. This transfer provision aims to ease the administrative burden for grantees that may get funding under another FTA program by allowing them to submit one grant application for both programs. The transfer provision also relieves State departments of transportation from oversight of small urbanized areas.

States that transfer funds to Section 5307 (Urbanized Area Formula Grant program) must certify that New Freedom projects have been coordinated with nonprofit providers.

4. How may funds be used?

Funds may be used for capital expenses with Federal funds provided for up to 80 percent of the cost of the project, or operating expenses with Federal funds provided for up to 50 percent of the cost of the project.

All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a "coordinated plan").

The coordinated plan must be developed through a process that includes representatives of public, private, and nonprofit transportation and human service providers and participation from the public.

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There is no limit on the level of funds that can be used for operating expenses.

A designated recipient or State may use up to ten percent of the funds made available under the New Freedom program for planning, administration and technical assistance.

The match for FTA funds can come from Federal sources outside of the Department of Transportation that allow their funds to be used for transportation, such as the Department of Health and Human Services.

5. What types of projects may be funded under the program?

The program funds public transportation services and alternatives, beyond those required by the ADA, that assist individuals with disabilities. Conference Report language gives examples of projects and activities that might be funded under the program. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.[1]
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting volunteer driver and aide programs.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

6. What Federal requirements apply to the program?

The requirements of Section 5310 (Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities) apply, to the extent that the Secretary of Transportation deems appropriate.

7. How does FTA define "beyond the ADA"?

The ADA and the U.S. Department of Transportation implementing regulations (49 CFR Parts 27, 37 & 38) contain specific requirements for making transportation systems and services accessible to persons with disabilities. The New Freedom program is intended to fund transportation services that are outside of those already required for individuals with disabilities under the ADA. FTA is interested in public comment on how best to provide guidance while maintaining flexibility.

[1] NOTE: The ADA requires that any alterations or renovations to an existing facility must be accessible, whether it is a key station or not. See 49 CFR 37.43. FTA seeks comment on how to define accessibility improvements that would be beyond the scope of the ADA for purposes of the New Freedom Program.

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8. How are New Freedom-funded services required to be coordinated with other human services transportation programs?

All projects funded through the New Freedom program, the Job Access and Reverse Commute program, and the Elderly Individuals and Individuals with Disabilities program must be derived from a coordinated plan. For more information on coordinated plans, see FTA's "Frequently Asked Questions: Coordinated Human Services Transportation Planning Provisions of SAFETEA-LU."

9. Will FTA be publishing amounts in the Federal Register for specific small urbanized areas?

When FTA issues the Federal Register Notice of apportionments and allocations for FY 2006, it will publish the total amounts apportioned to each state for urbanized areas smaller than 200,000 and for rural areas. These funds are not entitlements to individual localities. Each State will allocate the funds for projects in these areas based on a competitive selection process using criteria established by the State that are consistent with program objectives and Federal requirements. For information purposes only, the SAFETEA-LU tables posted on FTA's website include amounts attributable to each small urbanized area based on the formula factors. In the Federal Register Notice of apportionments, however, FTA will publish only the total amount apportioned to the State for all small urbanized and rural areas.

10. When will FTA issue guidance regarding the New Freedom program?

FTA is currently soliciting input and comments from the public on implementation strategies for the New Freedom Program. Once this process is complete a circular will be developed that outlines the guidelines for the program. The proposed circular will be open for public comment before it is finalized.

In addition, FTA published a Federal Register Notice on November 30, 2005 that includes interim guidance for implementing the program in FY 2006. FTA is soliciting public comment on this notice.

11. Will the public have opportunities for comment during the development of the New Freedom program?

FTA is conducting several listening sessions with stakeholders to gather input. In addition, FTA is collecting public comment on the Federal Register Notice published November 30, 2005. Finally, FTA will release a draft circular for public comment, and review all comments before issuing a final circular.

12. Is the formula used to apportion New Freedom funds strictly based on the population of persons with disabilities, or will it also consider the elderly population, which has many of the same mobility needs?

The New Freedom formula is based on the ratio of individuals with disabilities in an area to the total population of individuals with disabilities in the corresponding category (non urbanized, urbanized area less than 200,000 in population and urbanized area greater than 200,000 in

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population.) The census data used for individuals with disabilities includes elderly individuals with disabilities.

13. What level of matching funds will be required under the New Freedom program?

New Freedom funds can fund 80 percent of capital expenses, 50 percent of operating expenses, and 100 percent of the up to 10 percent of the apportionment available for administration, planning, and technical assistance. The remainder of the net project costs can come from other non-Department of Transportation Federal funds eligible for transportation projects, as well as local contributions and contract revenue.

14. Will projects funded by the New Freedom program be required to comply with the Americans with Disabilities Act?

Yes, projects funded must be in compliance with the ADA.

15. Will the ADA definition of "disability" apply to the New Freedom program?

The ADA uses a functional definition of "disability;" it refers to any physical or mental impairment that substantially limits one or more of an individual's major life activities, such as performing manual tasks, seeing, hearing, speaking, breathing, learning, and working. It is not based on specific medical diagnoses; any condition that meets these criteria is a disability.

FTA is interested in public comment, however, on whether New Freedom Program funding may be used to fund activities such as paratransit service provided to individuals with disabilities who do not meet the eligibility criteria found in 49 CFR 37.123.

16. Is the New Freedom program primarily a work related program?

According to the Conference Report, the New Freedom program is intended to address barriers facing Americans with disabilities, who seek integration into the workforce and full participation in society. Hence, the New Freedom program includes but is not limited to work-related transportation.

17. How will FTA ensure consistency in the interpretation of ADA requirements?

FTA will ensure consistent interpretation of and compliance with ADA requirements just as it does with all Federal requirements. FTA's two major oversight mechanisms are: the Triennial Reviews of grantees receiving Section 5307 Urbanized Area Formula Grants; and State Management Reviews of grantees receiving FTA funds for State-managed programs. In addition to these oversight reviews, FTA conducts oversight reviews in specific areas when the grantee is either participating in a special program or is at-risk or out of compliance in a specific area (including civil rights).

FTA is also represented on the Department's Disability Law Coordinating Council (DLCC), a mechanism established by the Secretary to ensure consistency throughout the Department in interpretations and guidance involving the ADA and other disability-related statutes and regulations.

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18. Suppose an area wants to work with a local cab company to get accessible cabs (i.e., "beyond" ADA). Can these vehicles then also be used as part of the basic complementary paratransit service, or are they restricted to "beyond"?

As long as the primary purpose of the New Freedom program grant is to develop more accessible taxicab service within a locality to meet a variety of transportation needs for persons with disabilities, vehicles may be used incidentally to integrate ADA-complementary paratransit trips within conventional taxi services. However, vehicles may not be used primarily to meet ADA-complementary paratransit needs.

19. Can New Freedom money be used to update or renovate the transit system's or a contractor's facilities to make them more accessible for current or potential employees with disabilities?

No. The New Freedom Program is intended (49 U.S.C. 5317(b)(1)) to provide "new public transportation services and public transportation alternatives" that assist persons with disabilities with transportation. Improvements to agency facilities for the benefit of agency employees do not meet this definition.

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APPENDIX C

Self-Assessment Tool for Communities

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A FRAMEWORK FOR ACTION

BUILDING THE FULLY COORDINATED TRANSPORTATION SYSTEM

A Self Assessment Tool for Communities

A SELF ASSESSMENT TOOL FOR COMMUNITIES

Section 1: Making Things Happen by Working Together

Driving Factor Individuals and organizations are catalysts for envisioning, organizing, and sustaining a coordinated system that provides mobility and access to transportation for all.

1 Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?

Decision Helpers

- Leaders in human services agencies and public transportation have acknowledged that the existing network of transportation services is not yet sufficiently efficient, cost effective, or flexible enough to meet the mobility needs of people in the community or region.
- A clear and inspiring vision statement for improved service and resource management through coordination is supported by all partners and is regularly revisited to ensure its vitality.
- The vision drives planning and action.

Using Decision Helpers

Circle statements that apply to your situation to help determine your progress. The more positive statements that you can identify describing your system will indicate that a higher rating is appropriate.

Progress Rating

Circle one rating that best describes your program

2 Is a governing framework in place that brings together providers, agencies, and consumers? Are there clear guidelines that all embrace?

Decision Helpers

- A shared decision-making body such as a coalition, lead agency, advisory board, and/or working group is taking a leadership role.
- The shared decision-making body includes public and private transportation providers, non-profit human services agencies, health providers, employment providers, and consumers.
- Those at the table are clear about and comfortable with the decision-making process, whether it is based on consensus or majority rule.
- Roles and responsibilities are outlined in a formal, written agreement.
- The shared decision-making group communicates effectively with those not at the table.
- The group meets regularly, establishes strategic and measurable goals and objectives, follows a work plan, and regularly evaluates its progress and performance.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

3 Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?

Decision Helpers

- The shared decision-making body covers an appropriate area, such as a region, and maintains collaborative working relationships with neighboring areas and with human service and state transportation agencies.
- The relationships are used to address service issues such as ensuring transportation services can cross jurisdictional boundaries, customers have access to easy transfer points, and that service is provided to individuals where transportation gaps exist or when people are too frail to use public transportation.
- The relationships are also used to work on policy and financial issues to create a framework that enhances coordination.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

4 Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?

Decision Helpers

- The shared decision-making body has sustained support for coordination by calculating and communicating the specific benefits to community stakeholders.
- Elected officials, agency administrators, and community leaders have been active in coordinated transportation services planning.
- It is widely recognized and accepted that transportation must be integrated into community initiatives related to aging, disability, job training, health care, and services to low-income persons.
- Community leaders provide sufficient staff and budget and provide leadership on policy initiatives to support coordination efforts.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

5 Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

Decision Helpers

- Participation in and budget support for coordination initiatives are regularly increasing.
- Agencies are actively working together to ensure that service information, routes, and vehicles are coordinated; funding deployment is coordinated; and policies allow for better resource management and increased ridership.
- Momentum has been maintained even through difficult events such as budget crises and changes in leadership.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

EVALUATION

Section 1

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Making Things Happen by Working Together* is:

Needs to Begin Needs Significant Action Needs Action Done Well

Notes: _____

Section 2: Taking Stock of Community Needs and Moving Forward

Driving Factor

A completed and regularly updated community transportation assessment process identifies assets, expenditures, services provided, duplication of services, specific mobility needs of the various target populations, and opportunities for improvement. It assesses the capacity of human service agencies to coordinate transportation services. The assessment process is used for planning and action.

6 Is there an inventory of community transportation resources and programs that fund transportation services?

Decision Helpers

- All entities in the region that buy, sell, or use transportation services have been identified.
- The inventory encompasses public transit systems, community non-profits, churches, schools, and private providers such as taxis.
- Transportation services provided by different federally funded programs such as Meals on Wheels, Medicaid, Head Start, Vocational Rehab Services, Independent Living Programs, employment services, and other programs have been identified and their scope of services catalogued.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

7 Is there a process for identifying duplication of services, underused assets, and service gaps?

Decision Helpers

- All entities providing transportation service in the region have been surveyed and information has been collected on geographic areas serviced, spending for transportation, types and number of trips provided, hours of operation, cost per trip, sources of funds, number and types of vehicles, number of trips per day/hour, and type of maintenance.
- Agencies providing travel training and eligibility assessments have been identified.
- The data has been analyzed to assess service duplication, underutilized assets, and inefficient service delivery.
- The data and the analysis have been shared with the decision–making body, community leaders, and others to drive and enhance coordination efforts.
- The data is regularly updated to ensure its ongoing value.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

8 Are the specific transportation needs of various target populations well documented?

Decision Helpers

- Information and data that outlines the needs and expectations of individuals with disabilities, older adults, youth, job seekers and persons with low-incomes has been collected.
- Non-users of transit have been asked through surveys, focus groups, or similar means to identify what characteristics would make transit an attractive choice.
- Major health and human service agencies have been asked through surveys, focus groups, or similar means to articulate what would motivate their clients to ride public transit.
- The data has been analyzed and used by the shared decision-making body to drive the coordination planning process.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

9 Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/or reduce costs?

Decision Helpers

- The current use of transportation technology by transportation providers, service agencies, and advocacy groups for scheduling, dispatching, reservations, billing, and reporting has been assessed.
- Research has been conducted on ways in which investments in transportation technology can improve services and/or reduce costs.
- The survey and research data has guided decision making about adopting new technologies.
- The local provider is investigating ways, such as pooled acquisition, to help transportation providers, service agencies, and advocacy groups acquire transportation services technology.
- Ongoing discussions about using technology for coordinated transportation are conducted among providers and client agencies through list serves, face-to-face forums, and other means.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

10 Are transportation line items included in the annual budgets for all human service programs that provide transportation services?

Decision Helpers

- Each human services agency participating in transportation coordination has listed transportation costs as a separate item in its budget to facilitate a strategic planning process for transportation services.
- These agencies have completed an analysis of how improved coordination can extend their current transportation resources and/or reduce the amount of funds spent on transportation.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

11 Have transportation users and other stakeholders participated in the community transportation assessment process?

Decision Helpers

- Stakeholder groups throughout the community have been systematically included in the assessment process through meetings, surveys, focus groups, and other means.
- Customers representing people with disabilities, older adults, and low-income populations serve on work groups and are actively engaged in the assessment and planning process.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

12 Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?

Decision Helpers

- A regularly updated strategic plan or similar document has tangible goals and objectives, timelines, and methods for measuring performance and evaluating benefits.
- The mission and program goals are sufficiently long-range, comprehensive, and compelling to transcend changes in leadership or circumstances, conflicts over power and control of resources, and competing goals or personalities.
- Priorities for coordinating transportation services and a strategic action plan for achieving them were developed through open and informed discussions among all stakeholders.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

13 Is clear data systematically gathered on core performance issues such as cost per delivered trip, rider ship, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?

Decision Helpers

- Operations planning and service planning are priorities in our system.
- Data in core performance areas is collected, disseminated, and analyzed.
- In addition to typical reviews, there are efforts to lower costs and improve performance through exploring new and creative means to provide services.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

14 Is the plan for human services transportation coordination linked to and supported by other state and local plans such as the Regional Transportation Plan or State Transportation Improvement Plan?

Decision Helpers

- Human service agency representatives participate in transportation planning together with metropolitan or rural planning organizations, taking full advantage of their resources and coordination expertise.
- The cross-participation has created a set of mutually supportive and linked plans that actively strengthen coordination efforts.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

15 Is data being collected on the benefits of coordination? Are the results communicated strategically?

Decision Helpers

- To maintain support for transportation coordination, the benefits of coordination are routinely documented and communicated to community leaders and the public.
- The number of individuals that receive transportation services, the types of services they receive, and the costs associated with those services are all tracked.
- There is also a focus on collecting information on the economic and quality of life benefits of connecting people to jobs, health care, education, training, and social support networks.
- The results are regularly published and disseminated for community members, elected officials, and agency leadership.
- Presentations are made throughout the year at local committee meetings to help agencies and organizations recognize the needs and the opportunities for coordinated transportation services.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

EVALUATION

Section 2

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Taking Stock of Community Needs and Moving Forward* is:

Needs to Begin Needs Significant Action Needs Action Done Well

Notes: _____

Section 3: Putting Customers First

Driving Factor Customers, including people with disabilities, older adults, and low-income riders, have a convenient and accessible means of accessing information about transportation services. They are regularly engaged in the evaluation of services and identification of needs.

16 Does the transportation system have an array of user-friendly and accessible information sources?

Decision Helpers

- Information about transportation services and options is easy to obtain in the community.
- There is a "one-stop" resource such as a toll-free number or a Web site where consumers can obtain information about service and schedules and make reservations regardless of provider.
- There are "mobility managers" within human service agencies who advise their clients about transportation options.
- Information is accessible and can be obtained in electronic, Braille, or large-print formats.
- Customer representatives are available to assist first time users or people needing extra help.
- The system is designed for the general public as well as for people with special needs and clients of human service agencies.
- Technology is used effectively to enable and support information systems.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

17 Are travel training and consumer education programs available on an ongoing basis?

Decision Helpers

- Persons with disabilities and others can avail themselves of travel training programs to learn how to safely ride public transportation.
- There are transitional programs for older adults and others that help individuals recognize and feel comfortable with alternative transportation options if and when they are not able to drive a car.
- Consumer education programs are available to help new or potential riders learn how to use the system, including learning how to read a schedule, how to identify the bus number, how to pay the fare, where to wait for the bus, and other key skills.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

18 Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?

Decision Helpers

- Regardless of the funding source for each particular trip, the customer or client uses the same payment mechanism each time.
- If there is a fixed route system, a transit pass has been implemented to encourage riders to choose lower-cost fixed route services. The billing process is transparent to the consumer.
- The seamless payment system enables customers to choose appropriate cost-effective transportation services.
- These payment systems may include universal payment cards, fare cards, and similar mechanisms.
- Up-to-date technology is being used to support and manage this system.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

19 Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?

Decision Helpers

- Customer input was gathered during the planning and needs assessment process through town meetings, surveys, focus groups, or similar means.
- Consumer representatives are active members of advisory and other work groups. In addition, a customer service-monitoring program provides information for a yearly "report card" or similar status report.
- Customers are encouraged to submit suggestions, complaints, and compliments. Actions are taken on complaints within 24 hours of receiving them.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

20 Are marketing and communications programs used to build awareness and encourage greater use of the services?

Decision Helpers

- There are active marketing and communications programs that promote the ease and accessibility of coordinated transportation services.
- The programs use an array of media such as direct marketing, public service announcements, advertisements in local newspapers, and articles and notices in newsletters of various community organizations.
- Information is also disseminated through human service agencies, employment specialists, health care providers, and civic organizations and churches.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

EVALUATION

Section 3

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Putting Customers First* is:

Needs to Begin Needs Significant Action Needs Action Done Well

Notes:

Section 4: Adapting Funding for Greater Mobility

Driving Factor

Innovative accounting procedures are often employed to support transportation services by combining various state, federal, and local funds. This strategy creates customer friendly payment systems while maintaining consistent reporting and accounting procedures across programs.

21 Is there a strategy for systematic tracking of financial data across programs?

Decision Helpers

- Systems have been created to enable the tracking and sharing of financial data across programs.
- Participating agencies have agreed on common measurements and definitions to support the tracking system.
- Up-to-date technology is being used to support and manage this system.

Progress Rating

Circle one rating that best describes your program

22 Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?

Decision Helpers

- A technology interface has been implemented that allows transportation providers to track clients from multiple agencies and funding sources and submit both the report and the bill electronically to the appropriate agency.
- The system effectively supports grant monitoring and reporting requirements.

Progress Rating

Circle one rating that best describes your program

EVALUATION

Section 4

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Adapting Funding for Greater Mobility* is:

Needs to Begin

Needs Significant Action

Needs Action

Done Well

Notes:

A SELF ASSESSMENT TOOL FOR COMMUNITIES

Section 5: Moving People Efficiently

Driving Factor Multimodal and multi-provider transportation networks are being created that are seamless for the customer but operationally and organizationally sound for the providers.

23 Has an arrangement among diverse transportation providers been created to offer flexible services that are seamless to customers?

Decision Helpers

- A system to coordinate numerous transportation providers, such as a brokerage, has been established.
- Providers, such as public transit agencies, taxi and other private paratransit operators, school transportation operators, nonprofit faith and community based organizations, and human service non-profit agencies, are systematically engaged and blended with informal transportation providers (recognizing that the most cost effective travel for some may be paying a neighbor for mileage) to create an array of flexible services for the customer.
- The "broker" identifies the most cost effective transportation provider appropriate to the client's needs, schedules the trip, dispatches the services, bills the appropriate funding source, and tracks the utilization and data associated with the trips.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

24 Are support services coordinated to lower costs and ease management burdens?

Decision Helpers

- Systematic studies have been completed in our communities which have led to the coordination of essential support services for transportation providers.
- These may include joint purchasing and/or leasing of equipment and facilities; shared maintenance facilities; maintaining a single phone number for customers; maintaining a shared internet information system; using a single or coordinated fare mechanism; sustaining coordinated reservation, dispatching, scheduling, and payment systems; or establishing a single entity to provide human service transportation to all participating human service agencies.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

25 Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?

Decision Helpers

- Agency case managers and mobility managers find it easy to schedule regular and one-time trips for their clients through a centralized dispatch system or a similar mechanism appropriate to your locale.
- Agency clients and the general public can easily schedule trips using the dispatch system.
- The dispatchers can help agencies and individuals wisely choose from available transportation alternatives.
- There are also mechanisms, such as transit passes, to reduce dependency on individualized services.
- Technology is used to enhance overall dispatch services, including communication with drivers and passengers, scheduling and mapping routes, locating vehicles, and other critical aspects.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

26 Have facilities been located to promote safe, seamless, and cost-effective transportation services?

Decision Helpers

- Location decisions for common destinations such as the offices where clients are served have taken transportation issues into account.
- Services are co-located or near to each other to reduce transportation needs.
- Pickup locations, which can be used by any transportation provider, are safe and accessible.

Progress Rating

Circle one rating that best describes your program

Needs to Begin Needs Significant Action Needs Action Done Well

EVALUATION

Section 5

Evaluation: After reviewing each of the questions and assessing our progress, my overall evaluation of how well we are doing in the area of *Moving People Efficiently* is:

Needs to Begin

Needs Significant Action

Needs Action

Done Well

Notes:

FRAMEWORK FOR ACTION:

OVERALL COMMUNITY SELF-ASSESSMENT

You have completed Step 1 of the Community Self-Assessment. The five sections highlighted in the questionnaire represent the core elements of building a fully coordinated transportation system.

This questionnaire was designed to help you see the big picture of your community's overall progress. Take a moment to review the evaluations you made at the end of each section and make a note of them on this page. By doing so, you will create an at-a-glance summary of your individual assessment that identifies areas where your system is working well and areas that can be improved.

Section 1 Making Things Happen by Working Together

Needs to Begin Needs Significant Action Needs Action Done Well

Section 2 Taking Stock of Community Needs and Moving Forward

Needs to Begin Needs Significant Action Needs Action Done Well

Section 3 Putting Customers First

Needs to Begin Needs Significant Action Needs Action Done Well

Section 4 Adapting Funding for Greater Mobility

Needs to Begin Needs Significant Action Needs Action Done Well

Section 5 Moving People Efficiently

Needs to Begin Needs Significant Action Needs Action Done Well

Notes: _____

Next Steps

The next step of the assessment process is to share and discuss your evaluations with your partners. A group leader who can guide the next steps of the assessment and action planning process will facilitate the meeting. The goal of the meeting will be to clarify the results of the assessments as a group, establish priorities, and develop an action plan. The next steps will involve implementing the actions and moving you further down the road to a fully coordinated transportation system.

APPENDIX D

Community Self-Assessment Supplement

FINAL DRAFT

FRAMEWORK FOR ACTION: Supplement to Community Self-Assessment

GAPS IN MOBILITY

In addition to the issues considered in the five sections of the Community Self-Assessment, it is important to consider the specific mobility obstacles related to aging, disability, job training, health care, and services to low-income persons.

Please consider the following obstacles (listed by category) to meeting mobility needs:

Coordination

Inter-community trips_____

Inter-agency trips_____

Services

Locations under-served _____

Times of day_____

Days of week_____

Service quality_____

Special needs of the populations that would benefit from the service_____

Purpose of Trips_____

Price/Payment

Cost_____

Customers' Ease of payment_____

Information Resources

Availability of information_____

Format of information_____

Understandability of information_____

Training

For users_____

For operators_____

FINAL DRAFT

FRAMEWORK FOR ACTION: Supplement to Community Self-Assessment

OTHER THOUGHTS, IDEAS, OR COMMENTS

If you have other ideas that don't seem to fit the Community Self-Assessment, please share them in the space below.

FINAL DRAFT

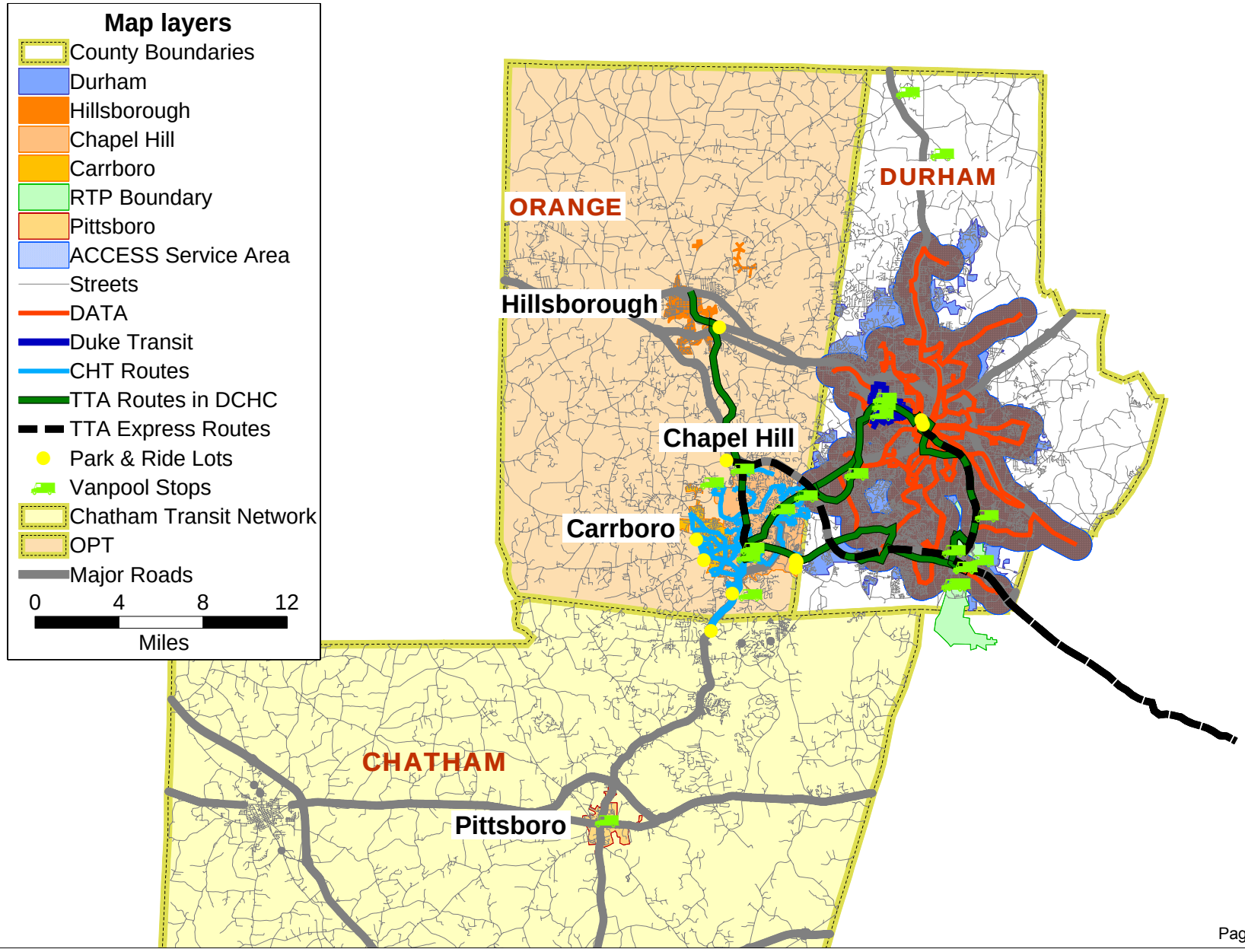
APPENDIX E

Maps of Service Availability by Day of Week and Time of Day

FINAL DRAFT

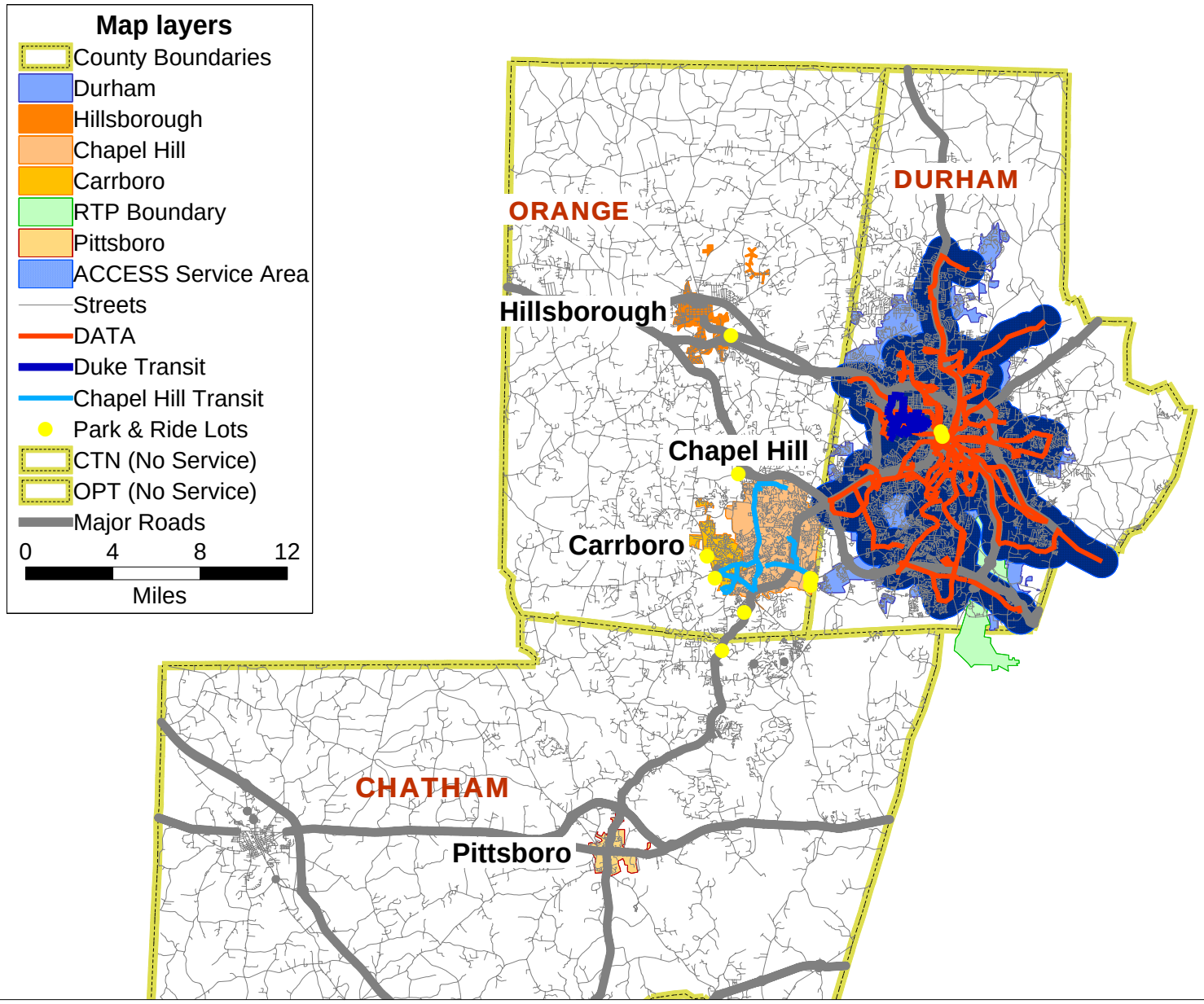
Public and Human Services Transportation

Weekdays (Daytime)



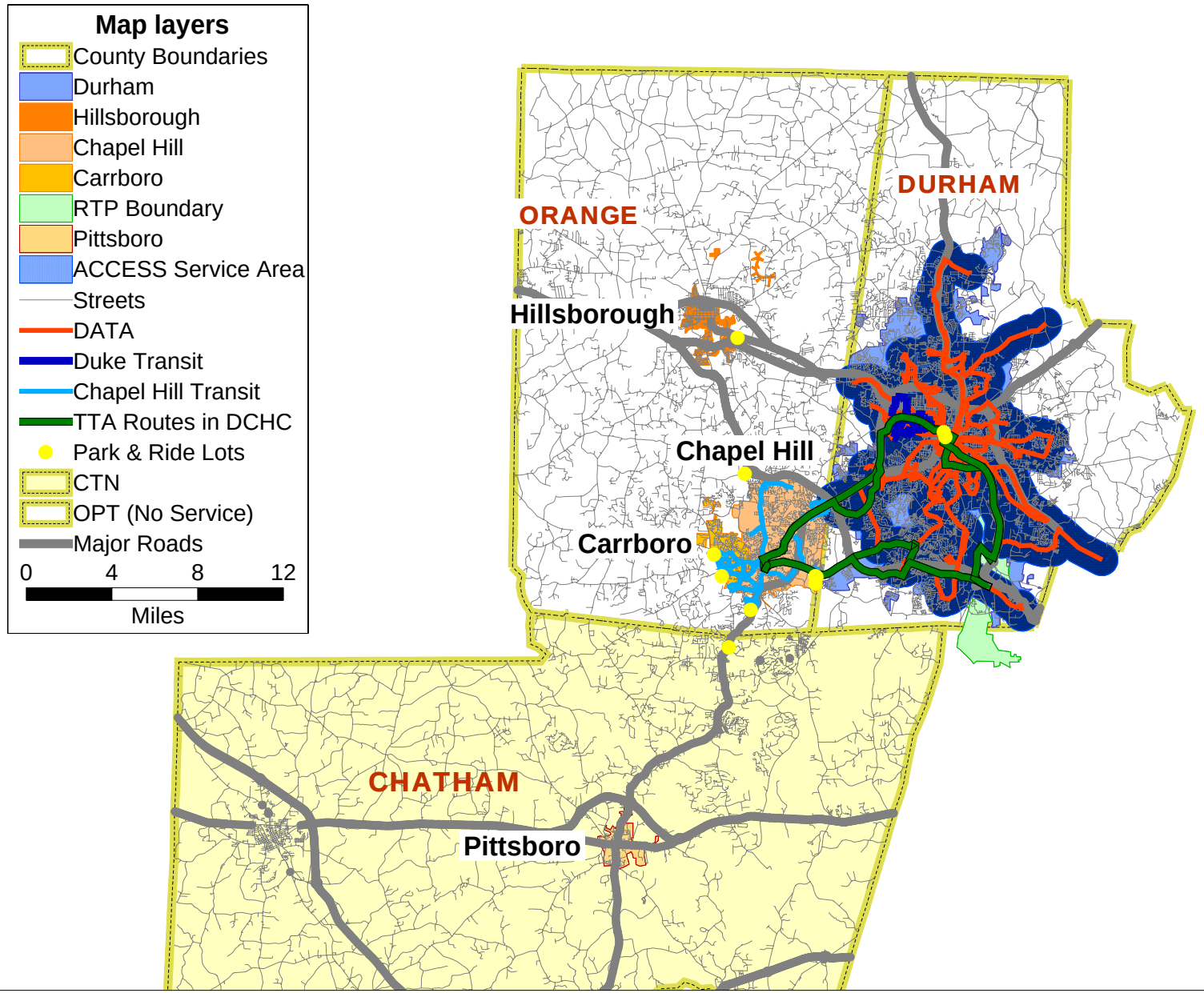
Public and Human Services Transportation

Weekdays (Night 10pm - midnight)



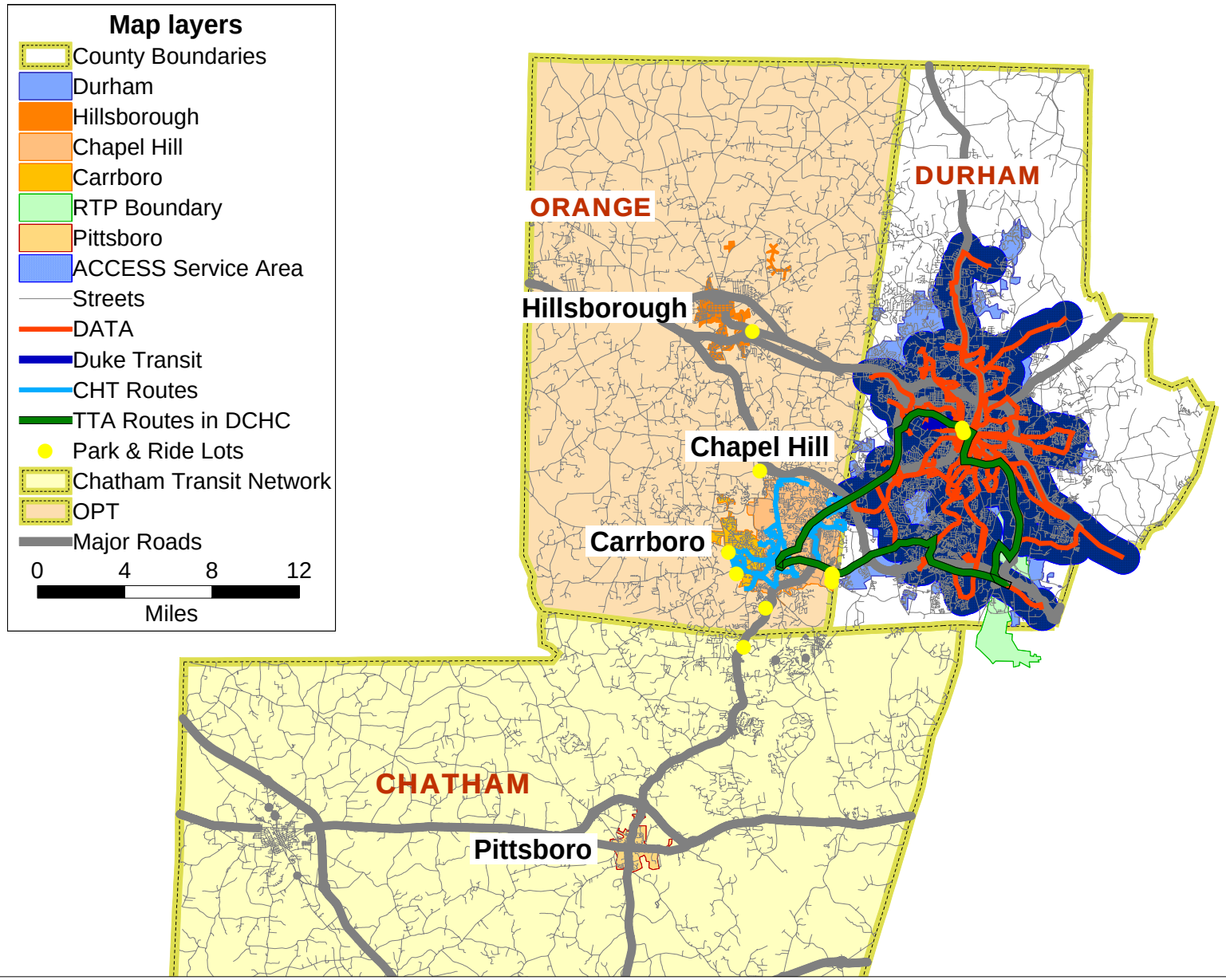
Public and Human Services Transportation

Weekdays (Evening)



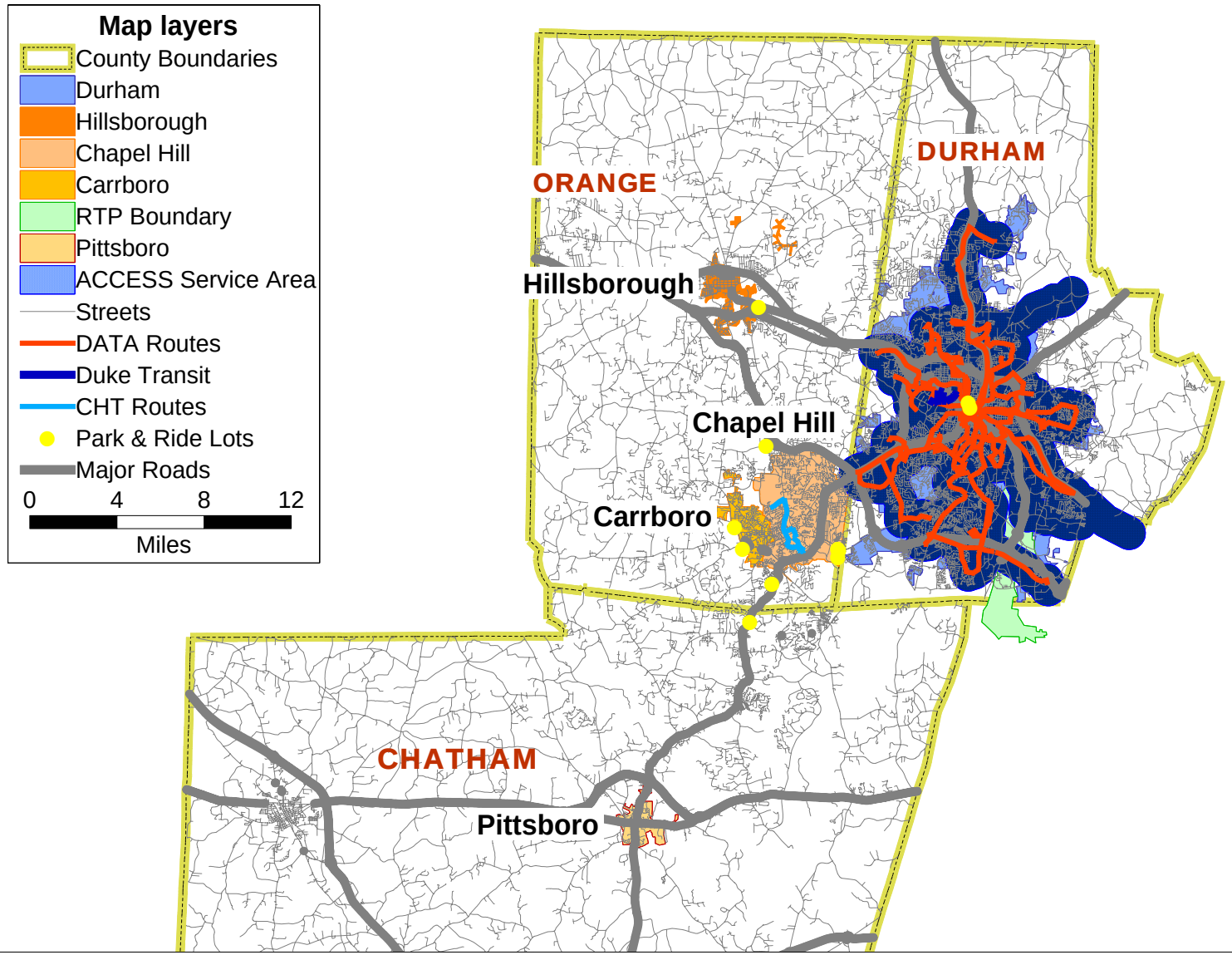
Public and Human Service Transportation

Saturday



Public and Human Service Transportation

Sunday



APPENDIX F

Overview of Eligibility Requirements for ADA Paratransit, Community Transportation Demand-response, and Contract-based Services

FINAL DRAFT

DCHC Coordinated Public Transportation – Human Services Transportation Plan

Overview of Eligibility Requirements

Urban Public Transportation Paratransit Services

Chapel Hill Transit / EZ Rider - EZ Rider is a special service which uses vehicles equipped with lifts to transport individuals with mobility limitations that prevent them from using Chapel Hill Transit's fixed-route bus service. A physician of the patron must complete an EZ Rider Certification Form. The rider must be able to meet the driver at his/her door. No more than four grocery size bags are allowed per trip. For trips scheduled the same days and times each week, subscription service is available for up to 6 months at a time. The Certification Form is available at www.townofchapelhill.org

DATA ACCESS – DATA ACCESS is the ADA paratransit service for the City of Durham. Only riders who meet the criteria specified by the ADA and who have been certified as eligible can use DATA ACCESS. Individuals do not qualify automatically simply because they have a disability or on the basis of age. Eligibility is based on a person's functional limitations. DATA ACCESS provides curb-to-curb transportation service for eligible riders. DATA ACCESS operates service to all locations within the City of Durham and to any location outside the City that is within ¾ mile of a DATA fixed-route. Personal interviews are required and the entire review process generally takes up to 21 days. Notifications of eligibility are mailed**.** ACCESS application is available online http://data.durhamnc.gov.

TTA Paratransit Service -The Triangle Transit Authority's (TTA) paratransit system operates in accordance with the Americans with Disabilities Act and is designed to serve individuals whose disabling conditions or functional limitations prevent them from using TTA fixed route services. The program allows eligible users to ride in TTA lift-equipped vans or designated taxis for trips served by TTA routes 105, 107, 402, 403, 412, 413, and all shuttles. Trips must begin and end within ¾ mile of these fixed routes. Rides need to be reserved at least one day in advance. Service is provided for all types of trips, including medical, shopping, and personal travel. Personal interviews are required and the entire review process is completed within 21 days. Notifications of eligibility are mailed**.** Applications are available online www.ridetta.org

Community Transportation Demand Response/Rural General Public Services

Orange Public Transportation – Provided on a "seats available" basis. Service is available to any resident living within Orange County but outside of the Chapel Hill and Carrboro town limits. Demand response trips must be arranged 24 hours in advance. OPT also offers fixed route and deviated fixed route service to the general public.

Chatham Transit Network – Provided on a "seats available" basis. Service is available to any resident of Chatham County. General public service is available on all routes which can deviate up to 2.5 miles for a general public passenger. Trip reservations should be made 24 hours in advance. Same day service is available in Siler City and Pittsboro.

Durham County ACCESS- Currently all services are by subscription or demand response but plans are in progress to initiate routes to rural portions of Durham County. Currently routes follow DATA ACCESS routes. Demand response trips are provided on a "seats available" basis. Riders must have an expressed needed for transportation, live within Durham City or County and trips have to be arranged by 1pm on the day prior to the planned trip.

Community Transportation Services for Agency Clients

Orange Public Transportation – Contract Community Service agency determines passenger eligibility.

Chatham Transit Network - Contract Community Service agency determines passenger eligibility.

Durham County ACCESS - Contract Community Service agency determines passenger eligibility.

APPENDIX G

Overview of Technologies Available to Improve Coordination of Transportation

FINAL DRAFT

DCHC Coordinated Public Transportation – Human Services Transportation Plan

Overview of Public Transportation Technologies

Automated Voice Annunciation Systems
This technology provides automated audible and visible announcements at key stops.

Chapel Hill Transit – 30 buses have equipment, bus replacements in 2008 will have equipment
DATA– Available on all buses
Triangle Transit Authority (TTA) – Not currently on buses, scheduled for implementation on 26 buses in 2008-2009 and with all vehicle replacements starting in 2009
Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – Not currently on vehicles. Not aware of technology implementation on demand-responsive services
Durham County ACCESS – Not available
OPT – Not available
Chatham Transit Network – Not available

Electronic Fare Payment
A regional study in 2002 determined that Triangle ridership was not yet high enough to warrant the costs of a SmartCard fare system. All agencies committed to revisit the issue in the future.

Chapel Hill Transit – Fare free system; all buses have electronic fareboxes/magnet card readers
DATA– Jointly bought electronic validating fareboxes/magnetic card readers with TTA and CAT
TTA – Jointly bought electronic validating fareboxes/magnetic card readers with TTA and CAT
Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – Not available
Durham County ACCESS – Not currently on vehicles
OPT – Not currently on vehicles
Chatham Transit Network – Not currently on vehicles

Low-Floor Buses
Chapel Hill Transit – Ordered low-floor buses for delivery in 2008
DATA – Entire fleet is low-floor buses
TTA – Deciding in Spring about bus replacement specifications
Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – Low floor is not available in vans
OPT – Does not currently have low-floor vehicles
Chatham Transit Network – Does not currently have low-floor vehicles

Computer-Aided Dispatching Software
This software provides assistance to the dispatcher of demand-responsive services in making schedules for the drivers and pairing trips to be as efficient as possible.

Chapel Hill Transit EZ Rider – uses software made by Strategen
DATA ACCESS – the contractor uses proprietary software
TTA – together with Raleigh, purchasing software made by Trapeze
Durham ACCESS – the contractor uses proprietary software
OPT – not currently using computer-aided dispatching
Chatham Transit Network – not currently using computer-aided dispatching

Automatic Vehicle Location/Mobile Data Terminal (MDTs) System
This technology provides real-time information about a vehicle's location. The location information can be provided to dispatchers and/or to the public.

Chapel Hill Transit – Since September, all vehicles have AVL
DATA – Not currently on buses
TTA – AVL system is on all buses, provided to dispatchers only
Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – All use MDT's, but not AVL
OPT – Not currently on buses
Chatham Transit Network – Not currently on buses

Real-Time Passenger Information System
This technology provides predictive information about the arrival times of the next several buses at a particular bus stop. This is typically used for fixed-route services.

Chapel Hill Transit – Available since September

This system is not available on any other systems in the 3-county area.

Surveillance and security systems
These technologies include video surveillance, silent alarms, and covert microphones on vehicles.

Chapel Hill Transit – Has planned to put cameras on buses, but this is unfunded.
DATA – Has a comprehensive surveillance and security system on their buses.
TTA – Has planned to put cameras on buses, but this is unfunded.
Paratransit services (Chapel Hill Transit EZ Rider, DATA ACCESS, TTA) – None use these technologies.
OPT – Not currently on buses
Chatham Transit Network – Not currently on buses

Other Technologies
There are other technologies that are not used by transportation providers in the Triangle, but have been used elsewhere.

Assistive technologies

- GPS-based system that allows caregivers to monitor and assist their clients with cognitive disabilities from a remote location.
- Acoustical "wayfinders" for the visually impaired
- Countertop devices that translate speech to text at ticket counters or information centers
- Talking directory system

Coordination and Integration Software

- Software coordinating demand-responsive routes and schedules among multiple agencies
- Software coordinating service eligibility, fare card usage, and billing among multiple agencies

APPENDIX H

Overview of Prices and Payment Options

FINAL DRAFT

DCHC Coordinated Public Transportation – Human Services Transportation Plan

Overview of Transportation Payment Options

Fixed Route	One-Way Fare	Payment Options	Discounts
CHT	Free	n/a	n/a
DATA	$1.00	cash, fare card	children, elderly, students (17 and under), disabled
TTA	$2.00	cash, fare card	Children, elderly, disabled
OPT	$2.00	cash or check	elderly, disabled, Medicaid

Paratransit Services	Fare	Payment Options	Discounts
CHT/EZ Rider	Free	n/a	n/a
DATA ACCESS	$2.00	cash or check	n/a
TTA Paratransit Service	$4.00	cash, fare card	for Monthly Pass

Rural General Public/ Demand Response	Fare	Payment Options	Discounts
OPT	$12.75	cash or check	elderly, disabled, Medicaid
CTN (in county)	$3.00	cash pre-purchased ticket	family
Durham County ACCESS	$2.00	cash or check	n/a

Subscription Service	Fare	Payment Options	Discounts
OPT	Agency Pays	contract agreement	n/a
CTN	Agency Pays	contract agreement	n/a
Durham County ACCESS	Agency Pays	contract agreement	n/a

Other Services	Fare	Payment Options	Discounts
TTA Express Service	$2.50	cash or fare card	n/a
CHT Shared Ride (evening & weekend)	$14.25 (20 tickets)	cash, check or credit	n/a
Taxicabs			

APPENDIX I

Overview of Public Transportation Information Sources

FINAL DRAFT

DCHC Coordinated Public Transportation – Human Services Transportation Plan

Overview of Public Transportation Information Resources

Print Materials

Print materials are developed independently by each agency. Limited Spanish translations are included in some materials. The information is available in accessible formats upon request.

Chapel Hill Transit – Route Guides published in Fall and Spring
Chapel Hill Transit EZ Rider – Rider's Guide
DATA – Individual route brochures
DATA ACCESS – reference to ACCESS through route brochures
OPT – informational brochures
Chatham Transit Network – Brochures advertising services
Triangle Transit Authority – Individual route brochures, How-to-Ride Guide, brochures on Vanpool, Emergency Ride Home (English and Spanish).
TTA Paratransit – Rider's Guide, Information Brochure

Telephone Assistance

The **GoTriangle regional call center** will begin operations in March 2007. Customer service representatives will be trained to respond to questions for all public transit services, including basic questions about community transportation systems. The phone number will be 549-9999.

Chapel Hill Transit – 968-2769; Spanish Language Line – 969-2070
Chapel Hill Transit EZ Rider – 969-5544 (reservationist); 968-2772 (dispatcher)
DATA – 683-DATA (3282)
DATA/Durham County ACCESS – 688-1525, ext 23
OPT – 245-2008
Chatham Transit Network – 542-5136
Triangle Transit Authority – 549-9999
TTA Paratransit – 485-7468

TDD 1-800-735-2962 / TTY 711

Website Resources

A regional public transportation website, www.GoTriangle.org, provides trip planning, schedule, fare, and policy information for the Triangle's urban public transportation providers.

Chapel Hill Transit and EZ Rider – www.chtransit.org
DATA and DATA ACCESS – data.durhamnc.gov
Durham ACCESS – www.ces.ncsu.edu/durham/communitydevelopment/transportation/transportation.php
OPT – www.co.orange.nc.us/aging/opt/
Chatham Transit Network – www.chathamtransit.org
Triangle Transit Authority – www.rideTTA.org

Other Resources

Public Meetings
Presentations to Interest Groups
Advertisements in newspapers
Self-promotion on exterior of vehicles
Referrals from social service agencies

APPENDIX J

Overview of Other Transportation Planning Activities

FINAL DRAFT

DCHC MPO Coordinated Public Transportation – Human Services Transportation Plan

Overview of Public Transportation Planning Initiatives

There are currently complementary short-, medium- and long-term planning projects underway, which support regional transit planning objectives in the DCHC MPO and within the greater Triangle region. For each project, the agency with ownership of the process and the project manager(s) are identified in parentheses.

MPO Long Range Transportation Plans (LRTP): The LRTP process is the core planning process required by metropolitan areas in se curing federal resources to support local projects for all modes of transportation. LRTPs are updated every three years by the DCHC MPO and the Capital Area MPO and serve as the guide for transportation planning and investment for the Triangle Region. The plans focus on 30-year construction and operations budgeting for all modes of transportation. They also serve as the basis from which to estimate air quality conformance, as required for securing federal funds. Both MPOs prepare a separate LRTP for their planning jurisdiction and plans are formally adopted by the Technical Advisory Committees of the MPOs. The DCHC MPO's jurisdiction includes all of Durham County and portions of Orange and Chatham Counties. The Capital Area MPO's jurisdiction includes all of Wake County and portions of Granville, Franklin, Johnston, and Harnett Counties. **Work is already underway on the next LRTP which must be adopted by June 2009. Public involvement activities will begin this winter.** (Mark Ahrendsen, DCHC MPO; Ed Johnson, Capital Area MPO)

Transit Infrastructure Blueprint: A regional planning project that will focus on bringing the many proposed fixed-guideway corridors in the region to a consistent level of analysis in terms of land use attributes, ridership and cost estimates. The Blueprint will support the transit capital investment portion of the LRTPs for both MPOs, and the schedule for this project is driven by the LRTP process. Contributing sponsors include TJCOG, DCHC MPO, CAMPO, NCDOT, and TTA. **This work is scheduled to be completed in Summer 2007.** (John Hodges-Copple, TJCOG; Barb Weigel, TTA)

Fresh Look at Transit: The Capital Area MPO and the DCHC MPO are initiating this project to set regional major transit investment priorities for the Triangle. The Blueprint will provide the technical data for the project. The MPOs will be forming a committee to advise the TAC on regional priorities and will seek public input. This initiative will complement the transit capital investment portion of the LRTPs for both MPOs. **This work is scheduled to be completed in 2009.** (Mark Ahrendsen, DCHC MPO; Ed Johnson, Capital Area MPO)

Chapel Hill Transit Master Plan: Chapel Hill, Carrboro, and UNC will be developing a long-range transit master plan to set goals for the share of travel demand that will be met with transit services and to guide transit investments in these communities to achieve those goals. In particular, the Plan will focus on the transportation needs of the Carolina North development project that is being planned by the University. The results of this plan will be

incorporated into the analysis for the MPO's 2035 Long Range Transportation Plan. **This work is scheduled to be completed by the end of 2007.** (David Bonk, Town of Chapel Hill)

TDM 7-Year Plan: Assess existing programs in the Triangle that are designed to facilitate travel behavior change, then proposes specific TDM investments for the next 7 years. The results of this work will feed into the Long-Range Transportation Plan for each MPO. **This work is scheduled to be completed in Spring 2007. Stakeholder activities began in November 2006.** (Fleming El-Amin, TTA)

Coordinated Public Transportation / Human Services Transportation Plan: Focuses on identifying unserved transportation needs for individuals with disabilities, older adults, persons with limited incomes, and reverse-commuters. Each MPO will develop a plan as required by FTA under SAFETEA-LU. (Fleming El-Amin/John Tallmadge, TTA on behalf of DCHC MPO; Ed Johnson, CAMPO)

Transportation Provider Short-Range Plans: Each public transportation and community transportation agency typically develops a short-range strategic plan (often with a 5-year horizon) to prioritize changes to services, facilities, equipment, quality, and marketing.

- TTA is in the middle of a Strategic Plan for Bus, Vanpool and Paratransit Investments, called "Defining the TTA Experience," scheduled for completion in March 2007. Public involvement activities began in October. A survey is available online at www.rideTTA.org/experience
- Chapel Hill Transit is planning to begin development of a short-range transit plan in 2007.
- DATA last completed a short-range transit plan in 2002.
- Durham County ACCESS last completed a transportation development plan in 2002. An update to this plan is in progress.
- Orange County completed a Community Transportation Improvement Plan in October 2004.
- Chatham Transit Network completed a transportation development plan in 2002. The next study should be completed in 2007 to be followed by a Regional Transportation Development Plan sponsored by NCDOT.

Seamless Service Initiative: Focuses on better coordination and improving cooperation among existing regional and municipality-based fixed-route and paratransit service providers within the Triangle. The participating agencies are finding opportunities ranging from a regional call center, to common paratransit eligibility, to joint marketing and procurement. (TJCOG coordinating, TTA leading several work groups)

Regional Transportation Development Plan: The RTDP will assess the services and functions of the community transportation programs in Durham, Orange and Wake counties and identify those that can be coordinated and/or consolidated to the greatest extent possible to provide the most efficient, effective and safe community transportation services. (Sanford Cross, TJCOG)

APPENDIX K

JARC/New Freedom Grant Application

FINAL DRAFT

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

FUNDING APPLICATION

Job Access/Reverse Commute (JARC) and New Freedom Programs

Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) reauthorized federal transportation funding programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, and the Environment.

With the passage of SAFETEA-LU, transportation projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be "derived from a locally developed, coordinated public transit - human services transportation plan." Further, the law requires that this plan be "developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public."

This funding application addresses two Federal Transit Administration (FTA) programs funded by SAFETEA-LU: Job Access/Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317).

Background on JARC and New Freedom Funds

The Job Access Reverse Commute grant program is intended to fund "the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment." For the two fiscal years 2005-2006, 2006-2007, the Durham urbanized area, which includes Chapel Hill, has apportionments totaling $55,577. These funds must be put into a grant within three years.

According to FTA, the purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). For the two fiscal years 2005-2006, 2006-2007, the Durham urbanized area received apportionments of $71,878. These funds also must be put into a grant within three years.

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

Eligibility Overview: JARC and New Freedom Funds

Eligible Applicants

JARC and New Freedom is a formula grant program for member jurisdictions in the Durham, Chapel Hill – Carrboro Metropolitan Planning Organization. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators of public transportation services.

Eligible Use of Program Funds:

JARC and New Freedom program funds are intended to fund innovative and flexible programs that identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. Therefore, it is expected that JARC and New Freedom funds be directed to meet these needs by funding new programs or services, or to continue existing programs.

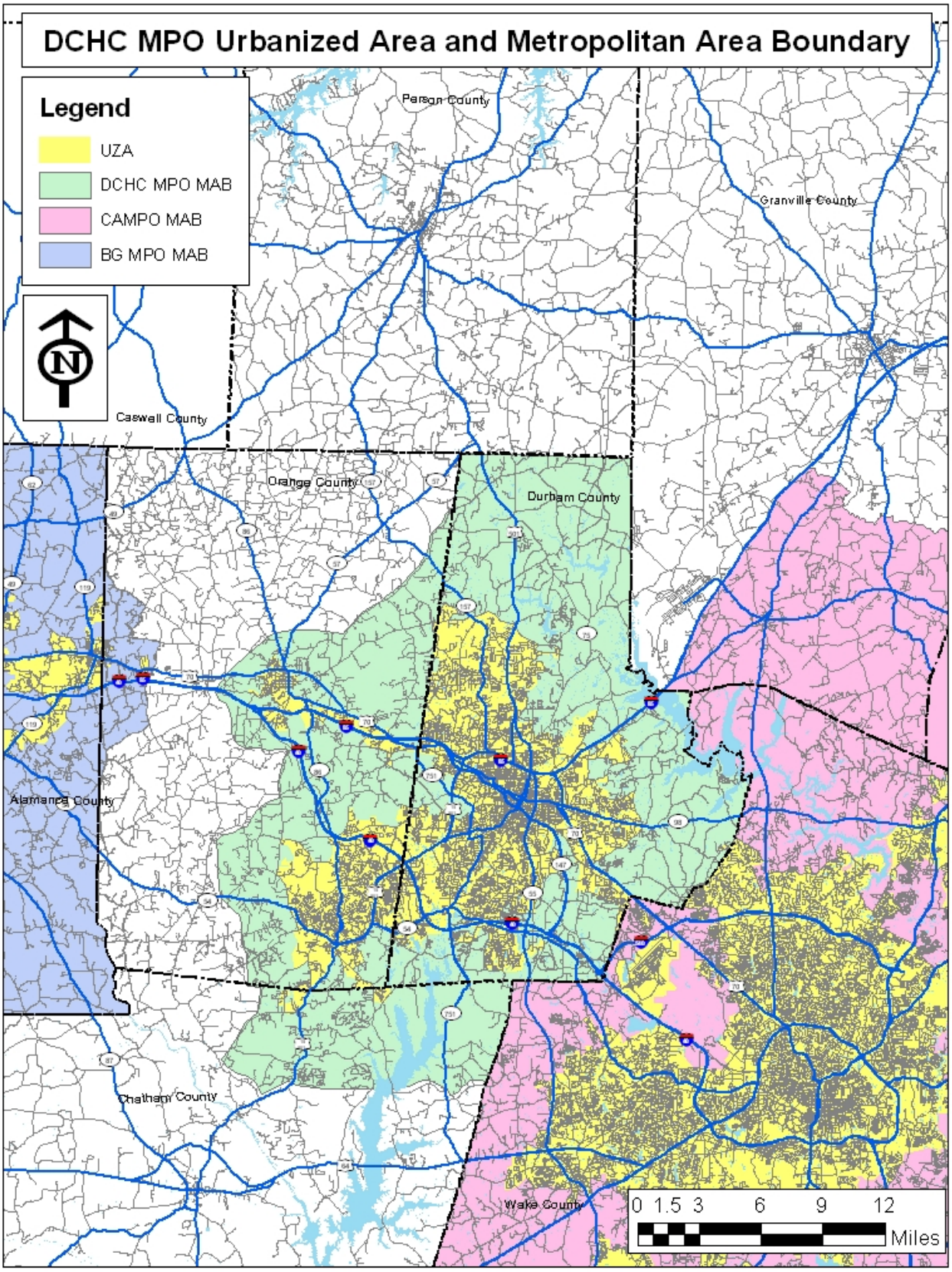
Eligible Projects:

JARC and New Freedom funds may be used for planning, capital or operating costs of providing access to jobs; or services and facilities that improve mobility for persons with disabilities but not limited to persons who are ADA-certified. Specific project eligibility is detailed later in this document under each program's description. As well, FTA circulars providing guidance on applying for JARC and New Freedom funds can be found at: JARC: http://www.fta.dot.gov/documents/TAD_JARC_8_29_06_Final_tb.doc ; New Freedom: http://www.fta.dot.gov/documents/TAD_New_Freedom_8_30_06_Final_tb.doc

Further, the Durham, Chapel Hill, Carrboro Metropolitan Planning Organization (DCHC-MPO) is soliciting projects that have been derived from the DCHC-MPO's adopted Coordinated Public Transportation - Human Services Transportation Plan (CPT-HSTP). The plan outlines a vision for improving mobility options for the disabled, aging, and low-income population subgroups living in the region. SAFETEA-LU requires that beginning in FFY 2007, projects selected for funding under the JARC and New Freedom programs must be derived from the locally developed CPT-HSTP and address service needs and gaps/barriers. Federal funding of projects through these two programs will be utilized to meet plan goals. Selection criteria will be used to prioritize potential programs and develop a listing of projects. To view the entire CPT- HST Plan, please visit www.gotriangle.org/coordinated_plan.

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION



DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

DEADLINES FOR APPLICATION SUBMISSION

If your organization has a project that it would like considered for funding under JARC and/or New Freedom please complete the following application and submit it to the address below no later than **Friday, April 27, 2007**. Applications received after that date and time will not be considered. DCHC MPO will accept printed, faxed or electronic applications. DCHC MPO will review and score the applications, and through a process established in its newly adopted Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP), will select projects for funding. Applications should be submitted to:

Mr. Felix Nwoko
DCHC MPO
101 City Hall Plaza
Durham, NC 27701

The information in this application is a public record. Applicants should not include information that may be regarded as confidential. The applicant must comply with all necessary Certifications and Assurances if funding is awarded.

Note: For both the JARC and New Freedom programs, the grants are for a one-year period. It will be necessary to reapply though a competitive process each year for funding.

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

APPLICATION DUE: April 27, 2007

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

PART I. FUNDING REQUEST – GRANTS TITLE PAGE

PART II. PROJECT NARRATIVE

Please include the following documents:
(1) Map of Applicant Service Area
(2) Existing and Proposed Transportation Services
(3) Project Needs/Goals and Objectives
(4) Implementation Plan
(5) Coordination and Program Outreach
(6) Program Effectiveness

PART III. PROPOSED PROJECT BUDGET

PROJECT APPLICATION PROCEDURES

This JARC and New Freedom program application is for funds to be used within the DCHC MPO service area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet the requirements of the FTA's Urbanized Area Formula Grant Program (Section 5307 program under Title 1, United States Code). Additional FFY 2006 FTA Certifications and Assurances information can be found at: http://www.fta.dot.gov/documents/2006-Certs-Paper.doc

Eligibility Overview: Job Access/Reverse Commuter (JARC)

Eligible agencies:
Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

Program description:
Section 5316 (Job Access/Reverse Commute or JARC) is a formula program of funding to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, carpool, vans or other transportation services.

Eligible activities:
Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-response service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities. Further information on eligible activities can be found at: http://www.fta.dot.gov/documents/TAD_JARC_8_29_06_Final_tb.doc

Cost Sharing/Match Requirement:
Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid**.**

Eligibility Overview: New Freedom Funds

Eligible agencies:
Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

Program description:
Section 5317 is a new formula grant program for public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). Funds will cover capital and operating costs to these programs to provide that new service.

Eligible activities:
Eligible activities for New Freedom funding include: enhancing public transportation beyond the minimum requirements of the ADA; providing "feeder" services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public and/or human service transportation providers. Further information on eligible activities can be found at: http://www.fta.dot.gov/documents/TAD_New_Freedom_8_30_06_Final_tb.doc

Cost Sharing/Match Requirement:
Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid**.**

Project Selection for JARC and New Freedom:

Projects will be awarded through a competitive selection process. Applications will be received by DCHC MPO staff and passed along to the DCHC Technical Coordinating Committee (TCC) Transit Subcommitte. The TCC Transit Subcommittee who will review and score the applications. Representatives of this subcommittee will be familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the Transit Subcommittee will recommend projects for funding to the TCC. TCC will review the projects recommended for funding and make a recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will vote on funding of the recommended projects. The list of approved projects will be published and submitted to the FTA for funding.

Note: All proposals should reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. The recommended top tier priority needs are listed below:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that it is streamlined, clarified, and consistent across agencies.
- Evening service (6pm – 10pm) and late night service (10pm – midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

Application and Project Selection Schedule:

2/14/ 07 - TAC Review Draft CPT-HSTP/Project Selection Criteria

2/28/07 - TCC approve final CPT-HSTP/Project Selection Criteria and application package – recommend TAC approval

3/14/07 - TAC approve final CPT-HSTP/Project Selection Criteria and application package

3/16 – 4/27 Solicitation for applications

4/27/07 Application deadline

4/30 – 5/11 TCC Transit Subcommittee reviews and scores proposals

5/14 – 5/16 Transit Subcommittee selects CPT-HSTP projects for recommendation to the TCC

5/23/2007 TCC action on Transit Subcommittee recommendations

6/13/2007 TAC action on TCC recommendations

7/2007 Funding recipients receive notification

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

SCORING CRITERIA

The following information and scoring criteria will be used to score and rate project applications for JARC and New Freedom (NF) funding.

a. *Project Needs/Goals and Objectives (**30 points**)*: The project should directly address priority transportation needs identified through the Durham-Chapel Hill-Carrboro MPO's locally developed Coordinated Public Transportation - Human Services Transportation Plan available at www.gotriangle.org/coordinated_plan or call 919 560-4366. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC and NF grant programs. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.

b. *Implementation Plan and Evaluation (**20 points**):* For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.

c. *Project Budget (**15 points**):* Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.

d. *Partnerships and Program Outreach (**20 points**):* Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.

e. *Program Effectiveness and Performance Indicators (**10 points**):* The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with low-income for the JARC funds, or persons with disabilities or the elderly for the New Freedom funds).

f. *Innovation (**5 points**):* The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

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Project Requirements
The Selection Committee must find that the answer to each of the five following questions is affirmative for a project to be considered eligible for grant funding.

Project Evaluation Score sheet

Is the proposed project a non-duplicative service or program?	
Are eligible matching funds identified and available? (We need to check if fares are eligible?)	
Is the proposed project a new or expanded service or program?	
Is the primary focus of the proposed service or program serving target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds)?	
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see enclosed map)?	

Each proposal will receive a score from the Project Selection Committee according to following criteria.

Project Evaluation Criteria	Possible Points	Project Score
Project Need/Goals & Objectives		
How well does this project address high-priority needs identified in the Coordinated Plan?	20	
How effectively will this project increase the numbers of target market customers served?	10	
Implementation Plan		
What is the quality of the implementation plan?	20	
Project Budget		
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)	10	
How financially sustainable is the program/service beyond the grant period?	5	
Partnerships and Outreach		
How effectively are partnerships used in provision of the program/service?	5	
How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)?	5	
What is the quality of marketing/outreach plan?	5	
How widely will the benefits of this project be felt? (more points for region-wide benefits)	5	
Program Effectiveness and Performance Indicators		
What is the quality of the evaluation plan (including customer satisfaction, cost per unit of service, and customers per unit of service)?	10	
Innovation		
Does the project contain innovative ideas that could be applied elsewhere in the region?	5	

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DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

JOB ACCESS/REVERSE COMMUTE (JARC)
AND NEW FREEDOM PROGRAMS

APPLICATION FOR FUNDING (FFY 2006 and FFY 2007)

PART I - TRANSMITTAL

Applicant Data

Legal Name:
_____

Contact Person:
_____

Address:
_____

City, State, Zip:
_____

Telephone:
_____

Fax:
_____

E-mail:
_____

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

Project Description

TITLE_____
_____

BRIEF
DESCRIPTION_____
_____
_____
_____
_____

FUNDING PROGRAM: JARC____ New Freedom____

PROJECT TYPE Capital Only____ ____Capital and Operating

Operating Only____ ____Mobility Management/Coordinated Planning

SERVICE DAYS/HOURS
_____

ESTIMATED COST PER ONE WAY TRIP _____(operating cost)

ESTIMATED DAILY RIDERS_____(weekday/weekend)

PART II - NARRATIVE

Project Need/Goals and Objectives

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Does it cover an area targeted by the CPT-HSTP? Describe how the project will mitigate the transportation need. Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

2. What are the project's goals and objectives?

Implementation Plan

1. Describe key personnel assigned to this project, and your agency's ability to manage the project.

2. Provide an operational plan for delivering service. Include route or service area map, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.

3. Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.

Project Budget

1. Project sponsor should provide a complete budget indicating project revenues and expenditures in the format provided in Part III and describe efforts to ensure its cost-effectiveness.

Coordination and Program Outreach

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.

2. Describe efforts to market the project, and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.

Program Effectiveness and Performance Indicators

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

Innovation

1. Describe any proposed use of innovative approaches that will be employed for this project. Discuss what is innovative about the approach and how the innovations could be applied to other services in the region.

DCHC MPO

DURHAM - CHAPEL HILL - CARRBORO - METROPOLITAN PLANNING ORGANIZATION

PART III - PROJECT BUDGET

Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds

Total Annual Project Budget $_____(operating and capital only)

Capital Federal Share $_____ _____%

Capital Local Match $_____ _____%

Operating Federal Share $_____ _____%

Operating Local Match $_____ _____%Total

Local Match Funding Source_____

Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from.

Will there be a commitment of funds beyond the grant period? ___Yes ___No

Describe:

_____
_____
_____
_____
_____
_____
_____

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Technical Coordinating Committee (TCC)

DATE: March 14, 2007

RE: Proposed Adjustments to the Southwest Durham Drive (SWDD) Alignment and Final Southwest Durham/Southeast Chapel Hill Collector Street Plan (CSP)

Purpose

This memorandum provides background, public process and analysis information on the Southwest Durham Drive (SWDD) and the Southwest Durham/Southeast Chapel Hill Collector Street Plan (CSP). These two project need to be reviewed and approved together because of the direct relationship between the location of arterial roadways (Southwest Durham Drive is a minor arterial) and collector street networks. The Southwest Durham Drive information is presented first.

Background – Southwest Durham Drive

The Southwest Durham Drive is in the MPO's 2030 Long Range Transportation Plan (2030 LRTP) as a two-lane, minor arterial road that is scheduled to be built before 2020. The planned corridor is to connect Mount Moriah Road (near the New Hope Commons shopping center) to NC 54 in Chapel Hill. Two segments of the planned corridor have not been built yet: 1) between Meadowmont Drive and the I-40 overpass (currently Farrington Road); and, 2) between US 15-501 and Mount Moriah Road. Local planners use the defined corridor to reserve and dedicate right-of-way through the development review process. This area is rapidly developing, and therefore any adjustments to the alignment need to occur in the next several months before additional development applications limit alternative alignments. The 2035 LRTP update will not occur until fall 2008, and therefore any alignment changes occurring then will likely be too late to effectively plan for an optimal alignment.

At their meeting on October 11, 2006, the Transportation Advisory Committee (TAC) directed staff to develop alternative alignments in the section of Southwest Durham Drive between the I-40 overpass and Meadowmont Lane, and solicit public input on the alternatives.

SWDD Alternatives Developed

A roadway design consultant, Parsons America, Inc., developed three options for the identified section of Southwest Durham Drive:

1. LRTP Functional Design – This is the functional design (i.e., complying with accepted design standards for this type of roadway) for the Southwest Durham Drive as currently depicted in the 2030 LRTP

2. Alternative 1 – This Alternative uses George King Road to the extent possible, avoids the Creekside Elementary School property and requires a widening of the I-40 overpass bridge. The cost range to widen the bridge is $2.4 million to $2.7 million. The consultant also proposes changes to the proposed collector streets that extends Randall Road (immediately west of the overpass) and extend Lancaster Drive (in the center of the study area).

3. Alternative 2 – This Alternative uses George King Road to the extent possible, avoids the Creekside Elementary School property and requires the addition of a bridge for the I-40 overpass. The cost range to add the bridge is $3.0 million to $3.45 million. The consultant also proposes changes to the proposed collector streets that extends Randall Road (immediately west of the overpass) and extend Lancaster Drive (in the center of the study area), which is different from the proposed collector street change in Alternative 1.

Attachments 8A, 8B and 8C are maps of these three options.

SWDD Workshop Results

Approximately fifty people participated in a public workshop at Creekside Elementary School on February 15, 2007, to review and comment on the three options. In addition, staff met with four citizens who own several parcels north of Ephesus Church Road, an area that stands to be directly impacted by any changes to the Southwest Durham Drive alignment.

Most participants favored the two Alternatives over the LRTP Functional Design because the Alternatives used the George King right-of-way, did not traverse the school property, avoided a close alignment with Helmsdale Drive properties, and were accompanied by suggested changes to some collector streets. Of those participants favoring the Alternatives, most participants favored Alternative 2 because the route was more direct, had a less adverse impact on properties north of Ephesus Church Road, and the new bridge alignment would permit possible I-40 access ramps in the future. However, several participants favored the Alternative 1 treatment of the Lancaster Drive collector street extension because it was circuitous and did not connect directly with NC 54, which is a major arterial.

Attachment 8D is a summary of the workshop comments. A detailed copy of the workshop comments is on the MPO Web site – http://www.dchcmpo.org/index.php?option=com_content&task=view&id=48&Itemid=35

SWDD Recommended Alignment

Staff recommends the following changes to the Southwest Durham Drive alignment and the Southwest Durham/Southeast Chapel Hill Collector Street Plan, which are shown in Attachment 8F:

1. The Southwest Durham Drive alignment be adjusted to follow the alignment depicted in Alternative 2.

2. The proposed Southwest Durham/Southeast Chapel Hill Collector Street Plan be changed to depict the Randall Road collector street in Alternative 2 and the Lancaster Drive collector street in Alternative 1, and to change the Kilkenny Drive collector extension to a more circuitous alignment.

3. The proposed Southwest Durham/Southeast Chapel Hill Collector Street Plan contain an addition that recognizes that the intersection of Southwest Durham Drive, George King Road and Lancaster Drive will be staged as development occurs. Therefore, the final intersection design will not be known until the area is more fully developed and future transportation funding availability is known. For example, it is likely that George King Road will be completely improved (e.g., paved) between Ephesus Church Road and NC 54 and part of the Lancaster Drive collector extension will be built before Southwest Durham Drive is connected to Meadowmont Lane. Thus, George Kind Road and the Lancaster Drive collector extension would become an interim intersection before Southwest Durham Drive is completed to the Meadowmont community. This interim scenario is shown in Attachment 8F.

Background – CSP

There have been several major activities related to the Southwest Durham/Southeast Chapel Hill Collector Street Plan (CSP), including:

- Public Hearing – TAC conducted a public hearing at their June 14, 2006 meeting. Town of Chapel Hill requested that the TAC defer action on the Collector Street Plan until the Town Council conducted a public hearing on the plan.
- Revised Plan – TAC received the Revised Plan on September 13, 2006, and requested that an additional public workshop be conducted to address comments from several residents of the Falconbridge neighborhood.
- Public Workshop – Staff conducted the fourth public workshop on October 10, 2006.
- Southwest Durham Drive Study – At October 11, 2006 meeting, TAC directs staff to complete a public process to develop alternative alignments for the Southwest Durham Drive.
- Chapel Hill Hearing – Town of Chapel Hill conducted a public hearing for the Collector Street Plan on October 18, 2006, and addressed the Plan at Town meetings on November 20, 2006 and December 4, 2006.

- Revised Plan and Resolution – The TCC makes changes to the Plan, and the TAC reviews the Revised Collector Street Plan and receives a Resolution from the Town of Chapel Hill at December 13, 2006 meeting. TAC directs staff to consider Resolution in developing final Collector Street Plan.
- Southwest Durham Drive Workshop – Staff conducts workshop to review and receive comments on alternative alignments for Southwest Durham Drive on February 15, 2007. The alternative alignments for Southwest Durham Drive include suggested changes to two proposed collector streets.

Attachment 8E is the Chapel Hill Resolution on the Collector Street Plan as presented at the December 13, 2007 TAC meeting.

Proposed Final Plan

The TCC recommends five changes to the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan to generate the Final Plan. These changes are indicated on the map in Attachment 8F, and the map numbers correspond to the following items:

1. The collector that extends from Randall Road will connect more directly with the proposed Alternative 2 for the Southwest Durham Drive.

2. The collector that extends from Kilkenny Drive will be more circuitous.

3. The collector that extends from Lancaster Drive will be more circuitous, as depicted in Alternative 1 for the Southwest Durham Drive.

4. The Collector Street Plan recognizes that the roadway network in the study area will be built in different stages, or time periods. Given the expected development sequence in the study area, George King Road and the extension of Lancaster Drive are likely to be constructed before Southwest Durham Drive is connected to Meadowmont Lane. Therefore, the initial intersection of George King Road and the extension of Lancaster Drive will likely be along the current George King Road right-of-way. This intersection scenario is shown in Attachment 8G. This intersection could be moved at a later stage when Southwest Durham Drive extends toward Meadowmont Lane in order to avoid the safety and mobility issues of a five-leg intersection, or the intersection could be replaced with a roundabout.

   This staging area is enclosed in the dashed-line rectangle on the Collector Street map.

5. In a project related to the Collector Street Plan, the Lead Planning Agency is recommending an adjustment to the alignment of Southwest Durham Drive that uses the George King right-of-way.

Town of Chapel Hill Resolution

These new changes respond to the recommendations in the Town of Chapel Hill Resolution (See Attachment 8E) that can be addressed in the Southwest Durham/Southeast Chapel Hill Collector Street Plan, as follows:

- The collector extensions for Kilkenny Drive and Lancaster Drive are more circuitous.
- The Plan recognizes the staging of the roadway network, and the likelihood that George King Road improvements (e.g., paving) from Ephesus Church Road to NC 54 will occur before Southwest Durham Drive is connected to Meadowmont Lane.

In addition, the proposed Final Southwest Durham/Southeast Chapel Hill Collector Street Plan already addresses the following Town of Chapel Hill recommendations, which are highlighted in the brochure narrative of Attachment 8F:

- The Collector Street Plan recommends that traffic calming and the "complete street" design concepts (which balance the mobility needs of motorists, bicyclists and pedestrians) be considered in the development review process.
- The Collector Street Plan recommends that the road building sequencing be considered in the development review process to avoid attracting volumes of traffic onto existing or new streets that exceed the function and standards of that road.
- The Collector Street Plan recognizes that the collector roads will likely be built using private funds as development occurs in an area.
- The Collector Street Plan recognizes that changes to the arterial road network, such as Meadowmont Lane, are to occur through amendments and updates to the MPO's Long Range Transportation Plan.

Full Report and Brochure

The full report for the Final Plan is not attached because it is very large and no extensive changes are proposed to the report narrative. It is available for review upon request to the LPA staff and at www.dchcmpo.org. The main points of the full report are highlighted in the Brochure, see Attachment 8H. This Brochure will be a two-page document in which the Final Collector Street Map will be on the reverse side, and will be widely distributed.

Recommendations

TCC Recommendation: That the TAC approve the revised final Southwest Durham Southeast Chapel Hill Collector Street Plan and the realignment of Southwest Durham Drive as illustrated in Attachment 8F.

TAC Action: Approve the revised final Southwest Durham Southeast Chapel Hill Collector Street Plan and the realignment of Southwest Durham Drive as illustrated in Attachment 8F.

LEGEND
PROPOSED ROADWAY
PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB & GUTTER
EXISTING STRUCTURES, ISLAND, CURB & GUTTER TO BE RETAINED
LAKES, RIVER, STREAMS & PONDS
PROPERTY LINES
PROPOSED COLLECTOR STREETS
EPHESUS CHURCH RD
CHAPEL HILL TOWN BOUNDARY
GEORGE KING RD.
CREEKSIDE ELEMENTARY SCHOOL
FARRINGTON RD.
I-40
LANCASTER DR.
CHAPEL HILL TOWN BOUNDARY
PROPOSED TRANSIT ALIGNMENT
US ARMY CORPS OF ENGINEERS PROPERTY
NC 54
NC 54
DCHC
METROPOLITAN Planning Organization
SOUTHWEST DURHAM DRIVE
LONG RANGE TRANSPORTATION PLAN
FUNCTIONAL DESIGN JAN. 22, 2007

LEGEND
PROPOSED ROADWAY
PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB & GUTTER
EXISTING STRUCTURES, ISLAND, CURB & GUTTER TO BE RETAINED
LAKES, RIVER, STREAMS & PONDS
PROPERTY LINES
PROPOSED COLLECTOR STREETS
EPHESUS CHURCH RD.
CHAPEL HILL TOWN BOUNDARY
GEORGE KING RD.
CREEKSIDE ELEMENTARY SCHOOL
FARRINGTON RD.
I-40
LANCASTER DR.
CHAPEL HILL TOWN BOUNDARY
PROPOSED TRANSIT ALIGNMENT
US ARMY CORPS OF ENGINEERS PROPERTY
NC 54
NC 54
DCHC
METROPOLITAN
Planning Organization
SOUTHWEST DURHAM DRIVE
GEORGE KING ROAD ALIGNMENT-1
FUNCTIONAL DESIGN JAN. 22, 2007

LEGEND
PROPOSED ROADWAY
PROPOSED STRUCTURES. ISLAND. SIDEWALK. CURB & GUTTER
EXISTING STRUCTURES. ISLAND. CURB & GUTTER TO BE RETAINED
LAKES. RIVER. STREAMS & PONDS
PROPERTY LINES
PROPOSED COLLECTOR STREETS
EPHESUS CHURCH RD.
CHAPEL HILL TOWN BOUNDARY
GEORGE KING RD.
CREEKSIDE ELEMENTARY SCHOOL
FARRINGTON RD.
I-40
LANCASTER DR.
CHAPEL HILL TOWN BOUNDARY
PROPOSED TRANSIT ALIGNMENT
US ARMY CORPS OF ENGINEERS PROPERTY
NC 54
NC 54
DCHC
METROPOLITAN Planning Organization
SOUTHWEST DURHAM DRIVE
GEORGE KING ROAD ALIGNMENT-2
FUNCTIONAL DESIGN JAN. 22, 2007

Southwest Durham Drive Workshop
Summary of Comments

Majority Prefer Alternatives

A majority of the comments preferred Alternative 1 and Alternative 2 over the current Long Range Transportation Plan (LRTP) Functional Design. The reasons for this preference included:

- The new roadway will use an existing alignment (i.e., George King Road);
- The alignments leave more space between Helmsdale Drive, thereby making these properties more usable and posing less of a safety and noise hazard for Helmsdale Drive residents;
- The alignments do not split the Creekside School property;
- The Southwest Durham Drive alignments included proposed changes to the Lancaster Drive collector street alignment that are more circuitous, and therefore less likely to encourage speeding and cut-through traffic.

Many comments asked that George King Road be connected all the way to NC 54.

Some comments suggested that the intersections of Lancaster Drive, Southwest Durham Drive and George King Road could be served by a roundabout. And, a few comments asked that the Lancaster Drive alignment be made even more circuitous than proposed in these Alternatives, and that the alignment not go all the way to Farrington Road.

One comment believed that the proposed Westin Downs collector street that intersects with the proposed Southwest Durham Drive (i.e., immediately north of the Southwest Durham Drive and Ephesus Church Road intersection) should be right-in/right-out only for safety purposes.

Minority Prefer Alternative 1

Of those comments that preferred the Alternatives, a minority believed that Alternative 1 was superior for several reasons:

- The alignment uses part of the existing Farrington Road bridge that passes over I-40;
- This alignment appears to be less expensive given only minor adjustments to Farrington Road;

Majority Prefer Alternative 2

Of those comments that preferred the Alternatives, a majority believed that Alternative 2 was superior for several reasons:

- The alignment is more direct and has fewer curves;

- The alignment is less disruptive to properties north of Ephesus Church Road and has a better intersection with Farrington Road;
- The alignment had the most circuitous alignment for Lancaster Drive.

A few comments asked that I-40 access ramps be included with changes to the bridge structure, while one comment asked that access ramps not be considered.

Long Range Transportation Plan (LRTP)

A few comments preferred the LRTP alignment because it does not affect houses on George King Road and traverses higher ground, not the low lying areas and ponds near George King Road.

Many comments did not like the LRTP alignment because it split the Creekside School property and ran too close to Helmsdale Drive, creating a safety and noise hazard and limiting the use of land in that area.

General Comments

Many comments concerned Southwest Durham Drive and its impact on the Meadowmont community, recommending that any connection to Meadowmont Lane should:

- Be a collector street or neighborhood street, not a minor arterial (as Southwest Durham Drive is classified);
- Not be direct;
- Have traffic calming devices;
- Occur after George King Road has been connected to NC 54;

A few comments did not want Southwest Durham Drive because it would bring too much traffic to Creekside Elementary School and Rashkis Elementary School.

A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS ON THE DRAFT SOUTHWEST DURHAM-SOUTHEAST CHAPEL HILL COLLECTOR STREETS PLAN (2006-12-04/R-13)

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has prepared a draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan; and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has referred the draft Plan to Chapel Hill for comments; and

WHEREAS, the Council has received comments and recommendations from Town Advisory Boards and the public on the draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council refers the following recommendations to the Durham-Chapel Hill-Carrboro Transportation Advisory Committee.

- The Durham-Chapel Hill-Carrboro Transportation Advisory Committee should direct Metropolitan Planning Organization staff to initiate a process to secure a combination of public and private funds to upgrade George King Road as a collector road, which connects Ephesus Church Road to NC 54 east of the Chapel Hill limits.
- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and KilKenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street (see attachment).
- Allocation of these funds should be initiated as soon as possible.
- Designate Meadowmont Lane as a collector road in the next update of the Regional Long Range Transportation Plan.
- Staff from Chapel Hill, the City of Durham and Durham County should coordinate the implementation of the collector streets network, through the existing courtesy review agreement, to ensure that the design of the network provides multiple connections, discourages through traffic and includes adequate traffic calming features.
- The Metropolitan Planning Organization should provide funding from the Surface Transportation Program Direct Allocation program to implement traffic calming, including bicycle and pedestrian improvements along existing streets that are part of the proposed collector street network.
- The Metropolitan Planning Organization should revise the Memorandum of Understanding to correct any inconsistencies between State statutes and the provisions of the Memorandum.
- The draft Collector Streets Plan should be revised to realign the proposed collector street crossing of I-40, south of US 15-501, to conform to the proposed fixed guideway crossing.

This the 4th day of December, 2006.

Addition to Council Resolution 2006-12-04/12-13

- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and Kilkenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street.

"CHAPEL HILL" PLAN

TAC 3/14/07 Attachment 8E

- QUANTIFY TRAFFIC IMPACTS
- EXPAND STUDY AREA TO KEY INTERSECTIONS
- SENSIBLE STREET ALIGNMENTS

SEE INSET MAP FOR CUL-DE-SAC ON KINSALE (SHEET 2 OF 2)

EXPAND STUDY AREA

MORE SENSIBLE STREET ALIGNMENTS

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Revised Draft Recommended CSP Network

Kimley-Horn and Associates, Inc.

Study Area
County Boundary
Durham City Limits
Chapel Hill Town Limits
Corps of Engineers Land
Destination Points
Schools
Overpass
Proposed Interchange
Approved SW Durham Drive Alignment
Southwest Durham Drive
Existing Higher Classification Facilities
Approved Internal Neighborhood Street
Proposed Transit Alignment
Proposed Transit Stations
Recommended Collector Street**
Existing Road to be Classified as Collector*
Proposed New Collector Streets

COLLECTOR STREET PLAN

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).
** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

0 0.125 0.25 0.5 Miles

Sample Residential Collector Street Cross-Section

September 1, 2006

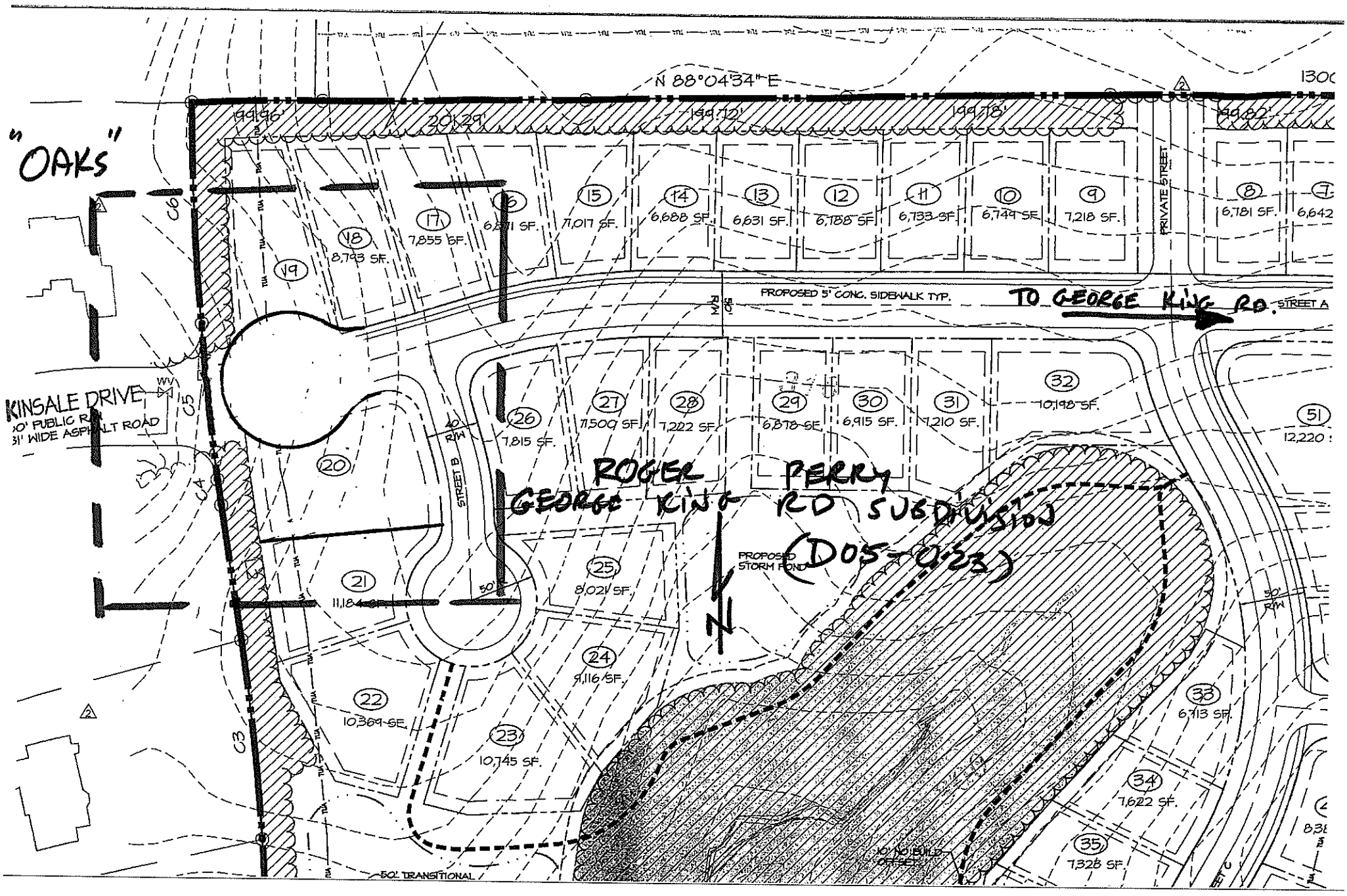
- ADD BIKE/PEDESTRIAN TRAVEL IN THE PLAN
- PROTECT "LOCAL" STREETS

OCTOBER 3, 2006
REVISED NOV 24, 2006

SHEET 1 of 2

"CHAPEL HILL" PLAN

TAC 3/14/07 Attachment 8E



NOTE: THIS IS THE PLAN THAT ROGER PERRY PRESENTED TO THE CHAPEL HILL OAKS NEIGHBORHOOD SHOWING THAT KINSALE DRIVE WILL NOT BE CONNECTED BY ROADWAY TO GEORGE KING ROAD.

NOVEMBER 24, 2006

SHEET 2 of 2

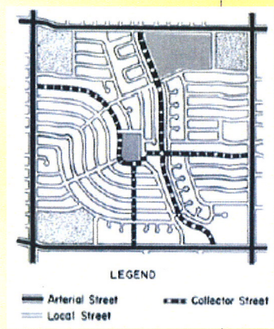
Southwest Durham - Southeast Chapel Hill Collector Street Plan

What is the Purpose of the Plan?

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted a collector street plan for the southwest area of Durham County and southeast area of Chapel Hill on [date]. Citizens, the development community, and government staff will use the plan to encourage the construction of a collector street network in a variety of land use types and densities.

What are Collector Streets?

They form the intermediate link between local streets and arterial streets in the roadway network.



How will the Plan be Used?

* The plan will indicate when/ where development professionals need to include collector streets in their plans for new developments in this area.
* Staff from the City of Durham, Town of Chapel Hill, and North Carolina Department of Transportation, and elected officials and citizens will use the plan to evaluate submitted development plans.

What are the Benefits of a Planned Collector Street Network?

- ☑ Greater distribution of traffic, reducing overall traffic congestion and the concentration of traffic on major roads for short trips
- ☑ Reduced travel times without faster speeds
- ☑ Improved routes for pedestrians, cyclists, buses, cars, deliveries, and emergency response vehicles
- ☑ Delay or avoidance of widening major arterials beyond four lanes

Keys to Understanding the Plan

Street Location:

* The maps do not reflect the precise location of the proposed collector street, only the approximate corridor.
* The most important objective is that a connection is made, not that a specific alignment is followed. The proposed collector street network conveys a concept of a street system that works together to provide connectivity.
* The precise locations will be designated through the development review process after careful evaluation of existing streets, environmental constraints, and the land use and design of proposed development plans.

Construction Schedule

* Developers will have the responsibility to finance and construct the collector streets.
* Thus, if no development occurs in an area, then no collector streets will be built, even if a collector street is proposed on the map.

Plan Designation:

* The plan designates the approximate location of collector streets. It does not designate:
  * the future alignment for arterial roads such as Southwest Durham Drive
  * the design of intersections and interchanges on NC 54 and I-40,
  * the alignment for the US 15-501 Transit Corridor.

Note! These higher level transportation facilities are designated in the adopted 2030 Long Range Transportation Plan (LRTP) for the DCHC MPO, or through separately focused studies and cannot be addressed by this plan.

Plan Recommendations:

In addition to designating the future collector street network, the Plan makes several recommendations to be adopted in local ordinances and used in the development review process.

Traffic Calming – should be required on collector streets where basic street design might encourage unsafe travel speeds and/or street location might attract relatively high volumes of traffic. This requirement should include existing residential, commercial and collector streets that are to be connected to a new collector street.

Building Sequencing – should be considered in the development review process to avoid attracting volumes of traffic onto existing or new streets that exceed the standards and function of that road. If connecting a new collector street to an existing collector street would create a "de facto" arterial road, then the timing of this connection should be coordinated with the implementation of the needed arterial road.

"Complete Streets" – design concepts should be implemented to balance mobility, safety and aesthetics for everyone in the corridor. "Complete streets" considerations include travel lane width, pedestrian and bicycle circulation, transit, on-street parking, lighting, trees, street crossings, and median treatments.

DCHC Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

For More Information, Please Contact...

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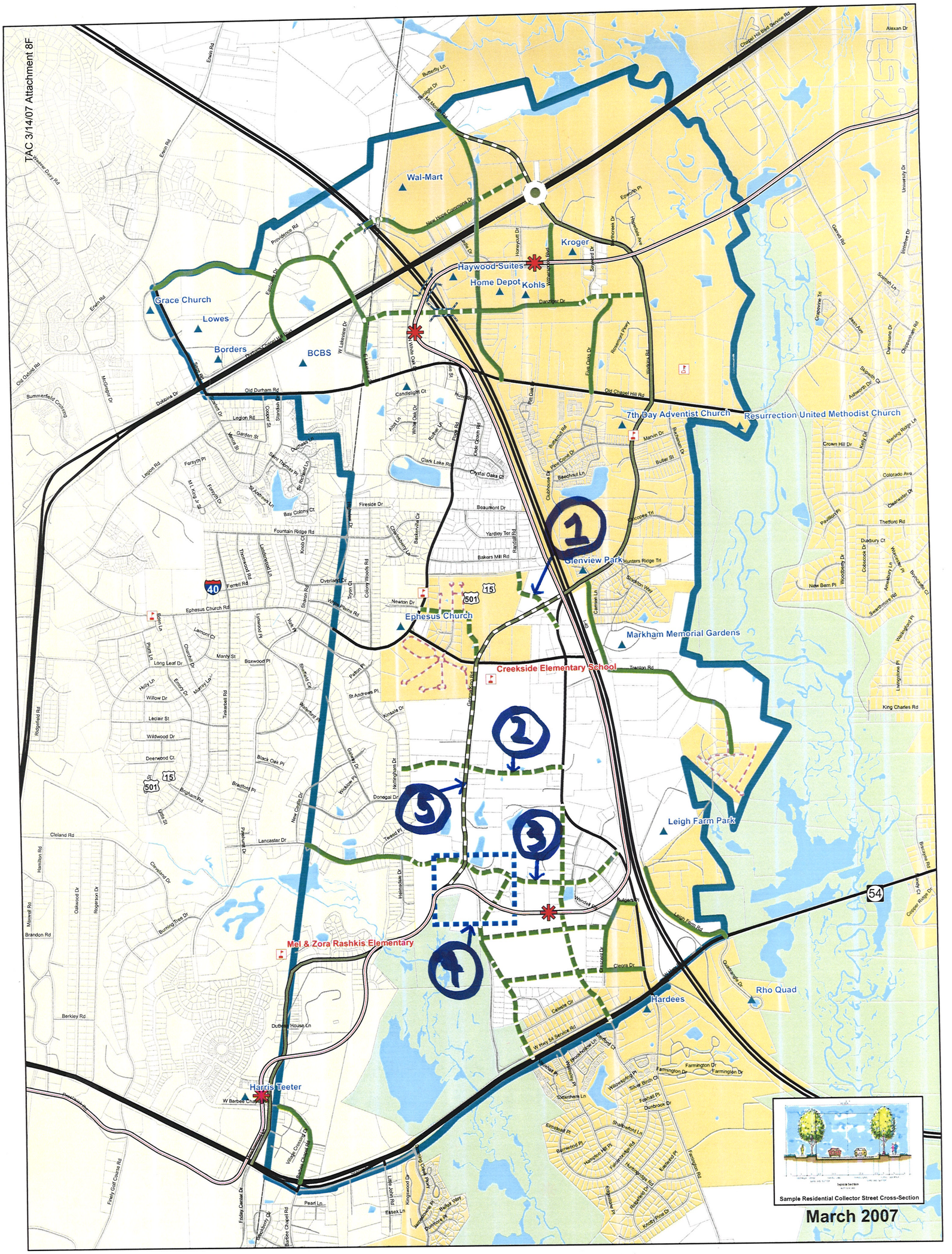
City of Durham Transportation Div.
101 City Hall Plaza
Durham, NC 27701
Phone: 919-560-4366
Fax: 919-560-4561
andrewhenry@durhamnc.gov

David Bonk
Town of Chapel Hill
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514
Phone: 919-968-2888, ext. 347
Fax: 919-969-2014
dbonk@townofchapelhill.org

TAC 3/14/07 Attachment 8F



Southwest Durham - Southeast Chapel Hill Collector Street Plan

Final CSP Network

Kimley-Horn and Associates, Inc.

SW Durham Drive and NC 54 Corridor COLLECTOR STREET PLAN

- Study Area
- County Boundary
- Durham City Limits
- Chapel Hill Town Limits
- Corps of Engineers Land
- Destination Points
- Schools
- Overpass
- Proposed Interchange
- Approved SW Durham Drive Alignment
- Southwest Durham Drive
- Phased Development
- Existing Higher Classification Facilities
- Approved Internal Neighborhood Street
- Proposed Transit Alignment
- Proposed Transit Stations

Recommended Collector Street**

- Existing Road to be Classified as Collector*
- Proposed New Collector Streets

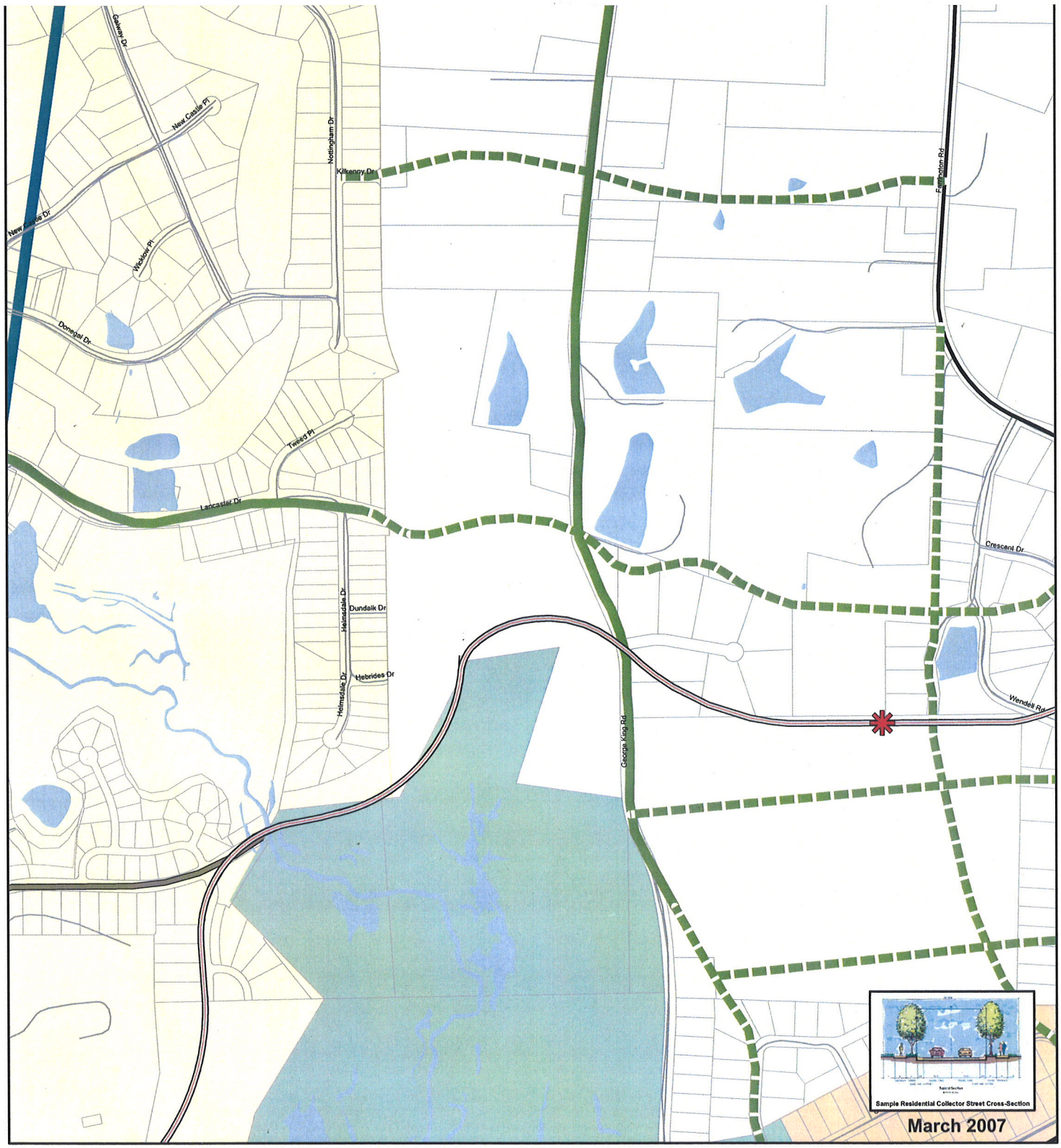
* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).

** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

0 0.125 0.25 0.5 Miles

Example of Early Stage of George King/Lancaster Drive Intersection

TAC 3/14/07 Attachment 8G



Southwest Durham - Southeast Chapel Hill Collector Street Plan

George King/Lancaster Close-Up

Kimley-Horn and Associates, Inc.

SW Durham County and SE Chapel Hill COLLECTOR STREET PLAN

- Study Area
- County Boundary
- Durham City Limits
- Chapel Hill Town Limits
- Corps of Engineers Land
- Destination Points
- Schools
- Overpass
- Proposed Interchange
- Approved SW Durham Drive Alignment
- Southwest Durham Drive
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- Approved Internal Neighborhood Street
- Proposed Transit Alignment
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Recommended Collector Street**

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* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).

** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

0 0.025 0.05 0.1 Miles

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: LPA Staff

DATE: March 14, 2007

RE: Joint MPO Special Transit Advisory Commission

Background

At the November 29, 2006 Joint TAC meeting, the Capital Area MPO and the DCHC MPO decided to create a Joint MPO Advisory Committee as part of the Fresh Look at Transit initiative. Most of the details associated with the establishment of this committee were referred to the officers of both TACs. The TAC officers met on December 18, 2006 to discuss this issue and were unable to reach agreement on the establishment of the committee but did agree to discuss the matter further with their respective TACs.

At the January 10, 2007 TAC meeting, the TAC voted to pursue a committee of 24 or 25 people with 10 or 11 appointments made by the DCHC MPO and 14 appointments made by CAMPO. The TAC also instructed the LPA to work with the MPO officers on identifying candidates from local boards and organizations and to bring back a list of recommended appointees at the February TAC meeting. At CAMPO's January TAC meeting, they approved a committee of 24 with 10 appointments from the DCHC MPO and 14 appointments from CAMPO. It was also indicated that former Progress Energy CEO Bill Cavanaugh had been contacted by the TAC officers and had expressed a willingness to serve as a co-chair of the committee.

In January, the LPA sent letters to 49 boards and organizations requesting up to two candidates for the committee. The MPO officers used this list of candidates to create a recommended list of appointments presented at the February 14, 2007 TAC meeting. At the TAC meeting, the TAC approved the appointment of 10 candidates, 2 alternates, and 2 ex officio members (listed below).

CAMPO selected their appointments through a separate process. At CAMPO's February TAC meeting, the CAMPO TAC approved a list of 17 appointments and 5 ex officio members (listed below).

A revised description of the commission is included as Attachment 9A.

DCHC MPO Appointments

The DCHC MPO TAC made the following appointments at the February 14, 2007 TAC meeting. In developing the list of appointments, the MPO tried to balance several factors. At least one appointment was made from each of the five interest areas (university, business, neighborhood, government, and environment). An effort was made to include geographic and demographic diversity in the appointments as well. The TAC appointed ten members, two alternates, and two ex-officio members to the committee. The alternates would attend all meetings, but would only participate in the discussions and vote if one of the ten members was absent. The MPO officers are to serve as the ex officio members of the committee. All TAC members and alternates can attend committee meetings. The appointment and role of the alternates and ex officio members is subject to agreement between the DCHC MPO and CAMPO.

Members

George Cianciolo, Ph.D. (Co-Chair)
Member, Chapel Hill Planning Board
Member, Chapel Hill Community Design Commission
Former chair and member, Chapel Hill Transportation Board (six years)
Former member, University of North Carolina Leadership Advisory Committee
Associate Professor of Pathology, Duke University Medical Center

Cassandra Atkinson, Ph.D.
Adjunct Associate Professor, Department of Public Administration
Director of Community Research and Technical Assistance Initiative
Project Director, Transportation Management Bachelor's Degree Program
North Carolina Central University (Chancellor Ammons' nominee)
She has written several grants with the NC Department of Transportation and conducted research on transportation management needs.

Carolyn Elfland
Associate Vice Chancellor for Campus Services
University of North Carolina at Chapel Hill (Chancellor Moeser's nominee)
The University's transportation planning, transportation demand management, and transit functions are within her area of responsibility.
Member of the partnership committee that guides the Chapel Hill Transit system
Represented the University on the 15-501 and 54 corridor studies

Robert ("Bo") Glenn
Chair, Durham Open Space and Trails Commission
Member, Durham Bicycle and Pedestrian Commission
Member, Tarwheels Bicycle Club
Served on the Durham Housing Authority for over 20 years

Chris Harder
Vice chair, Durham Area Transit Authority (DATA) Board
Senior Budget Analyst, Office of the Governor, State Budget and Management
Former Congressional Fellow for Rep. Earl Blumenauer (Portland, Oregon)
Master's in Regional Planning and Public Administration

Cal Horton
Former Town Manager (16 years, until 2006), Town of Chapel Hill
As Manager, he has been a regional leader on transportation issues.

Sandy Ogburn
Member of the Board of Directors of several organizations in the Durham community, including the Durham Community Land Trust and the West End Community Center
Former member of the Durham City Council, the Durham-Chapel Hill-Carrboro MPO, and the Triangle Transit Authority Board of Trustees

Bernadette Pelissier, Ph.D.
Chair, Orange Chatham Group of the Sierra Club
Member, Orange County Planning Board
Member, Orange County Commission for the Environment
Former member, University of North Carolina Leadership Advisory Committee
Ph.D. in Sociology. Recently retired from the Federal government

Roger Perry
Chair, Triangle Tomorrow
President, East West Partners (member of the Chapel Hill-Carrboro Chamber of Commerce and the Regional Transportation Alliance)
Member, Board of Trustees, University of North Carolina at Chapel Hill
Served on the Board of Visitors of UNC and Executive Committee of the Center for Real Estate at UNC's Kenan Flagler School
Past chair, Triangle United Way

Mike Shiflett
Member, Durham Inter-Neighborhood Council, Northgate Park
Member, Board of Directors for the Coordinating Council for Senior Citizens
President and CEO, American Labor (member of the Durham Chamber of Commerce and the Regional Transportation Alliance)
Member, Durham Chamber of Commerce, Transportation Committee
Served on US 40 HOV task force, Durham Comprehensive Plan, Travel Demand Ordinance Task Force

Alternate Members

Holly Reid (first alternate)
President, Board of Trustees, Eno River Association

Co-Founder, Walkable Hillsborough Coalition
Former member, Orange County's Economic Development District Transportation Task Force

Sam Nichols (second alternate)
Senior Vice President, First Citizens Bank
Durham Chamber of Commerce, Transportation and Economic Development Committees

Ex-Officio Members

Alice Gordon
Chair, DCHC MPO TAC
Commissioner, Orange County

Becky Heron
Vice Chair, DCHC MPO TAC
Commissioner, Durham County

CAMPO Appointments

The CAMPO TAC made the following appointments at their February 21, 2007 TAC meeting.

Members

Bill Cavanaugh (Co-Chair)
Former chairman, chief executive officer, and president, Progress Energy, Inc.
Chairman of the World Association of Nuclear Operators (WANO)
Member of the National Academy of Engineering

Smedes York (Co-Vice-Chair)
President of York Properties, Inc.
Mayor, City of Raleigh, 1979-1983
Raleigh City Councilman, District E, 1977 to 1979.
Board Chairman York Simpson Underwood and McDonald-York
Past chairman of the North Carolina Citizens for Business and Industry
Past chairman N.C. State University Board of Trustees
Board of Directors of the Research Triangle Foundation
YMCA of the Triangle
North Carolina Amateur Sports
Trustee of the Urban Land Institute
Founding Co-Chair of Regional Transportation Alliance

Tom Bradshaw
Mayor, City of Raleigh 1971-1973

Secretary of N.C. Dept. of Transportation, 1976 - 1979
Member – Blue Ribbon Commission on the Future of Wake County
Managing Director, Public Finance Dept., CitiGroup Global Markets, Inc.

Gerry Cohen
Director of Legislative Drafting, NC General Assembly
Former Member-Chapel Hill Town Council
Former Member-Chapel Hill Transportation Board

Daniel Coleman
Contractor
Livable Streets Partnership
Raleigh-Wake Citizens Association

Trish Dowty
Vice President of the Corporate Services Division, SAS
Property, Procurement, and Logistics Management, CTI Data and Denelcor, Inc.
Board of Directors, Cary Chamber of Commerce

Greg Flynn
Architect
NC Dept of Public Instruction School Planning
NC Division of Forest Resources

Mike Hendren
Wake Forest Chamber of Commerce.
Board of Directors, Chair of the Government Affairs Committee

Jodi LaFreniere
Morrisville Chamber of Commerce President
Member - Business Alliance Leadership Team
Member Regional Transportation Alliance

Jennifer Lewis
Transportation Planner, The Louis Berger Group
Graduate Research Asst., Department of City and Regional Planning, UNC-CH

Rusine Mitchell-Sinclair
Vice President at Large - North Carolina Electronics and Information Technologies Association (NCEITA)
Regional Transportation Alliance - Vice chair of Regional Leadership
Senior State Executive, VP Strategy & Implementation, Global IT Delivery – IBM

Mack Paul
Attorney, Kennedy Covington
Past President – Triangle Tomorrow

Former Associate General Counsel for Blue Cross and Blue Shield of NC

Frank Price
President of F. L. Price & Associates
Chair – Clayton Planning Board

Tim Reed
Conservation Co-Chair of the Capital Group Sierra Club

Warren Sawicki
Fuquay-Varina - Chamber of Commerce
Retired Manufacturing Executive

Frank Timberlake
R.F. Timberlake and Company
President Carolinas/Virginia Chapter NAMA (National Agri-Marketing Association)

Ed Willingham
2006-07 chair of the Regional Transportation Alliance
Executive Vice President for First Citizens Bank's Triangle Region

Ex Officio Members

Joe Bryan
Chair, Capital Area MPO TAC
Commissioner, Wake County

Charles Meeker
Vice Chair, Capital Area MPO TAC
Mayor, City of Raleigh

John Brantley
Director, RDU International Airport
Commission member – Blue Ribbon Commission on the Future of Wake County

Rick Weddle
President and CEO of the Research Triangle Foundation
Vice Chair for Governmental Affairs - Regional Transportation Alliance
Commission member – Blue Ribbon Commission on the Future of Wake County

Mack McKrell
Long-time Regional Transit User
Cary Resident working in Durham (IBM / RTP)

Outstanding Issues

There are three outstanding issues that the TAC should consider. The MPO officers will present a recommendation at the TAC meeting.

1. CAMPO appointed 17 members and no alternates while the DCHC MPO appointed 10 members and 2 alternates. The MPOs previously agreed to 14 CAMPO appointments and 10 DCHC MPO appointments. The DCHC MPO suggested appointing 2-3 alternates to serve in a member's absence. CAMPO considered appointing 3 alternates but instead decided to appoint 3 additional members.

2. CAMPO appointed 5 ex officio members while DCHC MPO appointed 2 ex officio members. CAMPO has suggested that John Brantley (RDU Airport Authority) and Rick Weddle (Research Triangle Alliance) could both be considered joint regional representatives.

3. CAMPO selected a Co-Vice Chair while the DCHC MPO did not appoint a Co-Vice-Chair.

4. The ITRE proposal for support services has described a Commission membership that is not accurate, given that the DCHC MPO TAC has not completed deliberations on this matter, and the CAMPO has not replied to the DCHC decision. The schedule is also longer than the one contemplated by either MPO, and there are other changes that could be made.

5. Some rules of procedure should be defined before the Commission begins its work, e.g. role of ex-officio members, quorum, number of votes needed to pass motions, procedures for deciding who chairs the meeting, and the like. The TAC officers and staff will bring this matter to the TAC meeting for discussion.

TAC Action

Review and approve the appointments and charge to the Joint MPO Special Transit Advisory Commission. Review and approve the description of the charge, tasks, and schedule for the Joint MPO Special Transit Advisory Commission (Attachment 9A). Review and endorse the proposal to provide support services for the commission (Attachment 9B).

Special Transit Advisory Commission

Charge to the Commission

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the Capital Area Metropolitan Planning Organization (CAMPO) have concluded that major transit investments will be crucial to the Triangle's future economic success and mobility. In this regard the two MPOs have proposed the development of a Vision for Transit in the Triangle. The development of this plan should include a robust public outreach/community engagement effort and a process for establishing priorities for regional transit investments. The two MPOs have also proposed the creation of a Joint MPO Special Advisory Commission for Transit to assist them in the development of the Vision for Transit in the Triangle. This commission will deliver to the region's two MPOs a set of recommended major transit investments to serve the Triangle based on:

- Guiding principles for transit investments
- The *Transit Infrastructure Blueprint Project* analysis
- Priorities for transit investments
- A community engagement process

Tasks

To accomplish its overall mission, the commission may engage in any and all of the following focus areas. MPO and other staff will provide technical assistance to the commission for these tasks.

1. Review existing transit plans and relevant sections of the 2030 Long Range Transportation Plans, including the goals and objectives stated in those plans.
2. Determine the level and process for public outreach.
3. Determine goals and objectives for regional major transit investments.
4. Review and evaluate transit options available to the region for the next 20 to 30 years.
5. Determine regional major transit investment recommendations.
6. Other areas as deemed advisable by the commission.

General Schedule of Activities (draft)

February-March – MPOs name representatives to the commission, approve the description of the Commission, and review and endorse a proposal for support services.

Late March-Early April – Initial meeting(s).

- Commission confirms budget, staffing, and funding for facilitation, administration, and outreach.
- Members concur on the charge of the commission and overall schedule of work.
- Commission determines missing information and identifies focus areas needed to execute charge.

Spring – Technical activities and development of analysis framework.

- Commission develops framework of prioritized goals and objectives for making recommendations, including identification of problems needing to be addressed by transit.
- MPOs, TTA, NCDOT transit staff collect data on travel markets, land use, impacts on the environment, impacts on neighborhoods and communities, costs of potential transit technologies, best practices in other areas, and other needs identified by the commission.

Summer – Commission reviews Triangle Infrastructure Blueprint data and related research.

Fall – Commission develops recommendations for a Vision for Transit in the Triangle.

October 31, 2007 – Commission presents its recommendations to the two MPOs at the Joint MPO TAC meeting. The MPOs will then use the recommendations in the development of their 2035 Long Range Transportation Plans.

A Proposal on

"Logistics and Technical Support Services for the Joint MPO Special Transit Advisory Commission"

Submitted to
The Triangle Transit Authority,

Submitted by
The Institute for Transportation Research and Education
North Carolina State University

I. INTRODUCTION

On behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), the Capital Area Metropolitan Planning Organization (CAMPO), and the Public Transportation Division of the North Carolina Department of Transportation (NCDOT), the Triangle Transit Authority (TTA) requests that the Institute for Transportation Research and Education at North Carolina State University (ITRE) provide logistical and technical support and services for a "Joint MPO Special Transit Advisory Commission" charged with developing a regional transit vision plan to serve the Research Triangle area of North Carolina. This transit vision plan will then be recommended for incorporation into the long range transportation planning activities for the region.

The commission will consist of 29 member representatives recommended by both the CAMPO and the DCHC MPO, plus 7 key individuals from other stakeholders, for a 36-member commission. Representatives from the TTA, the NCDOT, the Regional Transportation Alliance, ITRE staff, and other involved partners will be invited guests at commission meetings. It is estimated that 60 invited individuals will be attending commission meetings.

The commission will be charged with identifying a vision (or alternative scenarios for a vision) for a regional transit plan for the Research Triangle area—Chatham, Durham, Franklin, Johnston, Orange, and Wake Counties. The purpose of this project is to provide technical support and services to the commission between March 15, 2007 and March 31, 2008.

ITRE will provide general administrative services, logistics and support for the commission activities, arrange for the services of outside transportation experts and a facilitator, and provide technical assistance. Specialized technical assistance from other consultants and/or organizations will be required to complete some tasks. ITRE will be responsible for identifying and securing individuals and/or firms that possess these qualities and obtaining their services through the use of contracted services and/or paid honoraria.

Specific task activities will be subject to change as requested by the commission. Anticipated tasks are identified in the Scope of Work below.

II. SCOPE OF WORK

A description of work tasks involved in this project follows.

TASK 1: LOGISTICS/ADMINISTRATIVE SUPPORT FOR THE COMMISSION

ITRE will be the primary source of logistics and administrative support for the commission. It is envisioned that the commission will meet on a monthly basis for an approximate 9-10 month period. Logistics/administrative support will include activities such as, but not limited to:

- Arranging for meeting facilities
- Arranging for and notifying meeting participants of parking at meeting sites
- Overseeing the development, reproduction, and distribution of meeting agendas, minutes, and other informational materials
- Conducting registration and providing identification materials for meeting participants
- Arranging for break refreshments and meals as necessary, while adhering to the state per diem requirements
- Arranging for audio-visual and other types of equipment as required for commission meetings
- Recording, transcribing, and maintaining records of formal proceedings
- Providing administrative assistance prior to, during, and as a follow-up to commission meetings
- Hosting a website for the project, accessible to all stakeholders and interested persons
- Conducting other activities as determined by the commission, which could include some limited public involvement activities, compiling information to meet a particular request from the commission, etc.

TASK 2: COMMISSION MEETING FACILITATOR

ITRE will contract with Dr. Phillip Boyle, President, Leading and Governing Associates, Inc., a recognized expert in policy consensus building, to provide facilitation services for the series of monthly commission meetings. The exact number of meetings will depend upon the needs of the commission; however, the budget includes funds to provide facilitation services for up to ten meetings if needed. Local travel costs are included within Dr. Boyle's daily rate.

Ann Hartell, a research associate at ITRE, will work closely with Dr. Boyle to develop meeting agendas, follow up on particular questions that may arise from commission members, and other tasks as required. Ms. Hartell will fill a critical role in making sure commission members and stakeholder representatives receive timely communication and feedback throughout this project.

TASK 3: TRANSPORTATION EXPERTS

The commission will need information on various topics to assist them in developing their vision for public transportation in the Research Triangle region. ITRE will procure the services of nationally recognized experts (likely some combination of individuals and firms) to conduct activities that could include:

- Educating the group by providing specialized information—on some aspect of public transportation; the planning, implementation and/or operation of regional transit; successes/failures/lessons learned from other regions; etc.
- Providing an objective, fair, and impartial point of view
- Providing feedback to the commission

These transportation experts may be required to attend only one or to attend two or more commission meetings, as determined by the commission. Up to seven (7) presentations or feedback sessions are included in this project. Travel and meal expenses for these transportation professionals will be covered through this project, according to state per diem allowances.

TASK 4: PROVIDE SPECIAL TECHNICAL ASSISTANCE

In addition to nationally recognized transportation experts, the commission may require special technical assistance from ITRE staff. For example, Debbie Collins and/or Tom Cook, from the ITRE Public Transportation Group, may be tasked to help educate the commission or to provide feedback to the group. They or other ITRE staff may need to prepare for, and attend one or more commission meetings, as determined by the commission. The budget includes provisions for the services of various ITRE staff, as required.

TASK 5: PROVIDE DOCUMENTATION

The entire regional transportation visioning process will need to be documented. ITRE will provide this critical support function for the commission. Activities involved in documenting the visioning process may include, but not be limited to:

- Compiling and distributing minutes of all public meetings
- Maintaining a file of information provided by outside experts
- Providing interim deliverables for discussion at commission meetings
- Compiling a summary of the entire process
- Creating and producing a Draft Final Report for consideration and feedback as presented at the joint MPO Technical Advisory Committee meeting in October 2007
- Incorporating feedback and producing a Final Report on the study and recommendations

TASK 6: PROVIDE OVERALL PROJECT MANAGEMENT

ITRE will serve as the project manager, coordinating the services of a facilitator, outside transportation experts, and ITRE staff as necessary to meet the needs of the commission. ITRE will serve as a single point of contact for the sponsor and members of the commission, to enable the regional public transportation visioning process to take place efficiently.

III. PROJECT TIME FRAME

The period of performance is March 15, 2007 through March 31, 2008.

IV. PROJECT TEAM

The project team will initially consist of ITRE and several consultants. ITRE staff will include Robert S. Foyle, Associate Director, who will serve as the principal investigator.

Other ITRE staff roles will include, but not be limited to the following:

- Provide support for the commission on a day-to-day basis—to be provided by Ann Hartell, a research associate, and others with special skills and/or expertise, as required
- Provide special skills and/or utilize knowledge of the public transportation industry, as necessary, by Tom Cook (and/or Debbie Collins)
- Support from ITRE's Communications Department from Katie McDermott on graphics, technical writing and editing, website development and updating, final report, etc.
- Support from Walt Thomas for event planning, coordination, and meeting logistics
- Undergraduate students to help with putting meeting materials together

ITRE will contract with a qualified facilitator to provide assistance in conducting commission meetings. Dr. Philip Boyle, president of Leading and Governing Associates, Inc., has agreed to lead the commission meetings as part of the policy consensus building process needed for a successful outcome for this project. ITRE will also secure outside transportation experts, as required, to address the needs of the commission.

ITRE will provide travel and per diem expenses to enable non-local individuals with particular expertise to attend meetings and otherwise support the commission.

V. PROJECT BUDGET

The estimated budget for this project is $173,296. Refer to the budget page for the estimated line item amounts for this project. Personnel days by task are included in a separate table following the budget justification page.

ESTIMATED BUDGET
Logistics and Technical Support Services for the Joint MPO Special Transit Advisory Commission
PROJECT PERIOD: March 15, 2007 to March 31, 2008

Budget Items	Description of Level of Effort	FY'07 Budget	FY'08 Budget	Total Budget
Salaries and Wages (Personnel)				
Robert Foyle, P.E. (P.I.)	10% effort for 12 months	$ 2,919	$ 8,170	**$ 11,089**
Tom Cook (Senior Technical Researcher)	9.6% effort for 12 months	$ 2,160	$ 4,828	**$ 6,988**
Ann Hartell (Technical Researcher)	50% effort for 12 months	$ 6,615	$ 18,810	**$ 25,425**
Katie McDermott (Communications Mgr.)	15.4% effort for 12 months	$ 2,740	$ 8,640	**$ 11,380**
Walt Thomas (Technical Assistant)	25% effort for 12 months	$ 2,160	$ 6,958	**$ 9,118**
Undergraduate Students	40 hrs @ $12/hr (bi-weekly)	$ 120	$ 360	**$ 480**
SUBTOTAL PERSONNEL		$ 16,714	$ 47,766	**$ 64,480**
Staff Benefits				
Staff (25%)		$ 3,609	$ 10,112	**$ 13,721**
Undergraduate Students (8.45%)		$ 10	$ 30	**$ 40**
SUBTOTAL STAFF BENEFITS		$ 3,619	$ 10,142	**$ 13,761**
TOTAL PERSONNEL & BENEFITS		$ 20,333	$ 57,908	**$ 78,241**
Contracted Services		$ 15,240	$ 29,660	**$ 44,900**
Supplies and Materials		$ 1,075	$ 2,625	**$ 3,700**
Travel				
In State and Out-of-State plus per diem		$ 3,000	$ 4,000	**$ 7,000**
Current Services				
Communications (long distance calls)		$ 100	$ 100	**$ 200**
Printing and Binding		$ -	$ 2,700	**$ 2,700**
Other Current Services		$ 1,385	$ 4,165	**$ 5,550**
Fixed Charges				
Rental of Property		$ 600	$ 1,400	**$ 2,000**
Rental of Equipment/State Vehicles		$ 42	$ 80	**$ 122**
TOTAL OTHER DIRECT COSTS		$ 21,442	$ 44,730	**$ 66,172**
Facilities & Administrative Costs				
20% of MTDC ***		$ 8,355	$ 20,528	**$ 28,883**
TOTAL ESTIMATED BUDGET		$ 50,130	$ 123,166	**$ 173,296**

*** MTDC = Modified Total Direct Costs = total costs minus equipment and tuition, if included.

Budget Justification

Salaries and Wages: costs include salary for Robert Foyle (10%), Tom Cook (9.6%), Ann Hartell (50%), Katie McDermott (15.4%), Walt Thomas (25% for event planning and logistics), and student help (40 hrs).

Fringe Benefits: calculated as 25% of salary for staff and 8.45% for students.

Contracted Services: cost for facilitator (Philip Boyle) at 2 days per meeting x 10 meetings x $1440/day = $28,800; cost for experts at 2 days per presentation (1 day for prep and 1 day for travel and presentation) x 7 presentations x $1100/day = $15,400; and one honorarium at $700.

Supplies and Materials: 60 notebooks/tabs for participants x $5 ea = $300; 100 notebooks/tabs for final report x $5 ea = $500; 25,000 photocopies x $0.06 = $1,500; break refreshments at $2 x 60 participants x 10 meetings = $1,200; other miscellaneous supplies at $200.

Travel: primarily out-of-state travel to bring experts in for presentations at meetings. Estimate seven (7) presentations at $1000 ea = $7,000.

Current Services: covers long distance calls, printing of one interim and one final report, plus lunch meals at $9.25 x 60 x 10 mtgs = $5,550.

Fixed Charges: covers rental of meeting space and a/v equipment, if needed, for 10 meetings at $200/mtg, plus rental of a state car for ITRE staff to attend meetings.

Facilities and Administrative Costs: charged at the rate of 20% of MTDC for off-campus public service projects.

Project Title: Logistics and Technical Support Services for the Joint MPO Special Transit Advisory Commission

P.I. Robert S. Foyle, P.E.

Department Affiliation: ITRE

University: NC State University

Daily Breakdown by Task and Personnel								
Name	**Working Title for Project**	**Task 1 days**	**Task 2 days**	**Task 3 days**	**Task 4 days**	**Task 5 days**	**Task 6 days**	**TOTALS**
Robert Foyle	Principal Investigator	6	2	2	1	3	12	26
Tom Cook	Senior Technical Researcher	10	0	0	10	5	0	25
Ann Hartell	Technical Researcher	100	0	0	10	20	0	130
Katie McDermott	Communications Manager	20	0	0	0	20	0	40
Walt Thomas	Technical Assistant	65	0	0	0	0	0	65
Phil Boyle	Facilitator	0	20	0	0	0	0	20
To be determined	Technical Experts	0	0	14	0	0	0	14
TOTALS		201	22	16	21	48	12	320

Task 1 - Logistics support for commission
Task 2 - Facilitator
Task 3 - Experts
Task 4 - Technical Assistance
Task 5 - Documentation
Task 6 - Project Management

sent via email, March 5, 2007

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **March 14, 2006**

SUBJECT: **2006-2007 Unified Planning Work Program (UPWP) – Amendment #2.**

The TAC approved the 2006-2007 UPWP on May 10, 2006 and amended it on October 10, 2006 (Amendment #1). The proposed amendments are necessary in order to reflect reallocation of funds by the Towns of Chapel Hill and Carrboro, and de-obligation and reallocation of STP-DA funds. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2006-07) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2007-08).

Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for the following UPWP projects: Land-use model, GIS automation, Model update, ITS deployment Update, Orange County Greenhouse Gas Emission Study, and Transit Infrastructure Blueprint. The proposed amendment reflects the addition of funds for air quality conformity work associated with the 2030 LRTP Amendment. The funding of support services for the Special Transit Advisory Commission in the 2006-2007 fiscal year has been absorbed into the LPA work program. The revisions are described and summarized as follows.

1. Reallocation of funds by the Town of Carrboro to better reflect current work activities and focus areas. As indicated in the tables below, there is no net change in total funding with these changes.

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Carrboro

			Carrboro	**Section 104(f) Planning Funds**					
				Original		***Proposed***			
				2006-07 UPWP Amend1 Oct 11, 2006 TAC		***Amendment #2 Mar 14 2007, TAC***		***Difference (Change)***	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**A**		**Surveillance of Change**						
		3	Street System Changes	50	200	*0*	*0*	**(50)**	**(200)**
		4	Traffic Accidents	150	600	*0*	*0*	**(150)**	**(600)**
		5	Transit System Data	300	1,200	*58*	*233*	**(242)**	**(967)**
		5	Mapping	150	600	*40*	*159*	**(110)**	**(441)**
II	**B**		**Long Range Transp. Plan**						
		2	Collection of Network Data	60	240	*0*	*0*	**(60)**	**(240)**
		9	Highway Element of the LRTP	50	200	*0*	*0*	**(50)**	**(200)**
III	**B**		**Transportation Improvement Prog.**						
		1	Transportation Improvement Prog.	400	1,600	*320*	*1,280*	**(80)**	**(320)**
III	**D**		**Incident Management/Project Dev.**						
		2	Incident Management/Project Dev.	100	400	*0*	*0*	**(100)**	**(400)**

III-B	**E**		**Management & Operations**						
		1	Management & Operations	2,716	10,864	*3,558*	*14,232*	**842**	**3,368**
			Net Change					**$0**	**$0**

2. Reallocation of funds by the Town of Chapel Hill to better reflect current work activities and focus areas. There is no net change in total funding with these changes.

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Chapel Hill

				Section 5303 Transit Funds								
			Chapel Hill	***Original***			***Proposed***					
				2006-07 UPWP #1 Oct. 11, 2006 TAC			***Amendment #2 March 14, 2007 TAC***			***Difference (Change)***		
			Task Description	**Local**	**NCDOT**	**FTA**	**Local**	**NCDOT**	**FTA**	**Local**	**NCDOT**	**FTA**
				10%	**10%**	**80%**	**20%**	**10%**	**80%**	**10%**	**10%**	**80%**
II	**A**		**Surveillance of Change**									
		5	Transit System Data	0	0	0	2,750	2,750	*22,000*	**2,750**	**2,750**	**22,000**
II	**B**		**Long Range Transp Plan**									
		10	Transit Element of the LRTP	2,500	2,500	20,000	2,125	2,125	*17,000*	**(375)**	**(375)**	**(3,000)**
III-B	**E**		**Management & Operations**									
		1	Management & Operations	4,750	4,750	38,000	2,375	2,375	*19,000*	**(2,375)**	**(2,375)**	**(19,000)**
			Net Change							**$0**	**$0**	**$0**

			Chapel Hill	Section 5307 Transit Funds								
				Original			*Proposed*					
				2006-07 UPWP #1 Oct. 11, 2006 TAC			*Amendment #2 March 14, 2007 TAC*			*Difference (Change)*		
			Task Description	**Local**	**NCDOT**	**FTA**	**Local**	**NCDOT**	**FTA**	**Local**	**NCDOT**	**FTA**
				10%	**10%**	**80%**	**20%**	**10%**	**80%**	**10%**	**10%**	**80%**
II	**A**		**Surveillance of Change**									
		5	Transit System Data	0	0	0	2,622	2,622	*20,972*	**2,622**	**2,622**	**20,972**
II	**B**		**Long Range Transp. Plan**									
		10	Transit Element of the LRTP	0	0	0	0	0	*0*	**0**	**0**	**0**
III-B	**E**		**Management & Operations**									
		1	Management & Operations	5,243	5,243	41,944	2,622	2,622	*20,972*	**(2,622)**	**(2,622)**	**(20,972)**
			Net Change							**$0**	**$0**	**$0**

			Chapel Hill	Section 104(f) Planning Funds					
				Original		*Proposed*			
				2006-07 UPWP #1 Oct 11, 2006 TAC		*Amendment #2 Mar 14 2007, TAC*		*Difference (Change)*	
			Task Description	**Local**	**FHWA**	**Local**	**FHWA**	**Local**	**FHWA**
				20%	**80%**	**20%**	**80%**	**20%**	**80%**
II	**A**		**Surveillance of Change**						
		5	Transit System Data	0	0	*(2,875)*	*(11,498)*	**(2,875)**	**(11,498)**
II	**B**		**Long Range Transp. Plan**						
		10	Transit Element of the LRTP	0	0	*0*	*0*	**0**	**0**
III-B	**E**		**Management & Operations**						
		1	Management & Operations	5,749	22,996	*8,624*	*34,494*	**2,875**	**11,498**
			Net Change					**$0**	**$0**

3. De-obligation of funds for MPO major projects that are expected to continue through the FY 2008. This requires the transfer of STPDA funds from FY 2007 to FY2008 to permit the City of Durham to seek reimbursement for expenditures associated with the projects undertaken in this current fiscal year that will be completed during the next fiscal year.

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

City of Durham - The Lead Planning Agency (LPA)

				STP-DA 133(b)(3)(7) Funds					
				Original		***Proposed***			
				2006-07 UPWP #1		***Amendment #2***		***Difference***	
				Oct 11, 2006 TAC		***Mar 14 2007, TAC***		***(Change)***	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		3	Travel Model Update	185,842	743,367	*60,842*	*243,367*	**(125,000)**	**(500,000)**
		4	Travel Surveys	69,761	279,042	*19,761*	*79,042*	**(50,000)**	**(200,000)**
III	**D**		**Incident Management/Project Dev.**						
		3	Special Studies	54,000	216,000	*10,000*	*40,000*	**(44,000)**	**(176,000)**
III-E	**E**		**Management & Operations**						
		1	Management & Operations	35,182	140,726	*10,182*	*40,726*	**(25,000)**	**(100,000)**
			Net Change					**($244,000)**	**($976,000)**

4. De-obligation of funds programmed for the Orange County Greenhouse Gas Emission study to reflect the new schedule for that project

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Orange County

				Section 104(f) Planning Funds					
				Original		***Proposed***			
				2006-07 UPWP #1 Oct 11, 2006 TAC		***Amendment #2 Mar 14 2007, TAC***		***Difference (Change)***	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		18	Air Quality Planning /Conformity	1,410	5,640	*0*	*0*	**(1,410)**	**(5,640)**
			Net Change					**($1,410)**	**($5,640)**

5. Addition of funds to TJ COG for the air quality conformity work associated with the 2030 Long Range Transportation Plan. De-obligation of funds programmed for the Transit Infrastructure Blueprint to reflect the new schedule for that project.

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

TJCOG

					STP-DA 133(b)(3)(7) Funds					
				Task Description	***Original***		***Proposed***			
					2006-07 UPWP #1 Oct 11, 2006 TAC		***Amendment #2 Mar 14 2007, TAC***		***Difference (Change)***	
					Local 20%	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**			**Long Range Transp. Plan**						
		4		Forecast of Data to Horizon Yr.	2,881	11,522	*2,881*	*11,522*	**0**	**0**
		10		Transit Element of the LRTP	9,250	37,000	*7,500*	*30,000*	**(1,750)**	**(7,000)**
		18		AQ Planning/Conformity	602	2,408	*2,786*	*11,142*	**2,184**	**8,734**
				Net Change					**$434**	**$1,734**

RESOLUTION

TO APPROVE AMENDMENT #2 TO THE FY 2006-2007 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

March 14, 2007

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, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2006-2007 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2006-2007.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #2 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2006-2007 as described in the attached sheets.

I, Alice M. Gordon, Transportation Advisory Committee 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 Urban Area Transportation Advisory Committee, duly held on the 14th day of March, 2007.

_____
Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____County, North Carolina do hereby certify that Alice M. Gordon personally appeared before me on ___day of _____, 2007 to affix her signature to the foregoing document.

_____
Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires:_____

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Carrboro

			Carrboro	Section 104(f) Planning Funds					
				Original		*Proposed*			
				2006-07 UPWP Amend1 Oct 11, 2006 TAC		*Amendment #2 Mar 14 2007, TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**A**		**Surveillance of Change**						
		3	Street System Changes	50	200	*0*	*0*	**(50)**	**(200)**
		4	Traffic Accidents	150	600	*0*	*0*	**(150)**	**(600)**
		5	Transit System Data	300	1,200	*58*	*233*	**(242)**	**(967)**
		5	Mapping	150	600	*40*	*159*	**(110)**	**(441)**
II	**B**		**Long Range Transp. Plan**						
		2	Collection of Network Data	60	240	*0*	*0*	**(60)**	**(240)**
		9	Highway Element of the LRTP	50	200	*0*	*0*	**(50)**	**(200)**
III	**B**		**Transportation Improvement Prog**						
		1	Transportation Improvement Prog.	400	1,600	*320*	*1,280*	**(80)**	**(320)**
III	**D**		**Incident Management/Project Dev.**						
		2	Incident Management/Project Dev.	100	400	*0*	*0*	**(100)**	**(400)**
III-B	**E**		**Management & Operations**						
		1	Management & Operations	2,716	10,864	*3,558*	*14,232*	**842**	**3,368**
			Net Change					**$0**	**$0**

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Chapel Hill

			Chapel Hill	Section 5303 Transit Funds								
				Original			*Proposed*					
				2006-07 UPWP #1 Oct. 11, 2006 TAC			*Amendment #2 March 14, 2007 TAC*			*Difference (Change)*		
			Task Description	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA
				10%	10%	80%	20%	10%	80%	10%	10%	80%
II	A		**Surveillance of Change**									
		5	Transit System Data	0	0	0	2,750	2,750	22,000	**2,750**	**2,750**	**22,000**
II	B		**Long Range Transp Plan**									
		10	Transit Element of the LRTP	2,500	2,500	20,000	2,125	2,125	17,000	**(375)**	**(375)**	**(3,000)**
III-B	E		**Management & Operations**									
		1	Management & Operations	4,750	4,750	38,000	2,375	2,375	19,000	**(2,375)**	**(2,375)**	**(19,000)**
			Net Change							**$0**	**$0**	**$0**

			Chapel Hill	Section 5307 Transit Funds								
				Original			*Proposed*					
				2006-07 UPWP #1 Oct. 11, 2006 TAC			*Amendment #2 March 14, 2007 TAC*			*Difference (Change)*		
			Task Description	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA
				10%	10%	80%	20%	10%	80%	10%	10%	80%
II	A		**Surveillance of Change**									
		5	Transit System Data	0	0	0	2,622	2,622	20,972	**2,622**	**2,622**	**20,972**
II	B		**Long Range Transp. Plan**									
		10	Transit Element of the LRTP	0	0	0	0	0	0	**0**	**0**	**0**
III-B	E		**Management & Operations**									
		1	Management & Operations	5,243	5,243	41,944	2,622	2,622	20,972	**(2,622)**	**(2,622)**	**(20,972)**
			Net Change							**$0**	**$0**	**$0**

			Chapel Hill	Section 104(f) Planning Funds					
				Original		*Proposed*			
				2006-07 UPWP #1 Oct 11, 2006 TAC		*Amendment #2 Mar 14 2007, TAC*		*Difference (Change)*	
			Task Description	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II	A		**Surveillance of Change**						
		5	Transit System Data	0	0	(2,875)	(11,498)	**(2,875)**	**(11,498)**
II	B		**Long Range Transp. Plan**						
		10	Transit Element of the LRTP	0	0	0	0	**0**	**0**
III-B	E		**Management & Operations**						
		1	Management & Operations	5,749	22,996	8,624	34,494	**2,875**	**11,498**
			Net Change					**$0**	**$0**

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables
City of Durham - The Lead Planning Agency (LPA)

				STP-DA 133(b)(3)(7) Funds					
				Original		*Proposed*			
				2006-07 UPWP #1 Oct 11, 2006 TAC		*Amendment #2 Mar 14 2007, TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		3	Travel Model Update	185,842	743,367	*60,842*	*243,367*	**(125,000)**	**(500,000)**
		4	Travel Surveys	69,761	279,042	*19,761*	*79,042*	**(50,000)**	**(200,000)**
III	**D**		**Incident Management/Project Dev.**						
		3	Special Studies	54,000	216,000	*10,000*	*40,000*	**(44,000)**	**(176,000)**
III-E	**E**		**Management & Operations**						
		1	Management & Operations	35,182	140,726	*10,182*	*40,726*	**(25,000)**	**(100,000)**
			Net Change					**($244,000)**	**($976,000)**

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

Orange County

			Task Description	Section 104(f) Planning Funds					
				Original		*Proposed*			
				2006-07 UPWP #1 Oct 11, 2006 TAC		*Amendment #2 Mar 14 2007, TAC*		*Difference (Change)*	
				Local 20%	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		18	Air Quality Planning /Conformity	1,410	5,640	*0*	*0*	**(1,410)**	**(5,640)**
			Net Change					**(1,410)**	**(5,640)**

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #2 (March 14, 2007 TAC)
Funding Source Tables - Detail Revision Tables

TJCOG

				STP-DA 133(b)(3)(7) Funds					
				Original		***Proposed***			
				2006-07 UPWP #1 Oct 11, 2006 TAC		***Amendment #2 Mar 14 2007, TAC***		***Difference (Change)***	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		4	Forecast of Data to Horizon Yr.	2,881	11,522	*2,881*	*11,522*	**0**	**0**
		10	Transit Element of the LRTP	9,250	37,000	*7,500*	*30,000*	**(1,750)**	**(7,000)**
		18	AQ Planning/Conformity	602	2,408	*2,786*	*11,142*	**2,184**	**8,734**
			Net Change					**$434**	**$1,734**

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **March 14, 2007**

SUBJECT: **2007-08 Unified Planning Work Program (UPWP)**

This memo presents the Draft 2007-08 Unified Planning Work Program (UPWP) for the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO).

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). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also part of the UPWP document.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and are sub-allocated to the City of Durham, Town of Carrboro and Town of Chapel Hill. Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The City of Durham uses these funds to support the LPA planning functions. These funds are also used for MPO special projects, such as the congestion Management Systems, Collector Street Plan, Land use model, GIS/Data integration and automation, Regional model update and enhancement, Travel behavior

surveys and update of the ITS deployment plan and regional architecture, support of the Regional Model Service Bureau, etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA), and the Triangle Transit Authority (TTA), is the Federal Transit Administration's Section 5303 (formerly Section 8) funds. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 (formerly Section 9) capital and operating funds for planning. These funds must be approved by the TAC as part of the UPWP approval process.

FY 2004-05 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 2007-08 is $374,273.

Federal (PL funds)	$374,273
Local (20% match)	$ 93,568
Total	$467,841

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 2007-2008 UPWP are shown below.

Federal (STP-DA)	$273,000
Local (20% match)	$ 68,250
Total	$341,250

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	$49,200
NCDOT-TPB	$12,300
Total SPR funds	$61,500

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	$ 90,799	$ 94,505		$185,304
State	$ 11,350	$ 11,813		$ 23,163
Local	$ 11,350	$ 11,813		$ 23,163
Total	$113,499	$118,131		$231,630

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
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State	$ 11,003	$ 36,047	$ 86,600	$ 133,650
Local	$ 11,003	$ 36,047	$ 86,600	$ 133,650
Total	$110,030	$360,465	$866,000	$1,336,495

DCHC MPO – UPWP Funding Sources (FY 2007-08)

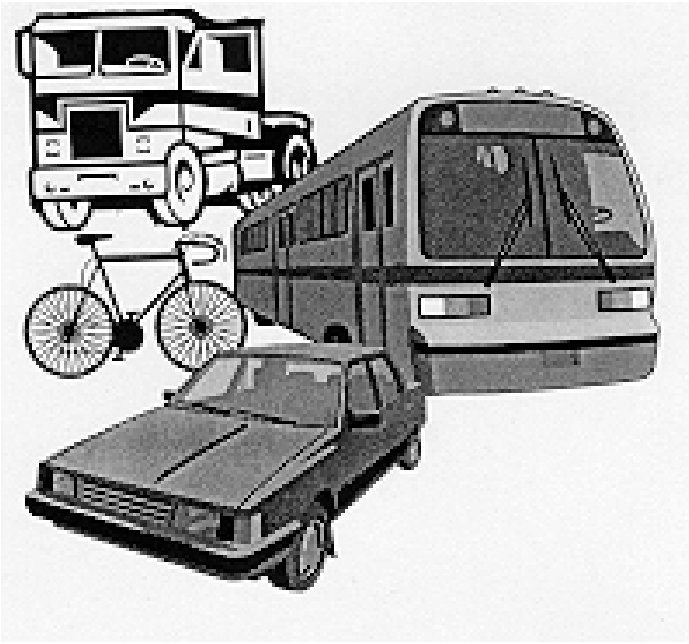
Funding Type	Federal	State	Local	Total
Section 104(f)	**$374,273**	**$0**	**$93,568**	**$467,841**
STP-DA	**$273,000**	**$0**	**$68,250**	**$341,250**
FTA 5303	**$185,304**	**$23,163**	**$23,163**	**$231,630**
FTA 5307	**$1,069,196**	**$133,650**	**$133,650**	**$1,336,495**

Unified Planning Work Program (UPWP) Development Process

The development process for the 2007-08 UPWP is presented below. This process differs from the previous process in that a public involvement component has been incorporated in this process. Also, the TAC is involved early in the process during the formulation of major emphasis. The proposed FY 2007-08 UPWP does not contain any new initiative rather continuation of the FY 2006-07 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2007-08 UPWP schedule is illustrated in the attached development schedule.

	Date	Task Descriptions
1	Jan-06	NCDOT transmits FHWA Section 104(f) planning funds to the MPO.
2	Jan-06	NCDOT -PTD transmits Transit UPWP materials and schedule to transit operators
3	24-Jan-07	TCC initiates the development of the 2007-2008 UPWP
4	14-Feb-07	TAC receives schedule for the development of the 2007-2008 UPWP. TAC receives update on Section 5307 distribution between TTA, DATA and CHT
5	28-Feb-07	TCC receives draft 2006-2007 UPWP
6	Feb-March	Development of Draft 2006-07 UPWP
7	Feb-March	TCC coordinates with member jurisdictions budget process for local matching funds
8	1-Mar-07	Deadline for submitting draft 2007-08 UPWP to NCDOR-PTD
9	14-Mar-07	TAC receives Draft 2007-2008 UPWP and provides comments to the TCC. TAC receives update on Section 5307 distribution between TTA, DATA and CHT Draft UPWP released for public comment period.
10	22-Mar-07	TCC recommends final 2007-2008 UPWP for TAC approval
10	11-Apr-07	TAC adopts 2006-2007 UPWP and self certifies MPO planning process
11	27-Apr-07	Deadline for submitting TAC approved 2007-08 UPWP to NCDOR-PTD
12	Jun-07	NCDOT/FHWA approves 2007-2008 UPWP

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization



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2007-2008
Unified Planning Work Program (UPWP)

March 14, 2007

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

FY 2007-2008 Unified Planning Work Program

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Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2007-2008 Unified Planning Work Program

April 11, 2007

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 2007-2008.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2007-2008 Unified Planning Work Program*.

****

I, Alice M. Gordon , 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 11th day of April, 2007.

_____
TAC Chair

Subscribed and sworn to me this _____day of _____, 2007.

_____
Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

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

RESOLUTION (PTD-FTA)

Approving the FY 2007-2008 Unified Planning Work Program (UPWP) of the DCHC Urban Area

April 11, 2007

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 2007-2008.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *FY 2007-2008 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*.

****

I, Alice M. Gordon , 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 11th day of April, 2007.

_____
Alice M. Gordon, PhD
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this _____ day of _____, 2007.

_____
Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2007-08 (FY 2008)

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;

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

WHEREAS, the 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;

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 (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the 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 (49 CFR parts 27, 37, and 38);

WHEREAS, the DCHC MPO Metropolitan Transportation Improvement Program is a subset of the currently conforming 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 DCHC Urban Area Transportation Advisory Committee certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the 11th day of April, 2007.

_____

Chair, Transportation Advisory Committee

_____

Clerk/Secretary/Planner

Metropolitan Planning
Self-Certification Process

CFR 450.334
The State and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d);
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects…; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist should help guide the MPOs as they review their processes and programs for self-certification.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314
    a. Is there an adopted prospectus?
    b. Are tasks and products clearly outlined?
    c. Is the U/PWP consistent with the LRTP?
    d. Is the work identified in the U/PWP completed in a timely fashion?
5. Does the area have a valid transportation planning process? 23 CFR 450.322
    a. Is the transportation planning process continuous, cooperative and comprehensive?
    b. Is there a valid LRTP?
    c. Did the LRTP have at least a 20-year horizon at the time of adoption?
    d. Does it address the 8-planning factors?
    e. Does it cover all modes applicable to the area?
    f. Is it financially constrained?
    g. Does it include funding for the maintenance and operation of the system?
    h. Does it conform to the State Implementation Plan (SIP) (if applicable)?
    i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332
    a. Is it consistent with the LRTP?
    b. Is it fiscally constrained?
    c. Is it developed cooperatively with the state and local transit operators?
    d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor?
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
    a. Is it consistent with the LRTP?
    b. Was it used for the development of the TIP?
    c. Is it monitored and reevaluated to meet the needs of the area?
8. Does the area have a process for including environmental mitigation discussions in the planning process? (SAFETEA-LU)
    a. How _____
    b. Why not_____

9. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898?
    a. Title VI
        i. Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)]
    b. Environmental Justice (Executive Order 12898)
        i. Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?
    c. ADA
        i. Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation? [49 CFR 27.13]
    d. DBE
        i. Does the MPO have a DBE policy statement that expresses commitment to the DBE program? [49 CFR 26.23]
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
    a. Did the public participate in the development of the PIP?
    b. Was the PIP made available for public review for at least 45-days prior to adoption?
    c. Is adequate notice provided for public meetings?
    d. Are meetings held at convenient times and at accessible locations?
    e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
    f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
    g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? (SAFETEA-LU)
    a. How_____
    b. Why not_____

Overview

Durham-Chapel Hill Carrboro
Metropolitan Planning Organization
FY 2007-2008 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. The certification resolution was included as part of the FY 2006-2007 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. Several UPWP tasks are specifically targeted to implement provisions of several pieces of federal legislation, particularly the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for User (SAFETEA-LU), 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 2007-08 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 2007-08 is $374,273.

Federal (PL funds)	$374,273
Local (20% match)	$ 93,568
Total	$467,841

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DCHC MPO – UPWP Funding Sources (FY 2007-08)

Funding Type	Federal	State	Local	Total
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STP-DA	**$273,000**	**$0**	**$68,250**	**$341,250**
FTA 5303	**$185,304**	**$23,163**	**$23,163**	**$231,630**
FTA 5307	**$1,069,196**	**$133,650**	**$133,650**	**$1,336,495**

Funding Distribution & Agency Allocation Tables

MPO Funds Distribution by Agency

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Funding Distribution by Agency & Funding Sources

MPO Summary
3/8/2007 13:22

		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						
	Receiving Agency	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 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
	Durham/DATA			312,250	1,249,000	70,687	282,748	11,813	11,813	94,505	36,047	36,047	288,372	0	0	0	430,797	47,860	1,914,625	2,393,281
	Carrboro			0	0	6,351	25,405	0	0	0	0	0	0	0	0	0	6,351	-	25,405	31,756
	Chapel Hill/CHT			0	0	16,528	66,112	11,350	11,350	90,801	11,003	11,003	88,024	0	0	0	38,881	22,353	244,937	306,171
	Orange County			0	0	1,410	5,640	0	0	0	0	0	0	0	0	0	1,410	-	5,640	7,050
	TJCOG			0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	TTA			31,250	125,000	0	0	0	0	0	86,600	86,600	692,800	0	0	0	86,600	117,850	817,800	1,022,250
	NCDOT	12300	49200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,300	49,200	61,500
Totals		$12,300	$49,200	$343,500	$1,374,000	$94,976	$379,905	$23,163	$23,163	$185,306	$133,650	$133,650	$1,069,196	$0	$0	$0	$564,039	$200,363	$3,057,607	$3,822,009

Summary MPO Funding Source Tables

MPO Summary (FHWA/FTA Funds)

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Summary Funding Source Tables - FHWA/FTA Funds

MPO Summary
3/8/2007 13:26

			Task Description	SPR Highway NCDOT 20%	SPR Highway FHWA 80%	STP-DA 133(b)(3)(7) Local 20%	STP-DA 133(b)(3)(7) FHWA 80%	Sec. 104(f) PL Local 20%	Sec. 104(f) PL FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 25%	Section 5309 Transit NCDOT 25%	Section 5309 Transit FTA 50%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary Total
II	A		**Surveillance of Change**																				
II	A	1	Traffic Volume Counts	0	0	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	2,500	-	10,000	12,500
		2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		4	Traffic Accidents	0	0	500	2,000	400	1,600	0	0	0	0	0	0	0	0	0	900	-	3,600	4,500
		5	Transit System Data	0	0	1,250	5,000	50	200	6,813	6,813	54,505	11,984	11,984	95,869	0	0	0	20,097	18,797	155,574	194,468
		6	Dwelling Unit, Pop. & Emp. Change	0	0	3,750	15,000	3,500	14,000	0	0	0	0	0	0	0	0	0	7,250	-	29,000	36,250
		7	Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		10	Mapping	0	0	2,500	10,000	2,645	10,580	1,875	1,875	15,000	0	0	0	0	0	0	7,020	1,875	35,580	44,475
		11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		12	Bike & Ped. Facilities Inventory	0	0	0	0	60	240	0	0	0	0	0	0	0	0	0	60	-	240	300
		13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II	B		**Long Range Transp. Plan**																				
	B	1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		3	Travel Model Updates	2,100	8,400	157,500	630,000	0	0	0	0	0	12,500	12,500	100,000	0	0	0	170,000	14,600	738,400	923,000
		4	Travel Surveys	0	0	42,500	170,000	0	0	0	0	0	4,000	4,000	32,000	0	0	0	46,500	4,000	202,000	252,500
		5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		6	Community Goals & Objectives	0	0	0	0	1,060	4,240	0	0	0	0	0	0	0	0	0	1,060	-	4,240	5,300
		7	Forecast of Futurel Travel Patterns	0	0	1,250	5,000	2,500	10,000	0	0	0	0	0	0	0	0	0	3,750	-	15,000	18,750
		8	Capacity Deficiency Analysis	0	0	1,250	5,000	7,250	29,000	0	0	0	0	0	0	0	0	0	8,500	-	34,000	42,500
		9	Highway Element of th LRTP	0	0	875	3,500	5,000	20,000	475	475	3,801	0	0	0	0	0	0	6,350	475	27,301	34,126
		10	Transit Element of the LRTP	0	0	1,625	6,500	6,300	25,200	0	0	0	12,768	12,768	102,146	0	0	0	20,693	12,768	133,846	167,308
		11	Bicycle & Ped. Element of the LRTP	0	0	9,500	38,000	4,063	16,250	2,500	2,500	20,000	0	0	0	0	0	0	16,063	2,500	74,250	92,813
		12	Airport/Air Travel Element of LRTP	0	0	0	0	250	1,000	0	0	0	0	0	0	0	0	0	250	-	1,000	1,250
		13	Collector Street Element of LRTP	200	800	17,000	68,000	75	300	0	0	0	0	0	0	0	0	0	17,075	200	69,100	86,375
		14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
		15	Freight Movement/Mobility Planning	0	0	0	0	500	2,000	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500
		16	Financial Planning	0	0	0	0	3,250	13,000	625	625	5,000	0	0	0	0	0	0	3,875	625	18,000	22,500
		17	Congestion Management Strategies	800	3,200	31,250	125,000	1,850	7,400	0	0	0	1,524	1,524	12,194	0	0	0	34,624	2,324	147,794	184,743
		18	Air Qual. Planning/Conformity Anal.	200	800	0	0	2,098	8,390	0	0	0	625	625	5,000	0	0	0	2,723	825	14,190	17,738
II	C		**Short Range Transit Planning**																				
		1	Short Range Transit Planning	0	0	0	0	250	1,000	0	0	0	28,100	28,100	224,800				28,350	28,100	225,800	282,250
III-A			**Planning Work Program**	400	1,600	0	0	3,300	13,200	125	125	1,000	3,943	3,943	31,545	0	0	0	7,368	4,468	47,345	59,181
III-B			**Transp. Improvement Plan**	400	1,600	0	0	5,900	23,600	375	375	3,000	1,478	1,478	11,820	0	0	0	7,753	2,253	40,020	50,025
III-C			**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																				
		1	Title VI	0	0	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750
		2	Environmental Justice	0	0	0	0	1,560	6,240	0	0	0	375	375	3,000	0	0	0	1,935	375	9,240	11,550
		3	Minority Business Enterprise	0	0	0	0	40	160	0	0	0	625	625	5,000	0	0	0	665	625	5,160	6,450
		4	Planning for the Elderly & Disabled	0	0	0	0	800	3,200	0	0	0	375	375	3,000	0	0	0	1,175	375	6,200	7,750
		5	Safety/Drug Control Planning	0	0	0	0	0	0	5,000	5,000	40,000	625	625	5,000	0	0	0	5,625	5,625	45,000	56,250
		6	Public Involvement	0	0	2,500	10,000	4,900	19,600	0	0	0	5,243	5,243	41,946	0	0	0	12,643	5,243	71,546	89,433
		7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D			**Incidental Plng./Project Dev.**																				
		1	Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	100	400	500
		2	Enviro. Analysis & Pre-TIP Plng.	1,000	4,000	750	3,000	1,861	7,445	0	0	0	0	0	0	0	0	0	2,611	1,000	14,445	18,056
		3	Special Studies	1,000	4,000	56,250	225,000	3,750	15,000	0	0	0	20,000	20,000	160,000	0	0	0	80,000	21,000	404,000	505,000
		4	Regional or Statewide Planning	2,100	8,400	750	3,000	2,500	10,000	625	625	5,000	625	625	5,000	0	0	0	4,500	3,350	31,400	39,250
III-E			**Management & Operations**																				
		1	Management & Operations	4,000	16,000	12,500	50,000	26,765	107,060	4,750	4,750	38,000	28,485	28,485	227,876	0	0	0	72,500	37,235	438,936	548,670
Totals				$12,300	$49,200	$343,500	$1,374,000	$94,976	$379,905	$23,163	$23,163	$185,306	$133,650	$133,650	$1,069,196	$0	$0	$0	$595,289	$169,113	$3,057,607	$3,822,009

MPO PL and STP-DA Tasks Funding Tables

FHWA Planning Funds
MPO PL & STP-DA Total

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
MPO PL & STP-DA Funding Tables

			Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds		
				Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
				20%	80%	100%	20%	80%	100%	20%	80%	100%
II	A		**Surveillance of Change**									
II	A	1	Traffic Volume Counts	0	0	0	2,500	10,000	12,500	2,500	10,000	12,500
		2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0
		3	Street System Changes	0	0	0	0	0	0	0	0	0
		4	Traffic Accidents	500	2,000	2,500	400	1,600	2,000	900	3,600	4,500
		5	Transit System Data	1,250	5,000	6,250	50	200	250	1,300	5,200	6,500
		6	Dwelling Unit, Pop. & Emp. Change	3,750	15,000	18,750	3,500	14,000	17,500	7,250	29,000	36,250
		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	0	0	0	0	0	0	0	0	0
		10	Mapping	2,500	10,000	12,500	2,645	10,580	13,225	5,145	20,580	25,725
		11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0
		12	Bike & Ped. Facilities Inventory	0	0	0	60	240	300	60	240	300
		13	Bike & Ped. Counts	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
		2	Collection of Network Data	0	0	0	0	0	0	0	0	0
		3	Travel Model Updates	157,500	630,000	787,500	0	0	0	157,500	630,000	787,500
		4	Travel Surveys	42,500	170,000	212,500	0	0	0	42,500	170,000	212,500
		5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0
		6	Community Goals & Objectives	0	0	0	1,060	4,240	5,300	1,060	4,240	5,300
		7	Forecast of Futurel Travel Patterns	1,250	5,000	6,250	2,500	10,000	12,500	3,750	15,000	18,750
		8	Capacity Deficiency Analysis	1,250	5,000	6,250	7,250	29,000	36,250	8,500	34,000	42,500
		9	Highway Element of th LRTP	875	3,500	4,375	5,000	20,000	25,000	5,875	23,500	29,375
		10	Transit Element of the LRTP	1,625	6,500	8,125	6,300	25,200	31,500	7,925	31,700	39,625
		11	Bicycle & Ped. Element of the LRTP	9,500	38,000	47,500	4,063	16,250	20,313	13,563	54,250	67,813
		12	Airport/Air Travel Element of LRTP	0	0	0	250	1,000	1,250	250	1,000	1,250
		13	Collector Street Element of LRTP	17,000	68,000	85,000	75	300	375	17,075	68,300	85,375
		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	500	2,000	2,500	500	2,000	2,500
		16	Financial Planning	0	0	0	3,250	13,000	16,250	3,250	13,000	16,250
		17	Congestion Management Strategies	31,250	125,000	156,250	1,850	7,400	9,250	33,100	132,400	165,500
		18	Air Qual. Planning/Conformity Anal.	0	0	0	2,098	8,390	10,488	2,098	8,390	10,488
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	3,300	13,200	16,500	3,300	13,200	16,500
III-B			**Transp. Improvement Plan**	0	0	0	5,900	23,600	29,500	5,900	23,600	29,500
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	1,560	6,240	7,800	1,560	6,240	7,800
		3	Minority Business Enterprise	0	0	0	40	160	200	40	160	200
		4	Planning for the Elderly & Disabled	0	0	0	800	3,200	4,000	800	3,200	4,000
		5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
		6	Public Involvement	2,500	10,000	12,500	4,900	19,600	24,500	7,400	29,600	37,000
		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.	750	3,000	3,750	1,861	7,445	9,306	2,611	10,445	13,056
		3	Special Studies	56,250	225,000	281,250	3,750	15,000	18,750	60,000	240,000	300,000
		4	Regional or Statewide Planning	750	3,000	3,750	2,500	10,000	12,500	3,250	13,000	16,250
III-E			**Management & Operations**									
		1	Management & Operations	12,500	50,000	62,500	26,765	107,060	133,825	39,265	157,060	196,325
Totals				**343,500**	**1,374,000**	**1,717,500**	**94,976**	**379,905**	**474,881**	**438,476**	**1,753,905**	**2,192,381**

Composite Agency Tables - PL and STP-DA

Composite Agency Tables
PL/STP-DA

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Composite Agency Tables (PL &STP-DA Funds)

MPO Summary

			Task Description	Chapel Hill			Carrboro			Orange			TJCOG			Durham			TTA			MPO		
				Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
				20%	80%	100%	20%	80%	100%	20%	80%	100%	20%	80%	100%	20%	80%	100%	20%	80%	100%	20%	80%	100%
II	A		**Surveillance of Change**																					
II	A	1	Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	2,500	10,000	12,500	0	0	0	2,500	10,000	12,500
		2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	900	3,600	4,500	0	0	0	900	3,600	4,500
		5	Transit System Data	0	0	0	50	200	250	0	0	0	0	0	0	1,250	5,000	6,250	0	0	0	1,300	5,200	6,500
		6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	7,250	29,000	36,250	0	0	0	7,250	29,000	36,250
		7	Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		10	Mapping	0	0	0	145	580	725	0	0	0	0	0	0	5,000	20,000	25,000	0	0	0	5,145	20,580	25,725
		11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		12	Bike & Ped. Facilities Inventory	0	0	0	60	240	300	0	0	0	0	0	0	0	0	0	0	0	0	60	240	300
		13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II	B		**Long Range Transp. Plan**																					
	B	1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	157,500	630,000	787,500	0	0	0	157,500	630,000	787,500
		4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	42,500	170,000	212,500	0	0	0	42,500	170,000	212,500
		5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		6	Community Goals & Objectives	0	0	0	60	240	300	0	0	0	0	0	0	1,000	4,000	5,000	0	0	0	1,060	4,240	5,300
		7	Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	3,750	15,000	18,750	0	0	0	3,750	15,000	18,750
		8	Capacity Deficiency Analysis	2,500	10,000	12,500	0	0	0	0	0	0	0	0	0	6,000	24,000	30,000	0	0	0	8,500	34,000	42,500
		9	Highway Element of th LRTP	1,250	5,000	6,250	0	0	0	0	0	0	0	0	0	4,625	18,500	23,125	0	0	0	5,875	23,500	29,375
		10	Transit Element of the LRTP	1,250	5,000	6,250	50	200	250	0	0	0	0	0	0	6,625	26,500	33,125	0	0	0	7,925	31,700	39,625
		11	Bicycle & Ped. Element of the LRTP	1,250	5,000	6,250	313	1,250	1,563	0	0	0	0	0	0	12,000	48,000	60,000	0	0	0	13,563	54,250	67,813
		12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	250	1,000	1,250	0	0	0	250	1,000	1,250
		13	Collector Street Element of LRTP	0	0	0	75	300	375	0	0	0	0	0	0	17,000	68,000	85,000	0	0	0	17,075	68,300	85,375
		14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	500	2,000	2,500	0	0	0	500	2,000	2,500
		16	Financial Planning	1,250	5,000	6,250	0	0	0	0	0	0	0	0	0	2,000	8,000	10,000	0	0	0	3,250	13,000	16,250
		17	Congestion Management Strategies	1,250	5,000	6,250	600	2,400	3,000	0	0	0	0	0	0	0	0	0	31250	125,000	156,250	33,100	132,400	165,500
		18	Air Qual. Planning/Conformity Anal.	0	0	0	188	750	938	1,410	5,640	7,050	0	0	0	500	2,000	2,500	0	0	0	2,098	8,390	10,488
II	C		**Short Range Transit Planning**																					0
		1	Short Range Transit Planning	0	0	0	250	1,000	1,250	0	0	0	0	0	0	0	0	0	0	0	0	250	1,000	1,250
																								0
III-A			**Planning Work Program**	250	1,000	1,250	300	1,200	1,500	0	0	0	0	0	0	2,750	11,000	13,750	0	0	0	3,300	13,200	16,500
																								0
III-B			**Transp. Improvement Plan**	500	2,000	2,500	400	1,600	2,000	0	0	0	0	0	0	5,000	20,000	25,000	0	0	0	5,900	23,600	29,500
																								0
III-C			**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																					0
		1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	Environmental Justice	0	0	0	60	240	300	0	0	0	0	0	0	1,500	6,000	7,500	0	0	0	1,560	6,240	7,800
		3	Minority Business Enterprise	0	0	0	40	160	200	0	0	0	0	0	0	0	0	0	0	0	0	40	160	200
		4	Planning for the Elderly & Disabled	0	0	0	50	200	250	0	0	0	0	0	0	750	3,000	3,750	0	0	0	800	3,200	4,000
		5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		6	Public Involvement	0	0	0	150	600	750	0	0	0	0	0	0	7,250	29,000	36,250	0	0	0	7,400	29,600	37,000
		7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																								0
III-D			**Incidental Plng./Project Dev.**																					0
		1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	50	200	250	0	0	0	0	0	0	2,561	10,245	12,806	0	0	0	2,611	10,445	13,056
		3	Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	60,000	240,000	300,000	0	0	0	60,000	240,000	300,000
		4	Regional or Statewide Planning	1,250	5,000	6,250	0	0	0	0	0	0	0	0	0	2,000	8,000	10,000	0	0	0	3,250	13,000	16,250
III-E			**Management & Operations**																					
		1	Management & Operations	5,778	23,112	28,890	3,511	14,045	17,556	0	0	0	0	0	0	29,976	119,903	149,879	0	0	0	39,265	157,060	196,325
Totals				16,528	66,112	82,640	6,351	25,405	31,756	1,410	5,640	7,050	0	0	0	382,937	1,531,748	1,914,685	31,250	125,000	156,250	438,476	1,753,905	2,192,381

NOTE: Section 9 carryover funds are not refelcted (NOT included)

Task Descriptions and Summary

Task Descriptions and Summary Narratives for FY 2007-08 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.

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 SE data for the 2035 LRTP update, 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 SAFETEA_LU) 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 DCHC will continue tasks associated with the development of the 2035 LRTP update.

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

No activities proposed, therefore no funds programmed.
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Task II-B-2: Collection of Network Data

No activities proposed, therefore no funds programmed.

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 MPO will be conducting following travel surveys for the TRM update: (1) travel time/speed survey (continuation from current UPWP); (2) CBD parking survey; (3) travel time/speed survey; (4) special generators (including universities) survey.

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

No activities proposed, therefore no funds programmed.

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 continue with the 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 continue with the 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 continue with the 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

The MPO will continue with the evaluation of Airport/air travel element of the 2035 LRTP, including inter-modal connection and access/ground transportation.

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

No activities proposed, therefore no funds programmed.

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 update and monitoring of CMS strategies and State of the Systems Report.

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 2006-2007 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 2007-2013 MTIP as needed. Commence work on the development of the 2009 – 2015 TIP Regional Priority List. 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 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

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

Task III-C-1: Title VI

The 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.

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 continue with wide range of studies which are being conducted to meet the transportation planning needs of the area. These studies include the Green House Gas Emissions Inventory/Action and MPO Air quality Initiatives, I-40 HOV/HOT Financial feasibility Study, Transit Infrastructure/Fresh Look at Transit in the Region, 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 the3-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 Transit (FTA) Narrative
FTA Disadvantaged Business Contracting Opportunities Form

City of Durham/LPA

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

Durham
3/8/2007 14:18

			Task Description	STP-DA 133(b)(3)(7) Local 20%	STP-DA 133(b)(3)(7) FHWA 80%	Sec. 104(f) PL Local 20%	Sec. 104(f) PL FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 25%	Section 5309 Transit NCDOT 25%	Section 5309 Transit FTA 50%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary Total
II	A		**Surveillance of Change**																		
II	A	1	Traffic Volume Counts	0	0	2,500	10,000	0	0	0	0	0	0				2,500	-	10,000	12,500
		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	1,250	5,000	0	0	6,813	6,813	54,505	734	734	5,869				8,797	7,547	65,374	81,718
		6	Dwelling Unit, Pop. & Emp. Change	3,750	15,000	3,500	14,000	0	0	0	0	0	0				7,250	-	29,000	36,250
		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	2,500	10,000	2,500	10,000	0	0	0	0	0	0				5,000	-	20,000	25,000
		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**																		
	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	*157,500*	630,000	0	0	0	0	0	0	0	0				157,500	-	630,000	787,500
		4	Travel Surveys	*42,500*	170,000	0	0	0	0	0	0	0	0				42,500	-	170,000	212,500
		5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		6	Community Goals & Objectives	0	0	1,000	4,000	0	0	0	0	0	0				1,000	-	4,000	5,000
		7	Forecast of Futurel Travel Patterns	1,250	5,000	2,500	10,000	0	0	0	0	0	0				3,750	-	15,000	18,750
		8	Capacity Deficiency Analysis	1,250	5,000	4,750	19,000	0	0	0	0	0	0				6,000	-	24,000	30,000
		9	Highway Element of th LRTP	875	3,500	3,750	15,000	0	0	0	0	0	0				4,625	-	18,500	23,125
		10	Transit Element of the LRTP	1,625	6,500	5,000	20,000	0	0	0	768	768	6,146				7,393	768	32,646	40,808
		11	Bicycle & Ped. Element of the LRTP	9,500	38,000	2,500	10,000	0	0	0	0	0	0				12,000	-	48,000	60,000
		12	Airport/Air Travel Element of LRTP	0	0	250	1,000	0	0	0	0	0	0				250	-	1,000	1,250
		13	Collector Street Element of LRTP	*17,000*	68,000	0	0	0	0	0	0	0	0				17,000	-	68,000	85,000
		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	500	2,000	0	0	0	0	0	0				500	-	2,000	2,500
		16	Financial Planning	0	0	2,000	8,000	0	0	0	0	0	0				2,000	-	8,000	10,000
		17	Congestion Management Strategies	0	0	0	0	0	0	0	1,524	1,524	12,194				1,524	1,524	12,194	15,243
		18	Air Qual. Planning/Conformity Anal.	0	0	500	2,000	0	0	0	0	0	0				500	-	2,000	2,500
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	2,750	11,000	0	0	0	3,318	3,318	26,545				6,068	3,318	37,545	46,931
																	-	-	-	-
III-B			**Transp. Improvement Plan**	0	0	5,000	20,000	0	0	0	228	228	1,820				5,228	228	21,820	27,275
																	-	-	-	-
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	1,500	6,000	0	0	0	0	0	0				1,500	-	6,000	7,500
		3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		4	Planning for the Elderly & Disabled	0	0	750	3,000	0	0	0	0	0	0				750	-	3,000	3,750
		5	Safety/Drug Control Planning	0	0	0	0	5,000	5,000	40,000	0	0	0				5,000	5,000	40,000	50,000
		6	Public Involvement	2,500	10,000	4,750	19,000	0	0	0	4,993	4,993	39,946				12,243	4,993	68,946	86,183
		7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
																	-	-	-	-
III-D			**Incidental Plng./Project Dev.**														-	-	-	-
		1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		2	Enviro. Analysis & Pre-TIP Plng.	750	3,000	1,811	7,245	0	0	0	0	0	0				2,561	-	10,245	12,806
		3	Special Studies	56,250	225,000	3,750	15,000	0	0	0	0	0	0				60,000	-	240,000	300,000
		4	Regional or Statewide Planning	***750***	3,000	1,250	5,000	0	0	0	0	0	0				2,000	-	8,000	10,000
III-E			**Management & Operations**																		
		1	Management & Operations	12,500	50,000	17,476	69,903	0	0	0	24,482	24,482	195,852	0	0	0	54,457	24,482	315,755	394,694
Totals				$312,250	$1,249,000	$70,687	$282,748	$11,813	$11,813	$94,505	$36,047	$36,047	$288,372	$0	$0	$0	$430,797	$47,860	$1,914,625	$2,393,281

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Durham Area Transit Authority | **Durham**
DATA | **3/8/2007 14:21**

			Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
				Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
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	6,813	6,813	54,505	734	734	5,869				7,547	7,547	60,374	75,468
		6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		7	Air Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		10	Mapping	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
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	*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	0	0	0	0	0	0	0	0				-	-	-	-
		6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		7	Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		8	Capacity Deficiency Analysis	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				-	-	-	-
		10	Transit Element of the LRTP	0	0	0	0	0	0	0	768	768	6,146				768	768	6,146	7,683
		11	Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		13	Collector Street Element of LRTP	*0*	0	0	0	0	0	0	0	0	0				-	-	-	-
		14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		16	Financial Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		17	Congestion Management Strategies	0	0	0	0	0	0	0	1,524	1,524	12,194				1,524	1,524	12,194	15,243
		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	0	0	0	0	0	0				-	-	-	-
III-A			**Planning Work Program**	0	0	0	0	0	0	0	3,318	3,318	26,545				3,318	3,318	26,545	33,181
III-B			**Transp. Improvement Plan**	0	0	0	0	0	0	0	228	228	1,820				228	228	1,820	2,275
III-C			**Cvl Rgts. Cmp./Otr .Reg. Reqs.**														-	-	-	-
		1	Title VI	0	0	0	0	0	0	0	0	0	0				-	-	-	-

Durham Area Transit Authority
DATA

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Durham
3/8/2007 14:21

			Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
				Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		2	Environmental Justice	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		3	Minority Business Enterprise	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				-	-	-	-
		5	Safety/Drug Control Planning	0	0	0	0	5,000	5,000	40,000	0	0	0				5,000	5,000	40,000	50,000
		6	Public Involvement	0	0	0	0	0	0	0	4,993	4,993	39,946				4,993	4,993	39,946	49,933
		7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
																	-	-	-	-
III-D			**Incidental Plng./Project Dev.**														-	-	-	-
		1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		3	Special Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
		4	Regional or Statewide Planning	***0***	0	0	0	0	0	0	0	0	0				-	-	-	-
III-E			**Management & Operations**																	
		1	Management & Operations	0	0	0	0	0	0	0	24,482	24,482	195,852	0	0	0	24,482	24,482	195,852	244,815
Totals				$0	$0	$0	$0	$11,813	$11,813	$94,505	$36,047	$36,047	$288,372	$0	$0	$0	$47,860	$47,860	$382,877	$478,596

	MPO	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham		City of Durham	
2-	FTA Code	442100	442500	442400	442100	442100	442400	442301	442301	
3-	Task Code	III-A	III-B	III-C-4	III-C-6	III-E	II-A-5	II-B-10	II-B-17	
4-	Title of Planning Task	Planning Work Program	Transportation Improvement Plan	Planning for the Ederly & Disabled	Public Involvement	Management & Operations	Transit System Data	Transit Element of the LRTP	Congestion Mgmgt. Strategies	TOTALS
5-	Task Objective	To identify task areas and staff hours needed to complete each task.	To continue developing plans for improving transportation locally.	To conduct reviews to improve cancellations and no shows and revise policies in these areas to prevent frequent occurrences.	To prepare a marketing plan that will outline how we will promote the transit system to the public. To conduct marketing surveys and seek new advertising mediums.	To prepare all required reports, and attend technical meetings relating to transit.	To conduct FTA required passenger counts. Continue to conduct systemwide surveys and studies for the purpose of service improvement.	Transit survey (Boarding and Alightning, On-Board Surveys) Input at the TCC level on matters related to the transit element of the LRTP	Surveys conducted by the DATA TDM coordinator. Seminars provided by TDM Coordinator. Regional congestion mamangment team member	
6-	Tangible Product Expected	Annual Planning Work Program outline of tasks and costs associated with them.	Continue to seek ways to improve service for customers locally.	Continued certification and re certiciation of ACCESS clients and enhancement of service in the most cost efficient manner.	Positive customer view of the transit system and increased ridership from non traditional users.	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.	Transit-on-board and transit boarding &alighting survey results. Current and future transit network.	TDM Survey Reports	
7-	Expected Completion Date of Product(s)	Jun-08	Jun-08	Jun-08	Jun-08	Jun-08	Jun-08	Jun-08	Jun-07	
8-	Previous Work			Earlier mapping of ACCESS user trips and certification of ACCESS clients.	Significant marketing efforts have been undertaken to improve service and the dissemination of information to the public.	Earlier efforts included creation of internal procedures to monitor and report grant data.	FTA passenger counts are required every 3 years. Last one was performed in the 2005.			
9-	Prior FTA Funds		0	0	0	0	0	0	0	
10-	Relationship To Other Activities		This work is identified in Task III-A			Data retrieved from Transit System Data task, II-A-5, relevant also to this task.	Data retrieved is used to disseminate performance information to the Board under task III-E.			
11-	Agency Responsible for Task Completion	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Department of Public Works (Transportation).	City of Durham, Public Works Department (Transportation)	City of Durham, Department of Public Works (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (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%			$5,000.00			$6,813			$11,813.00
17-	Section 5303 NCDOT 10%			$5,000.00			$6,813			$11,813.00
18-	Section 5303 FTA 80%			$40,000.00			$54,505			$94,505.00
19-	Section 5307 Transit - Local 10%	$3,318	$228		$4,993	$24,482	$734	$768.00	$1,524.00	$36,047.00
20-	Section 5307 Transit - NCDOT 10%	$3,318	$228		$4,993	$24,482	$733	$768.00	$1,524.00	$36,046.00
21-	Section 5307 Transit - FTA 80%	$26,545	$1,820		$39,946	$195,852	$5,869	$6,146.00	$12,194.00	$288,372.00
22-	Additional Funds - Local 100%									$0.00

DATA Task Descriptions and Summary Narratives for FY 2007-08 UPWP

II-A: Surveillance of Change

Task II-A-5: Transit System Data

The City of Durham is committed to providing its citizens with the best transit service possible in the most cost effective manner. Various aspects of the routes are continuously monitored to allow for review and possible improvement.

Objectives:

1. To conduct studies for service improvement.
2. To conduct passenger counts to meet NTD requirements

Previous Work:

1. Every 3 years transit systems are required to perform passenger counts as a federal requirement. The last time this count was performed was in FY 2005.

Proposed Activities:

1. Ridership count.
2. Review of revenue per passenger.
3. Review of fixed route and special revenue miles.
4. Review of all accidents, roadcalls and complaints.

Products:

1. Breakdown of all revenues for DATA Board review .
2. Report of passengers per operating day.
3. Report of passengers per revenue mile.

Completion Date:

All data collection is conducted on a daily and monthly basis and will be completed for the City's fiscal year by June 30, 2008.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will largely be undertaken with the help of temporary workers with reports being compiled by City Staff.

FHWA Funds

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

FTA Transit Funds

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

Task Descriptions and Summary Narratives for FY 2007-08 UPWP

III-C: Civil Rights Compliance/Other Regulatory Requirements

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

The city of Durham is required to comply with Federal ADA requirements. The paratransit service has begun to see a significant increase in No Shows and Cancellations. A review of these increases has become necessary.

Objectives:

1. To continually review certification procedures
2. To review routing network to maximize efficiency.
3. Review No Show and Cancellation policies for possible changes.

Previous Work:

1. New scheduling software
2. Review of certification procedures
3. Mapping of ACCESS user trips
4. Certification of ACCESS clients

Proposed Activities:

1. Continued certification and recertification of ACCESS clients.
2. Enhancement of service in the most cost efficient manner.

Products:

1. Established client base.
2. Improved service.

Completion Date:

All activities will be performed on an ongoing basis and will continue annually based on fiscal year which ends June 30, 2008 and June 30 of all subsequent years.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will largely be undertaken by the Paratransit Contractor with oversight by City of Durham Staff.

FHWA Funds

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

FTA Transit Funds

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

Task Descriptions and Summary Narratives for FY 2007-08 UPWP

III-E: Management and Operations

Objectives:

1. Prepare required reports for DATA Board
2. Attend transit related meetings.
3. Ensure proper management of federal and state grants
4. Undertake new marketing initiatives

Previous Work:

1. Created internal procedures for grant management
2. Attended required meetings
3. Attended required trainings

Proposed Activities:

1. Continue to prepared reports as required for DATA Board.
2. Attend transit related training.
3. Develop marketing campaign

Products:

1. DATA Board Reports.
2. Marketing and Public Relations Plan.

Completion Date:

All activities will be performed on an ongoing basis and will continue annually based on fiscal year which ends June 30, 2008 and June 30 of all subsequent years.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will largely be undertaken by City Staff

Attachment # 7
Anticipated DBE Contracting Opportunities for FY08

Name of MPO: _____

Person Completing Form: _____ Telephone Number: _____

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 CONTRACTING OPPORTUNITIES		

Sample Entry:

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

Note: This form <u>must</u> be submitted to NCDOT-PTD <u>even if</u> you anticipate <u>no</u> 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
Consulting Services Breakdown

Town of Carrboro

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

Carrboro
3/8/2007 14:27

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	**Surveillance of Change**																	
II A 1	Traffic Volume Counts	0	0	0	0										-	-	-	-
2	Vehicle Miles of Travel	0	0	0	0										-	-	-	-
3	Street System Changes	0	0	0	0										-	-	-	-
4	Traffic Accidents	0	0	0	0										-	-	-	-
5	Transit System Data	0	0	50	200				0	0					50	-	200	250
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	145	580										145	-	580	725
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	0	0										-	-	-	-
3	Travel Model Updates	0	0	0	0										-	-	-	-
4	Travel Surveys	0	0	0	0										-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0										-	-	-	-
6	Community Goals & Objectives	0	0	60	240				0	0	0				60	-	240	300
7	Forecast of Futurel Travel Patterns	0	0	0	0										-	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0										-	-	-	-
9	Highway Element of th LRTP	0	0	0	0										-	-	-	-
10	Transit Element of the LRTP	0	0	50	200										50	-	200	250
11	Bicycle & Ped. Element of the LRTP	0	0	313	1,250										313	-	1,250	1,563
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	188	750										188	-	750	938
II C	**Short Range Transit Planning**																	
1	Short Range Transit Planning	0	0	250	1,000										250	-	1,000	1,250
															-	-	-	-
III-A	**Planning Work Program**	0	0	300	1,200										300	-	1,200	1,500
															-	-	-	-
III-B	**Transp. Improvement Plan**	0	0	400	1,600										400	-	1,600	2,000
															-	-		
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																	
1	Title VI	0	0	0	0										-	-	-	-
2	Environmental Justice	0	0	60	240										60	-	240	300
3	Minority Business Enterprise	0	0	40	160										40	-	160	200

Town of Carrboro

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

Carrboro
3/8/2007 14:27

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
4	Planning for the Elderly & Disabled	0	0	50	200				0	0	0				50	-	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 Plng./Project Dev.**					0	0											
1	Transportation Enhancement Plng.	0	0	0	0										-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	50	200										50	-	200	250
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	3,511	14,045	0	0	0	0	0	0	0	0	0	3,511	-	14,045	17,556
Totals		$0	$0	$6,351	$25,405	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,351	$0	$25,405	$31,756

Town of Chapel Hill

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

Town of Chapel Hill

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

Town of Chapel Hill
3/8/2007 14:28

	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				-	-	-	-
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	1,250	1,250	10,000				1,250	1,250	10,000	12,500
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	0	0	0				1,875	1,875	15,000	18,750
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**																	
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	0	0	0	0	0	0	0	0				-	-	-	-
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Capacity Deficiency Analysis	0	0	2,500	10,000	0	0	0	0	0	0				2,500	-	10,000	12,500
9	Highway Element of th LRTP	0	0	1,250	5,000	475	475	3,801	0	0	0				1,725	475	8,801	11,001
10	Transit Element of the LRTP	0	0	1,250	5,000	0	0	0	0	0	0				1,250	-	5,000	6,250
11	Bicycle & Ped. Element of the LRTP	0	0	1,250	5,000	2,500	2,500	20,000	0	0	0				3,750	2,500	25,000	31,250
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	1,250	5,000	625	625	5,000	0	0	0				1,875	625	10,000	12,500
17	Congestion Management Strategies	0	0	1,250	5,000	0	0	0	0	0	0				1,250	-	5,000	6,250
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	625	625	5,000				625	625	5,000	6,250
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	250	1,000	125	125	1,000	625	625	5,000				1,000	750	7,000	8,750
															-	-	-	-
III-B	**Transp. Improvement Plan**	0	0	500	2,000	375	375	3,000	1,250	1,250	10,000				2,125	1,625	15,000	18,750
															-	-	-	-
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	625	625	5,000				625	625	5,000	6,250

Town of Chapel Hill

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

Town of Chapel Hill
3/8/2007 14:28

	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	375	375	3,000				375	375	3,000	3,750
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	250	250	2,000				250	250	2,000	2,500
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	**Incidental Plng./Project Dev.**																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Regional or Statewide Planning	0	0	1,250	5,000	625	625	5,000	625	625	5,000				2,500	1,250	15,000	18,750
III- E	**Management & Operations**																	
1	Management & Operations	0	0	5,778	23,112	4,750	4,750	38,000	4,003	4,003	32,024	0	0	0	14,531	8,753	93,136	116,420
Totals		$0	$0	$16,528	$66,112	$11,350	$11,350	**$90,801**	$11,003	$11,003	$88,024	$0	$0	$0	$38,881	$22,353	$244,937	$306,171

Chapel Hill Transit (CHT)

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Town of Chapel Hill
3/8/2007 14:28

		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	-	-	-	-
	2	Vehicle Miles of Travel	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	-	-	-	-
	4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
	5	Transit System Data	0	0	0	0	0	0	0	1,250	1,250	10,000			0	1,250	1,250	10,000	12,500
	6	Dwelling Unit, Pop. & Emp. Change	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	-	-	-	-
	8	Vehicle Occupancy Rates	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	-	-	-	-
	10	Mapping	0	0	0	0	1,875	1,875	15,000	0	0	0			0	1,875	1,875	15,000	18,750
	11	Central Area Parking Inventory	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	-	-	-	-
	13	Bike & Ped. Counts	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	-	-	-	-
	2	Collection of Network Data	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	-	-	-	-
	4	Travel Surveys	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	-	-	-	-
	6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
	7	Forecast of Futurel Travel Patterns	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	-	-	-	-
	9	Highway Element of th LRTP	0	0	0	0	475	475	3,801	0	0	0			0	475	475	3,801	4,751
	10	Transit Element of the LRTP	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
	11	Bicycle & Ped. Element of the LRTP	0	0	0	0	2,500	2,500	20,000	0	0	0			0	2,500	2,500	20,000	25,000
	12	Airport/Air Travel Element of LRTP	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	-	-	-	-
	14	Rail, Water or other mode of LRTP	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	-	-	-	-
	16	Financial Planning	0	0	0	0	625	625	5,000	0	0	0			0	625	625	5,000	6,250
	17	Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
	18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	625	625	5,000			0	625	625	5,000	6,250
II C		**Short Range Transit Planning**																	
	1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
																-	-	-	-
III-A		**Planning Work Program**	0	0	0	0	10	78	78	625	625	5,000			0	635	703	5,078	6,416
																-	-	-	-
III-B		**Transp. Improvement Plan**	0	0	0	0	20	156	156	1,250	1,250	10,000			0	1,270	1,406	10,156	12,832
																-	-	-	-
III-C		**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																	
	1	Title VI	0	0	0	0	6	47	47	375	375	3,000			0	381	422	3,047	3,850
	2	Environmental Justice	0	0	0	0	6	47	47	375	375	3,000			0	381	422	3,047	3,850
	3	Minority Business Enterprise	0	0	0	0	10	78	78	625	625	5,000			0	635	703	5,078	6,416
	4	Planning for the Elderly & Disabled	0	0	0	0	6	47	47	375	375	3,000			0	381	422	3,047	3,850
	5	Safety/Drug Control Planning	0	0	0	0	10	78	78	625	625	5,000			0	635	703	5,078	6,416

Chapel Hill Transit (CHT)

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Town of Chapel Hill
3/8/2007 14:28

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
6	Public Involvement	0	0	0	0	4	31	31	250	250	2,000			0	254	281	2,031	2,566
7	Private Sector Participation	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	-	-	-	-
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	0	0	0			0	-	-	-	-
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	4,003	4,003	32,024	0	0	0	8,753	8,753	70,024	87,530
Totals		$0	$0	$0	$0	$10,920	$11,413	$87,364	$11,003	$11,003	$88,024	$0	$0	$0	$21,923	$22,416	$175,388	$219,727

Task Descriptions and Summary Narratives for Chapel Hill FY 2007-08 UPWP

Task II-A-5: Transit System Data

Collection and analysis of transit system ridership and operating information

Objectives:

1. To collect and analyze transit system data.

Previous Work:

1. Completion of systemwide boarding and alighting data October, 2006.

Proposed Activities:

1. Monitoring of information collected from transit system APC's.

Products:

1.Ridership data and route analysis

Completion Date:

Data collection and analysis will be ongoing throughout fiscal year.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff.

FHWA Funds

	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds

	Federal	State	Local	Total
CHT	$10,000	$1,250	$1,250	$12,5050
Total	$10,000	$1,250	$1,250	$12,5050

Task II-A-10: Mapping

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

Objectives:

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

Previous Work:

1. Preparation of mapping for transit route evaluation
2. Preparation of mapping for Chapel Hill Transit Guide

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. 2007-2008 Chapel Hill Transit maps

Completion Date:

Mapping for 2035 plan will be ongoing throughout year. Mapping for Chapel Hill Transit Guide will be completed in August, 2007. Route evaluation mapping will be completed in February, 2008.

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	$15,000	$1,875	$1,875	$18,750
Total	$15,000	$1,875	$1,875	$18,750

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, 2008

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	$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, 2008

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	3,801	475	475	4,751
Total	3,801	475	475	4,751

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, 2008

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-18: Air Quality Conformity

Assessment of options for transit system emissions reductions.

Objectives:

2. To evaluate additional opportunities to incorporate air quality emissions improvements to transit capital program.

Previous Work:

1. Evaluation of transit emissions from alternate bus capital purchase scenarios.

Proposed Activities:

4. Evaluation of air quality impacts of proposed transit bus purchase.

Products:

1. Assessment of air quality impacts

Completion Date:

Draft, June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by 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-B-: TIP

Development of 2009-2015 TIP

Objectives:

1. To develop the 2009-2015 TIP

Previous Work:

2007-2013 TIP.

Proposed Activities:

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

Products:

1. 2009-2015 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	$13,000	$1,625	$1,625	$16,250
Total	$13,000	$1,625	$1,625	$16,250

Task III-A-: Planning Work Program

Development of 2008-2009 PWP.

Objectives:

2. To develop a 2008-2009 planning work program.

Previous Work:

2007-2008 planning work program.

Proposed Activities:

1. Identify anticipated work tasks for FY2008-2009.
3. Allocate anticipated resources to complete work tasks.

Products:

1. FY2008-2009 PWP.

Completion Date:

February, 2008

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	$125	$125	$1,000
Total	$125	$125	$1,000

FTA Transit Funds

	Federal	State	Local	Total
CHT	$6,000	$750	$750	$7,500
Total	$6,000	$750	$750	$7,500

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, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by 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, 2008

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, 2008

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-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, 2008

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-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, 2008

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	$2,000	$250	$250	$2,500
Total	$2,000	$250	$250	$2,500

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 Blueprint and related activities

Products:

1. Regional Transit Blueprint Plan.

Completion Date:

June 30, 2008

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. 2009-2015 TIP
2. 2035 Regional Transportation Plan
3. Chapel Hill Long Range Transit Plan

Completion Date:

June 30, 2008

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	$23,112	$5,778	$28,890
Total	$23,112	$5,778	$28,890

FTA Transit Funds

	Federal	State	Local	Total
CHT	$79,944	$9,993	$9,993	$99,930
Total	$70,024	$8,753	$8,753	$87,530

Attachment # 7
Anticipated DBE Contracting Opportunities for FY08

Name of MPO: __Durham-Chapel Hill-Carrboro____Town of Chapel Hill_____

Person Completing Form: __David Bonk_____ Telephone Number: _____919 969-5064_____

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 CONTRACTING OPPORTUNITIES		

Sample Entry:

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

Note: This form <u>must</u> be submitted to NCDOT-PTD <u>even if</u> you anticipate <u>no</u> 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
Consulting Services Breakdown

Orange County

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

Orange County
3/8/2007 14:33

	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 Futurel Travel Patterns														-	-	-	-
8	Capacity Deficiency Analysis														-		-	
9	Highway Element of th LRTP														-		-	
10	Transit Element of the LRTP														-	-	-	-
11	Bicycle & Ped. Element of the LRTP														-	-	-	-
12	Airport/Air Travel Element of LRTP														-	-	-	-
13	Collector Street Element of LRTP														-	-	-	-
14	Rail, Water or other mode of LRTP														-	-	-	-
15	Freight Movement/Mobility Planning														-	-	-	-
16	Financial Planning														-	-	-	-
17	Congestion Management Strategies			0	0										-	-	-	-
18	Air Qual. Planning/Conformity Anal.			1,410	5,640										1,410	-	5,640	7,050
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 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

Orange County
3/8/2007 14:33

	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 Plng./Project Dev.**														-	-	-	-
1	Transportation Enhancement Plng.														-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.														-	-	-	-
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	$1,410	$5,640	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,410	$0	$5,640	$7,050

N.C. Department of Transportation
Task Funding Table

NCDOT

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

NCDOT
3/8/2007 14:33

	Task Description	SPR Highway NCDOT 20%	SPR Highway FHWA 80%	Sec. 104(f) & 133(b)(3)(7) Local 20%	Sec. 104(f) & 133(b)(3)(7) FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 25%	Section 5309 Transit NCDOT 25%	Section 5309 Transit FTA 50%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary Total
II A	**Surveillance of Change**																	
II A 1	Traffic Volume Counts	0	0												-	-	-	-
2	Vehicle Miles of Travel	0	0												-	-	-	-
3	Street System Changes	0	0												-	-	-	-
4	Traffic Accidents	0	0												-	-	-	-
5	Transit System Data	0	0						0	0					-	-	-	-
6	Dwelling Unit, Pop. & Emp. Change	0	0												-	-	-	-
7	Air Travel	0	0												-	-	-	-
8	Vehicle Occupancy Rates	0	0												-	-	-	-
9	Travel Time Studies	0	0												-	-	-	-
10	Mapping	0	0												-	-	-	-
11	Central Area Parking Inventory	0	0												-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0												-	-	-	-
13	Bike & Ped. Counts	0	0												-	-	-	-
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 Futurel 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 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

NCDOT
3/8/2007 14:33

	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	0	0												-	-	-	-
5	Safety/Drug Control Planning	0	0												-	-	-	-
6	Public Involvement	0	0												-	-	-	-
7	Private Sector Participation	0	0												-	-	-	-
															-	-	-	-
III-D	**Incidental Plng./Project Dev.**														-	-	-	-
1	Transportation Enhancement Plng.	100	400												-	100	400	500
2	Enviro. Analysis & Pre-TIP Plng.	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		$12,300	$49,200	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$12,300	$49,200	$61,500

Triangle Transit Authority (TTA)

Task Funding Table
Task Description and Narrative
TTA Transit (FTA) Narrative
Consulting Services Breakdown
FTA Disadvantaged Business Contracting Opportunities Form

Triangle Transit Authority (TTA)

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

TTA
3/8/2007 14:33

		Task Description	STP-DA 133(b)(3)(7) Local 20%	STP-DA 133(b)(3)(7) FHWA 80%	Sec. 104(f) PL Local 20%	Sec. 104(f) PL FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 25%	Section 5309 Transit NCDOT 25%	Section 5309 Transit FTA 50%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary 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				10,000	10,000	80,000				10,000	10,000	80,000	100,000
	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				4,000	4,000	32,000				4,000	4,000	32,000	40,000
	5	Forecast of Data to Horizon year			0	0				0	0	0				-	-	-	-
	6	Community Goals & Objectives			0	0				0	0	0				-	-	-	-
	7	Forecast of Futurel 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	0	0				12,000	12,000	96,000				12,000	12,000	96,000	120,000
	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	31,250	125,000	0	0				0	0	0				-	31,250	125,000	156,250
	18	Air Qual. Planning/Conformity Anal.			0	0				0	0	0				-	-	-	-
II	**C**	**Short Range Transit Planning**														-	-	-	-
	1	Short Range Transit Planning			0	0				28,100	28,100	224,800				28,100	28,100	224,800	281,000
																-	-	-	-
III-A		**Planning Work Program**			0	0				0	0	0				-	-	-	-
																-	-	-	-
III-B		**Transp. Improvement Plan**			0	0				0	0	0				-	-	-	-
																-	-	-	-
III-C		**Cvl 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 2007-2008 Unified Planning Work Program
Proposed Funding Source Tables

TTA
3/8/2007 14:33

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
III-D	**Incidental Plng./Project Dev.**														-	-	-	-
1	Transportation Enhancement Plng.			0	0				0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.			0	0				0	0	0				-	-	-	-
3	Special Studies			0	0				20,000	20,000	160,000				20,000	20,000	160,000	200,000
4	Regional or Statewide Planning			0	0				0	0	0				-	-	-	-
III- E	**Management & Operations**														-	-	-	-
1	Management & Operations	0	0	0	0				0	0	0							
Totals		$31,250	$125,000	$0	$0	$0	$0	$0	$86,600	$86,600	$692,800	$0	$0	$0	$86,600	$117,850	$817,800	$1,022,250

Task II A 5 Transit System Data

The Triangle Transit Authority contracts with the Institute for Transportation Research and Education (ITRE) for its contribution to the development and maintenance of the Triangle Regional Model Service Bureau. The Service Bureau is the entity that provides technical assistance to the development of the regional transportation model.

Objectives:

The primary objective of this task is to collect highway and transit travel time data for use in calibration of regional model travel times for the Triangle Regional Model, as part of the calibration effort for updating the model with the new platform (TransCad).

Previous Work:

TTA has contributed to supporting the Triangle Regional Model for several years.

Proposed Activities:

Proposed activities will be defined by the Triangle Regional Model Service Bureau.

Products:

Products will include data inputs for the regional model, as defined and required by the Service Bureau. The Service Bureau of funding partners oversees the studies and makes final approvals of deliverables.

Relationship to Other Plans and MPO Activities:

The Triangle Regional Model is the technical tool used in formulation of the Long Range Transportation Plan and the modeling requirements of the transit New Starts fixed guideway development.

Completion Date:

This activity is planned to be completed by June 30, 2008. .

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

TTA's contribution is $100,000. TTA will work with the Transportation Service Bureau at ITRE in providing staff support to the service bureau.

Staff effort –

FHWA Funds

	Federal	Local	Total
Durham	$0	$0	$0
Chapel Hill	$0	$0	$0
Carrboro	$0	$0	$0
Orange	$0	$0	$0
TTA			
Total			

FTA Transit Funds (DCHC portion)

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

Funding Commitments from Other Entities:
DCHC, CAMPO and NCDOT are funding partners with TTA, and provide policy guidance to the technical staff, and oversee the work products of the Service Bureau.

Task II B 3 Travel Model Updates

The Triangle Transit Authority contracts with the Institute for Transportation Research and Education (ITRE) for its contribution to the development and maintenance of the Triangle Regional Model Service Bureau. The Service Bureau is the entity that provides technical assistance to the development of the regional transportation model.

Objectives:

The primary objective for FY 08 is to continue to update the Triangle Regional Model with the new platform (TransCad).

Previous Work:

TTA has contributed to supporting the Triangle Regional Model for several years.

Proposed Activities:

Proposed activities will be defined by the Triangle Regional Model Service Bureau.

Products:

Products will include data inputs for the regional model, as defined and required by the Service Bureau. The Service Bureau of funding partners oversees the studies and makes final approvals of deliverables.

Relationship to Other Plans and MPO Activities:

The Triangle Regional Model is the technical tool used in formulation of the Long Range Transportation Plan and the modeling requirements of the transit New Starts fixed guideway development.

Completion Date:

The model activities are ongoing and multi-year.

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

TTA's contribution is $125,000 to provide staff support to the service bureau.

Staff effort –

FHWA Funds

	Federal	Local	Total
Durham	$0	$0	$0
Chapel Hill	$0	$0	$0
Carrboro	$0	$0	$0
Orange	$0	$0	$0
TTA			
Total			

FTA Transit Funds (DCHC portion)

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

Funding Commitments from Other Entities:
DCHC, CAMPO and NCDOT are funding partners with TTA, and provide policy guidance to the technical staff, and oversee the work products of the Service Bureau.

Task II B 4 Travel Surveys

The Triangle Transit Authority plans to conduct a Customer Satisfaction Survey of its customers.

Objectives:

To conduct a full on-board customer satisfaction survey to evaluated TTA customers' level of satisfaction for a broad range of TTA characteristics.

Previous Work:

The previous customer satisfaction survey for TTA customers was conducted in 2003.

Proposed Activities:

TTA will conduct the following survey for the purposes of collecting data for short term transit service planning and marketing:

1. A customer satisfaction survey of TTA customers.

Products:

Products include survey instruments, and summary reports, data tables and analysis, as needed and according to the work scope for the survey.

Relationship to Other Plans and MPO Activities:

The survey information will be utilized by TTA to develop service plans and develop programs that respond to customer input.

Completion Date:

All surveys will be completed by June 30, 2008.

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

Project management for the customer satisfaction survey will be conducted by the TTA transit service planner.

FHWA Funds

	Federal	Local	Total
Durham	$0	$0	$0
Chapel Hill	$0	$0	$0
Carrboro	$0	$0	$0
Orange	$0	$0	$0
TTA			
Total			

FTA Transit Funds

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

Funding Commitments from Other Entities:
The total amount for this task is $40,000, all of which will be funded by TTA.

Task II B 10 Transit Element of the LRTP

The Triangle Transit Authority will contribute $45,000 to TJCOG for mapping and other GIS services, and contribute $75,000 in staff time for development of transit investments for the LRTP.

Objectives:

TTA will provide travel market analysis and cost information for development of transit investments for the LRTP, as a component of the regional "Blueprint" project for transit.

Previous Work:

Continued and ongoing regional corridor analysis for LRTP and other projects.

Proposed Activities:

1. TJCOG will complete other GIS mapping and analysis tasks and services as requested by TTA
2. TJCOG will provide GIS based information to be used in formulation of the transit portion of the LRTP.
3. TTA will provide cost estimating services of alternative technologies for transit corridors as part of the transit portion of the LRTP.
4. TTA will work with the TRM service bureau to conduct a travel market analysis of the region in support of the transit portion of the LRTP.

Products:

GIS products are made on an as needed basis, but typically include color coded printouts of maps, of various sizes that depict defined geographic information for use in presentations, research, and documents. LRTP transit corridor analysis will be conducted as outlined in the scope and workplan of the regional "Blueprint".

Relationship to Other Plans and MPO Activities:

The transit corridor analysis will be presented to a joint MPO regional commission for recommendations to be made to both MPO Technical Advisory Committees, which will then be utilized in the transit portion of the Long Range Transportation Plan.

Completion Date:

June 30, 2008

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

TTA and TJCOG staff will conduct most of the scope outlined in the "Blueprint". TTA will contract with a consultant to provide cost estimating services

Staff effort –

FHWA Funds

	Federal	Local	Total
Durham	$0	$0	$0
Chapel Hill	$0	$0	$0
Carrboro	$0	$0	$0
Orange	$0	$0	$0
TTA			
Total			

FTA Transit Funds (DCHC portion)

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

Funding Commitments from Other Entities:
The total amount budgeted for this task by TTA is $120,000. DCHC, CAMPO, and NCDOT are funding partners on the "Blueprint" project.

Task II C 1 Short Range Transit Planning

TTA provides short range transit planning activities for regional and sub-regional areas of the Triangle region.

Objectives:

To provide staff salaries for short range transit planning and capital planning activities for the region and for the Triangle Transit Authority.

Previous Work:

This is an on-going, multi-year task.

Proposed Activities:

1. Provide planning staff support for the implementation of transit capital projects.
2. Provide planning staff support for service planning, scheduling, and analysis of TTA programs provided through the Department of Commuter Resources and Department of Bus Operations.
3. Provide planning staff support for the preparation of the Regional Transit "Blueprint" Infrastructure Plan.

Products:

1. Service change recommendations to TTA Board.
2. Monthly ridership reports, monthly on-time performance reports, and the monthly fare media usage reports.
3. Progress on development of a regional transit "Blueprint" plan for the LRTP.

Relationship to Other Plans and MPO Activities:

The monthly reports are provided to the MPO for tracking purposes. The capital development planning program is in support of the regional LRTP, and the Regional Transit Infrastructure plan development is to be conducted at the request of the CAMPO and DCHC TACs.

Completion Date:

This is for ongoing support of staff salaries through the end of FY 2008, or June 30, 2008.

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

The budget is for portions of the salaries of several positions in the Department of Commuter Resources the Department of Capital Development at the Triangle Transit Authority.

Staff effort –

FHWA Funds

	Federal	Local	Total
Durham	$0	$0	$0
Chapel Hill	$0	$0	$0
Carrboro	$0	$0	$0
Orange	$0	$0	$0
TTA			
Total			

FTA Transit Funds (DCHC portion)

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

Funding Commitments from Other Entities:
The total amount of this portion of TTA staff support is $281,000, all of which is funded by TTA.

Task III D 3 Special Studies
TTA provides planning activities for transit corridor studies for regional and sub-regional areas of the Triangle region.

Objectives:
Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP.

Previous Work:
TTA has previously conducted transit corridor studies within the region.

Proposed Activities:
1. Procurement of proposals for professional services to conduct transit corridor studies.
2. On-going project management and oversight of consultant work as defined in scope of services and contract for professional services.

Products:
1. Reports, maps, and other technical information as defined in the scope of services.

Relationship to Other Plans and MPO Activities:
Corridor analyses will be conducted as required or recommended by the regional planning efforts for the transit portion of the LRTP.

Completion Date:
For consultant work through June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting):
The budget is for procurement of professional services.

Staff effort –

FHWA Funds

	Federal	Local	Total
Durham	$0	$0	$0
Chapel Hill	$0	$0	$0
Carrboro	$0	$0	$0
Orange	$0	$0	$0
TTA			
Total			

FTA Transit Funds (DCHC portion)

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

Funding Commitments from Other Entities:
The total amount of this task is $200,000, the total amount to be funded by TTA.

TAC 3/14/07 Attachment 11A

	MPO:DCHC -TTA	Triangle Transit Authority						
2-	FTA Code							
3-	Task Code	II-A-5	II-B-3	II-B-4	II-B-10	II-C-1	III-D-3	
4-	Title of Planning Task	Transit System Data	Travel Model Updates	Travel Surveys	Transit Element of the LRTP	Short Range Transit Planning	Special Studies	TOTALS
5-	Task Objective	To collect highway and transit travel time data for use in calibration of regional model travel times for the TRM	Support for Triangle Regional Model Service Bureau	Customer Satisfaction Survey	To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOG	This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to TTA's short-range transit service and facility planning	Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP	
6-	Tangible Product Expected	Survey data to be utilized by TRM model team	Updated Triangle Regional Model	To conduct a full on-board customer satisfaction survey to evaluate TTA customers' level of satisfaction for a broad range of TTA characteristics	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	On-going staff salaries	RFP and/or Technical Report	
7-	Expected Completion Date of Product(s)	6/30/2008	6/30/2008	6/30/2008	6/30/2008	6/30/2008	6/30/2008	
8-	Previous Work	Continued and ongoing TRM development of TransCad application	Ongoing support of TRM service bureau	The previous customer satisfaction survey for TTA customers was conducted in 2003.	Continued and ongoing regional corridor analysis for LRTP and other projects	Ongoing staff salaries		
9-	Prior FTA Funds							
10-	Relationship To Other Activities	Data is used to calibrate the travel times in the regional model						
11-	Agency Responsible for Task Completion	TTA and ITRE	Service Bureau at ITRE responsible for task - TTA is a funding partner	TTA	TTA (with joint sponsorship by TJCOG and MPOs, NCDOT)	TTA	TTA	
12-	HPR - Highway - NCDOT 20%							
13-	HPR - Highway - FHWA 80%							
14-	Section 104 (f) PL Local 20%							
15-	Section 104 (f) PL FHWA 80%							
16-	Section 5303 Local 10%							
17-	Section 5303 NCDOT 10%							
18-	Section 5303 FTA 80%							
19-	Section 5307 Transit - Local 10%	$10,000	$12,500	$4,000	$12,000	$28,100	$20,000	$86,600
20-	Section 5307 Transit - NCDOT 10%	$10,000	$12,500	$4,000	$12,000	$28,100	$20,000	$86,600
21-	Section 5307 Transit - FTA 80%	$80,000	$100,000	$32,000	$96,000	$224,800	$160,000	$692,800
22-	Additional Funds - Local 100%							

FY 2007
UNIFIED PLANNING WORK PROGRAM (UPWP)

TAC 3/14/07 Attachment 11A

Section 5307

Name of MPO: Durham Chapel Hill Carborro

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	$ 32,000	$ 40,000
Task II-B-10	Transit Element of the LRTP	TTA	Consultant	$ 96,000	$ 120,000
Task III-D-3	Special Studies	TTA	Consultant	$ 160,000	$ 200,000

3/1/2006

Durham-Chapel Hill-Carrboro (DCHC) Urban Area Metropolitan Planning Organization (MPO) **Federal Certification Review**

DRAFT AGENDA

Monday, March 19

5:00 – 7:00	Public Involvement Meeting Planning Room A, ground floor Durham City Hall	Federal Team

Tuesday, March 20

8:30 – 8:40	Welcome and Introductions	Jill
8:40 – 9:00	Certification Overview, Review of Schedule, and General Discussion	Jill
9:00 – 9:30	MPO Overview/Update – Metropolitan Area Boundary/Agreements/Voting Structure	Jill
9:30 – 10:30	Coordination: MPO/NCDOT and Regional Mobility	Jill
10:30 - 10:40	Break	
10:40 – 11:30	UPWP	Loretta
11:30 – 12:30	Lunch	
12:30 – 1:20	LRTP/Financial Planning	Jill
1:20 – 2:10	TIP/STIP	Jill
2:10 – 2:20	Break	
2:20 – 2:50	Freight	Loretta
2:50 – 3:30	Other Emphasis Areas –ITS/ Safety/ Bicycle-Pedestrian/ Self-Certification/ Land Use	Jill
3:30 – 5:00	TAC one-on-one meetings	

Wednesday, March 21

8:30 – 9:15	Title VI/Environmental Justice	Lynise
9:15 – 10:00	Public Involvement	Jill
10:00 – 10:10	Break	
10:10 – 10:30	Environmental	Rob Ayers
10:30 – 11:10	Air Quality	Eddie
11:10 – 12:00	Transit Planning	Melton (FTA)
12:00 – 1:00	Lunch	
1:00 – 1:40	CMS	Bill
1:40 – 3:00	Review Team Meeting	Federal Team
3:00 – 3:30	Presentation of Review Team's Preliminary Findings and Discussion	Federal Team

Note: The MPO may prepare a presentation for any subject(s) prior to the Question and Answer portion.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

DRAFT – Issues for Discussion with the Federal Certification Review Team

1. Financial Planning Issues

Background:

a) Revenue Forecasts
- MPO has not received adequate financial information to develop the MTIP
- MPO funding levels decreased between draft and final 07-13 STIP (see below under TIP Process)

b) NCDOT Division vs. MPO Boundary
- DCHC includes a portion of 3 different MPO divisions
- Makes financial planning very difficult

c) Equity Formula
- Not based on needs (hurts faster growing areas)
- Does not consider employment (only population)
- Funding distributed by Division (not corresponding to MPO boundaries)
- Funding for interstate projects should not be included

Recommendations:
- Provide MPO with better financial data (financial information by county and MPO urban area)
- Propose legislative changes – should be proposed by both NCDOT and NCAMPO

2. TIP Process

Background:
- NCDOT released the draft 07-13 STIP in September 2006. The MPO used the funding levels in the draft to develop a draft MTIP. In the MTIP, the MPO adjusted project schedules to better reflect the MPO's priorities while keeping the overall funding amount by funding source constant in each year of the TIP. NCDOT has since lowered revenue projections, further limiting the funding available the MPO. As a result, the MPO is unable to reprioritize project funding in the MTIP to accelerate projects, and is asked to further delay most MPO projects. It is not possible for the MPO to have adequate input on the STIP if the MPO is not given complete and accurate revenue information early in the process.
- NCDOT did not adhere to a schedule for release of the draft STIP or adoption of the final STIP. It is difficult for MPOs to plan for TIP-related activities when the schedule is constantly in flux.

- DCHC MPO has not had a full-time MPO coordinator from NCDOT for more than a year

Recommendations:

- Provide MPO with complete and accurate revenue forecasts early in the TIP process (financial information should be provided by county and MPO urban area)
- Develop and adhere to schedules for release of the draft and final STIP
- Provide a full-time MPO coordinator to the DCHC MPO

3. Distribution of Federal Funds

Background:

a) CMAQ Funds
   - NCDOT has made progress by involving MPOs in the project selection process
   - 2007 call for projects has been delayed indefinitely due to staffing shortages

b) Enhancement Funds
   - NCDOT has made progress by involving MPOs and local governments in the project selection process
   - 2006 call for projects was cancelled; no information on where or how funds were allocated

c) STP-DA
   - Some difficulty in receiving information on MPO's annual STP-DA allocation amount

d) Safe Routes to School (SR2S)
   - NCDOT has delayed the implementation of this program by not hiring a permanent coordinator

Recommendations:

- Adhere to schedules for CMAQ and Enhancement fund calls for projects
- Provide timely information on STP-DA program
- Hire a permanent SR2S coordinator and initiate grant program

4. Design Flexibility / Context-Sensitive Design

Background:

- MPO requests that other factors be considered in project design (setting, character of area, community goals) in addition to capacity

Recommendations:

- Allow for flexibility in designing projects to accommodate areas with different community characteristics

FHWA/FTA CERTIFICATION REVIEW
DURHAM - CHAPEL HILL - CARRBORO METROPOLITAN TRANSPORTATION PLANNING PROCESS
JANUARY 28-29, 2003

I. Introduction

Pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly review and evaluate the metropolitan transportation planning process for each Transportation Management Area (TMA) at least every three years. The purpose of the review is to assess the extent of compliance with the planning requirements, to identify noteworthy practices and to provide advice and assistance as appropriate. The reviews consist of a series of discussions on transportation planning issues with State and local transportation officials directly involved in highway and transit planning activities of the Metropolitan Planning Organization (MPO). A list of participants in the review is included in Appendix A. The MPO hosted a public meeting to receive comments from the public regarding the metropolitan transportation planning process. The Federal review team also provided the opportunity for policy board officials to meet with the team to offer comment on the transportation planning process.

The previous certification finding for the Durham - Chapel Hill - Carrboro (DCHC) TMA was issued on April 20, 2000. The previous review resulted in the DCHC MPO transportation planning process being fully certified for a period of three years subject to three corrective actions and the consideration of a number of recommendations to improve the process. A summary of the Corrective Actions and Recommendations from the previous review are as follows:

(1) The North Carolina Department of Transportation (NCDOT) and the MPO should document in writing their agreement on the methodology for developing financial forecasts, (2) the Statewide Transportation Improvement Program (STIP) needs to demonstrate explicit consideration of and the responses to the public comments received during the planning and program development process, (3) the public involvement process for the STIP needs to include a component to evaluate its effectiveness.

The recommendations from the previous review included: (1) the DCHC MPO continuing implementation of the congestion management system (CMS) consistent with Section K of the 2025 Long Range Transportation Plan (LRTP), (2) the DCHC MPO developing procedures to evaluate the effectiveness of their public involvement process, (3) the

NCDOT and the DCHC MPO continuing the efforts to develop an agreed upon protocol for the Triangle regional Model, (4) the State and the MPO continuing to apply a process which integrates environmental considerations during systems planning, (5) the MPO clarifying the links between the TIP and the Long Range Transportation Plan (LRTP) so as to be more readily apparent to the public, (6) the MPO producing a more strategic version of the LRTP in the next update, (7) the TIP should include a description of the methodology used to rank projects and, (8) the MPO continuing its involvement in the statewide Intelligent Transportation System Strategic Deployment Plan.

II. Current Status of Planning

The area encompassed by the DCHC MPO includes all of Durham County, part of Orange County and part of Chatham County. It also includes the City of Durham, the Town of Chapel Hill, Town of Carrboro, and the Town of Hillsborough. The planning area straddles the intersection of two Interstate Routes (I-40 & I-85), includes the majority of a major regional traffic generator (The Research Triangle Park) and shares a common boundary with The Capital Area Metropolitan Planning Organization (CAMPO) on the east. The DCHC MPO is in the late stages of completing a major update of their LRTP based on a recently developed and adopted regional model. In addition the MPO is currently developing a new TIP which will be effective October 1, 2003 and determining the planning work to be pursued for the fiscal year beginning July 1, 2003. The lead planning agency for the MPO is the City of Durham Transportation Division. Major planning studies in the area include the US15/US501 Corridor study, the NC54/I-40 Transit Study, regional rail development, the I-40 High Occupancy Vehicle/Congestion Management Study, the Northeast/Northwest Loop issue, and the consideration to consolidate the four major Transit systems in the region.

Three areas of concern expressed by the staff of the DCHC MPO included the difficulty of developing reliable revenue estimates for use in plan and TIP development , earmarking of Federal Congestion Mitigation and Air Quality (CMAQ) funds by the State legislature without input from the MPO's, and incorporating bicycle and pedestrian accommodations into Federal-aid projects. These concerns will be discussed in more detail later in the report.

III. Summary of Findings

The initial emphasis of the DCHC MPO certification review were the corrective actions and the recommendations from the previous review. In addition, a number of other review team emphasis areas were explored including: formal agreements, Unified Planning Work Program, LRTP, the transit program, civil rights and Environmental Justice, and air quality planning.

Corrective Action:

The DCHC MPO needs to adopt an updated air quality conforming long range transportation plan.

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The only corrective action identified during the review was that the MPO is not currently complying with the planning requirement to update their LRTP every three years. Their most recent plan expired on February 28, 2003. Until a conforming plan and TIP meeting the joint FHWA/FTA planning requirements the DCHC MPO area is in an air quality conformity lapse. Since the MPO does not have a valid LRTP, the TIP is no longer valid. The impact of not having a valid plan or TIP is that the area becomes ineligible for any new authorizations of Federal aid funds for transportation projects. At this point the only option available to the MPO to establish full eligibility for Federal-aid projects is to expedite the update of their conforming LRTP. If the MPO wanted to advance air quality exempt and/or safety projects they could develop an "interim" plan and TIP that only included air quality exempt and safety projects.

Summary of Recommendations:

1. The DCHC MPO should formally evaluate the effectiveness of the public involvement program.
2. The NCDOT and the DCHC MPO is encouraged to continue to seek every opportunity to integrate environmental considerations into early systems planning.
3. The DCHC should be able to show some progress toward securing the forecasted revenues identified in the draft LRTP by the next update.
4. The transit operators in the metropolitan area are encouraged to develop short range transit operating and financing plans that identify capital needs and proposed funding sources.
5. The DCHC MPO should continue to consider the use of Surface Transportation Program (STP) funds for purposes other than highway projects.
6. It is recommended that the DCHC MPO continue to pursue the implementation of ITS projects.
7. The DCHC MPO should continue to seek opportunities to add additional minority groups to their public involvement mailing list.
8. It is recommended that the DCHC MPO consider consolidating the policies and procedures regarding Title VI and Environmental Justice into one document.

The review team found the transportation planning process for the DCHC transportation management area meets the requirements of 23CFR450 Subpart C and 49USC5303; except for maintaining a valid LRTP. Since maintaining a valid LRTP is a requirement that is at the core of Federal-aid project eligibility and air quality conformity, the DCHC MPO transportation planning process is not certified. At the present time the DCHC MPO is ineligible for any new authorizations of Federally funded transportation projects. In accordance with 23CFR450.334(f)(2), the FHWA and the FTA are withholding the approval

of all transportation projects until such time that the MPO has a valid LRTP in place that meets the planning requirements.

IV. Corrective Actions from the Previous Review - Follow-up

Previous Corrective Action:

1.The NCDOT and the MPO should document in writing their agreement on the methodology for developing financial forecasts.

Findings:
The NCDOT provides historical transportation funding level information to the MPO. The MPO planning staff uses this information to develop the financial forecasts and funding estimates necessary to fiscally constrain their LRTP as well as support TIP development. The methodology being used is basically a historical trend line with some growth. The MPO has continued to express concern with the fact that their metropolitan area boundary is located in three different State transportation funding regions, thus making it difficult for the local planners to forecast future funding levels. The Federal review team acknowledged this difficulty but further indicated that this was an issue that needed to be pursued with the NCDOT and ultimately the State legislature. The Federal requirements regarding funding estimates for both the financial plan of the LRTP and for TIP/STIP development purposes require the MPO, the public transit agencies and the State to cooperatively develop funding estimates that results in plans (LRTP) and implementation documents (TIP/STIP) that are mutually acceptable. The current transportation planning process is producing these mutually acceptable documents. Therefore this corrective action is considered satisfactorily addressed, however we strongly encourage the MPO and the NCDOT to continue to refine the process of developing financial forecasts.

Previous Corrective Action:

2. The STIP needs to demonstrate explicit consideration of and the responses to the public comments received during the planning and program development process.

Findings:
The Program Development Branch of the NCDOT indicated that the State receives a considerable amount of public comments during STIP development from both the original solicitation of candidate projects and from wide distribution of a draft document. The Program Development Branch has maintained a candidate project list for more than twenty years. They also prepare transcripts of the actual meeting and summarize all the letters and other inputs received for each Division. The list, transcripts and other summary material documents all of the requests and comments regarding transportation improvements received from local governments, citizens, and businesses. The list and supporting documentation is provided to the North Carolina Board of Transportation

(NCBOT) members to make them aware of comments and requests that have been received from the public input process. The NCDOT has recently added the Candidate Project List to their website. The purpose of making the list available on the Internet is to allow the general public access to a summary of the information received each year. The NCDOT also compiles and makes available to the public a report of STIP changes that occurred between the draft and the final document. They also include a biennial project delivery report in the published STIP. Therefore this corrective action is considered satisfactorily addressed.

Previous Corrective Action

3. The public involvement process for the STIP needs to include a component to evaluate its effectiveness.

Findings:
The NCDOT has an extensive and well-documented public involvement process for both the development of the STIP and review of the draft STIP. Development to approval of the STIP requires two years. The North Carolina Board of Transportation (NCBOT) will adopt their second STIP resulting from a full two-year cycle this June. Going from a one year cycle to a two-year cycle has afforded the public many more opportunities for involvement. NCDOT staff is continually evaluating the effectiveness of the their public involvement. The NCDOT's primary measure of effectiveness is the number of attendees and speakers and any adverse comments that may be offered. This evaluation process has resulted in the NCDOT implementing a number of minor changes to their established process such as meeting location changes and/or, time changes. The NCDOT feels that their current process is effective. Prior to release of the draft 2004-2010 STIP, 15 public involvement meetings were held across the State, 443 citizens attended with 172 speaking. After the draft was released 14 more public meetings were held, 499 citizens attended with 224 speaking. The NCDOT prepares complete transcripts of all oral comments received and compiles all written comments received. This corrective action is considered to have been satisfactorily addressed.

V. Recommendations from the Previous Review:

1. The review team recognizes the progress made toward implementation of a CMS and strongly recommends continued implementation consistent with Section K of the 2025 LRTP.

The staff of the MPO assured the Federal Review team that the Congestion Management System identified in the current LRTP will be carried forward into the LRTP update and that the MPO intends to pursue implementation more vigorously when the new LRTP is in place.

2. It is crucial that DCHC MPO develop formal procedures to evaluate the effectiveness of public involvement plans. Evaluation should focus on the results of public involvement - how it succeeded in generating information that has had identifiable impacts on all stages of the planning process. Rigorous assessment of techniques and strategies for involvement will also signal the public that their efforts are valued.

The DCHC MPO's Public Involvement Policy provides for a triennial review and evaluation to ensure that the objectives of the Policy are being met. The review will include a 45-day public comment period, a public meeting, and the preparation of a summary highlighting the results of the evaluation. The DCHC MPO has done a number of informal evaluations of portions of their Public Involvement Policy, but has not conducted a triennial evaluation as called for in their Policy. Since the DCHC MPO has recently gone through a rather extensive public involvement program as part of the update of their LRTP, the review team recommended that this would be a good time to evaluate their public involvement program.

Recommendation:

The DCHC MPO should evaluate the effectiveness of their public involvement program..

3. The NCDOT and DCHC MPO are encouraged to continue their efforts in the development of an agreed upon protocol for the Triangle Regional Model.

During September and October of 2001 the DCHC MPO, the CAMPO, the NCDOT, and the Triangle Transit Authority executed a formal agreement as documentation to govern the continuing development, modification and, maintenance of the official Triangle Regional Model.

4. The NCDOT and the MPO are strongly encouraged to continue to apply a process that integrates environmental considerations into the early systems planning.

The transportation planning process involves identifying deficiencies in the transportation system by modeling and forecasting techniques that take into account land development patterns, employment and population projections, and community values. The analysis results in the development of an overall transportation plan that includes highways, transit, bicycles, and pedestrian recommendations. The development of these recommendations involves consideration of the physical, natural, social, and economic environment. During the recent LRTP update the DCHC MPO evaluated the environmental and social impacts of various alternative transportation plans by quantifying impacts such as wetlands; critical watershed, hydrology & natural areas; parks; historic sites (structures, districts and heritage areas); endangered species; residential and business displacements; neighborhood/community displacement and relocation; estimates of property affected; and low income and minority population and homes/business' affected.

Recommendation:

The Federal review encourages both the NCDOT and the DCHC MPO to continue to seek every opportunity to integrate environmental considerations into early systems planning

5. Transportation decisions and strategies, as represented by the investments in the TIP, should be clearly guided by the strategic direction set forth in the LRTP. Links between the TIP and the LRTP should be apparent to members of the public, elected officials, and stakeholders reading the TIP. This transparency of the decision-making process will go far toward encouraging public understanding of the planning process, and proactive public involvement.

The DCHC MPO has made great strides toward producing and adopting a more strategic LRTP that reflects the area's values as they relate to transportation and the kind of metropolitan area they want to be. The DCHC MPO evaluated fifty-seven alternative plans before moving forward with the one that best fit their goals and objectives.

6.The DCHC MPO and its partners are encouraged to continue efforts underway to produce a more strategic version of the LRTP in the next update.

As discussed in #5 above, the plan that the MPO is close to completing is a more strategic version.

7.The TIP should include a section, perhaps as an appendix, that describes the methodology used for scoring and ranking of projects.

The DCHC MPO has a rather extensive and well-documented methodology for ranking the projects contained in their LRTP. The draft TIP includes a discussion of the methodology.

8.The DCHC MPO is encouraged to continue its' efforts and involvement in the NCDOT Statewide ITS Strategic Deployment Plan.

The draft LRTP contains a section that addresses the MPO's consideration of ITS. The type of ITS projects currently being implemented include signal preemption for buses, traffic monitoring cameras, and variable message boards. The type of ITS included in their plan includes automated vehicle locators, automated passenger counters, mobile data terminals, electronic fare collection, a regional incident management program, video surveillance, and message boards.

VI. FHWA/FTA EMPHASIS AREAS - REVIEW FINDINGS

Formal Agreements

The planning process is being conducted in accordance with a Memorandum of Understanding (MOU) that was developed and executed shortly after the 1990 Census (September 10, 1993). The planning staff of the DCHC MPO does not anticipate having to update the MOU because of the 2000 census. While the metropolitan area boundary may have to be expanded to include additional planning area, it will not encompass any new political jurisdictions. All governmental/implementing agencies within the metropolitan area are represented in the process. The MPO staff felt that the planning process in the DCHC area was being conducted in accordance with the adopted MOU. The only concern expressed was the difficulty of implementing and maintaining local land use plans which is not part of the MOU. Therefore the current MOU should serve for the foreseeable future.

Unified Planning Work Program/ Prospectus

Planning work items to be pursued in any given year are governed by the normal tasks that need to be done each year, the status of the planning cycle the MPO is in, and emphasis areas promoted by State or Federal officials. The work tasks that define a planning process are contained in a prospectus specific to the DCHC MPO. The purpose of the prospectus is to provide sufficiently detailed descriptions of the work tasks that define a good planning process so that staff and agencies responsible for doing the work understand what needs to be done, how it is to be done and, who does it. A secondary purpose of the Prospectus is to provide sufficient documentation of planning work tasks and the planning organization and procedures so that documentation is minimized in the required annual planning work program. The Prospectus for the DCHC MPO was updated and re-adopted by the MPO on February 13, 2002. The lead planning agency (City of Durham, Transportation Division) solicits proposed planning tasks from the MPO member participants and either does the task for the member jurisdiction or makes Federal planning funds available to that jurisdiction to accomplish the work task itself. In any event the work task is incorporated into the Unified Planning Work program (UPWP). The current UPWP proposes $2,601,705 of planning activities for the period July 1, 2002 to June 30,2003 of which $36,000 are FHWA SPR funds, $353,072 is a combination of FHWA PL and STP-DA funds, $111,640 are FTA Section 5303 funds, $814,651 are FTA Section 5307 funds, and $478,750 are FTA Section 5309 funds. Fixed guideway planning accounts for 68.7 % of the UPWP budget. The DCHC UPWP contains the MPO's annual self certification of their transportation planning process for the year ending June 30, 2002. The DCHC MPO planning staff felt that the UPWP is addressing the area's planning priorities.

Long Range Transportation Plan / Air Quality Planning

The latest LRTP for the DCHC MPO was completed on February 29, 2000. For

metropolitan areas that are designated non-attainment or maintenance for air quality, a LRTP is considered complete when the United States Department of Transportation (USDOT) makes an air quality conformity determination on the LRTP. Non-attainment or maintenance areas plans must be updated every three years. The three year update cycle for the DCHC LRTP expired on March 1, 2003. Therefore as of March 1, 2003 the DCHC MPO is out of compliance with the FHWA/FTA joint planning requirements. The consequences of not meeting the LRTP update requirement is that the DCHC MPO area becomes ineligible for any new authorizations of federally funded transportation projects. The DCHC MPO area will remain ineligible for all new authorizations of federally funded transportation projects until such time that an updated LRTP is in place upon which the USDOT is able to make an air quality conformity determination.

The Transportation Advisory Committee (Policy Committee) for the DCHC MPO gave conditional approval to an updated LRTP on December 18, 2002. The approval was granted on the condition that the proposed LRTP is found to be in conformance with the State implementation Plan (SIP) for air quality conformity. The DCHC MPO does not anticipate having a conforming LRTP until August of this year.

The DCHC MPO's updated 2025 LRTP provides for highway improvement and maintenance, bus transit capital and operating and maintenance, fixed guideway capital and operating and maintenance, non–motorized transportation (bicycle and pedestrian), travel demand management, and ITS/transportation system management. The total estimated cost of the LRTP is $6.4 billion. The forecasted revenue from traditional sources identify approximately $5.5 billion and with another $0.7 billion from non-traditional sources. The LRTP shows a shortfall of approximately $0.2 billion. The FHWA and the FTA have reviewed the draft LRTP and offered comment back to the DCHC MPO. The major comment offered to the MPO concerned the revenue estimates. The anticipated revenues for transit from Federal sources seemed a little high. The DCHC MPO was asked to scale them back; they did so. In addition the non-traditional sources of revenue proposed in the LRTP require action by the State legislature and eventually a local referendum in the next 3 to 5 years. Acknowledging the difficulties of estimating future revenues, the FHWA and the FTA offered that in view of the fact that the LRTP and the revenue estimates will be updated again within three years the LRTP is considered to meet Federal requirements assuming that it is found to be air quality conforming. However it was pointed out that one of the key elements of the next and future LRTP updates will be the validity of the revenue forecasts in the current proposed LRTP. The DCHC MPO will be expected to be able to show some progress,toward securing the revenues identified in the LRTP. The DCHC should develop a plan of action that identifies the steps to be taken to ensure that the funds will be available within the timeframes shown in the financial plan.

Ms. Lynorae Benjamin with the Environmental Protection Agency (EPA), Air Quality Modeling and Transportation Section, presented an overview of the new designations and the status of the 8-hour and PM 2.5 standards. The EPA is currently developing implementation guidance for the 8-hour standard and completion is expected in early 2003. Designations for the 8-hour standard will follow in April 2004 and conformity will

be required one-year later in April 2005. The proposed rule for the PM 2.5 implementation guidance is expected in late 2003 with a final rule in 2004. Designations for PM 2.5 will take place in 2004 and conformity will be required one-year later in 2005.

Work on the DCHC 2025 LRTP update and AQ conformity determination is currently underway. The DCHC MPO has held two interagency consultation (IC) meetings that focused on the 2025 LRTP update/AQ conformity schedule and tasks to be performed by DCHC MPO and the IC agency partners. DCHC MPO needs to provide the NCDOT final corrected networks before the AQ conformity evaluation process can begin.

Due to delays encountered during the development of the LRTP, the lapse is expected to last until late August of 2003. If the DCHC MPO lapse continues beyond October 1, 2003, it will impact the AQ conformity determination on the CAMPO 2004-2010 MTIP resulting in a lapse for projects in Wake County.

The certification review team strongly recommended to the DCHC MPO that they need to do everything possible to meet their tasks and deadlines in the LRTP update/AQ conformity determination schedule to minimize the duration of the LRTP expiration/AQ conformity lapse. The review team emphasized that the main consequence of not meeting the LRTP update and conformity determination deadline is that the area covered by the Metropolitan Area Boundary and a small portion of Granville County (Dutchville Township) are ineligible for any new authorizations of federal-aid projects, including federally funded air quality exempt projects. The DCHC MPO has the option of developing an interim LRTP and TIP of exempt projects (40 CFR 93.126), so that exempt projects can receive federal funds during the lapse period.

Corrective Action:

The DCHC MPO needs to adopt an updated air quality conforming LRTP.

Recommendation:

It is recommended that by the next plan update the MPO should be able to show some progress, as part of a plan of action toward securing the forecasted revenues as identified in their current proposed LRTP.

Transportation Improvement Program/ Statewide Transportation Improvement Program

The current local Transportation Improvement Program (TIP) was adopted by the MPO on April 11,2001. That program was effective for the Federal fiscal year beginning October 1, 2001 for a period of two years. The projects in the local TIP are compatible with the STIP which also became effective on October 1, 2001 for a period of two years. The TIP and the STIP are currently in the process of being updated to be effective for a two-year period

beginning October 1, 2003. Developing/updating TIPs and STIPs in North Carolina requires two years. The first step in the process is a statewide solicitation of input, for the present update this occurred in the fall of 2001. The NCDOT then updates the schedules and costs for all the projects in the current STIP and adds two more years to the end of the program. North Carolina State law requires the NCDOT to balance the program in accordance with a statewide equity formula. After this is complete the NCBOT releases a draft of the STIP for public review. Each MPO is provided an updated list of project schedules and costs from the previous STIP along with two additional years of projects added onto the end of the program. This information is intended to be used by the MPO's to update their local TIP's and to be used as the basis for negotiation of priorities for funding.

The transit portion of the STIP and TIP is updated a little differently. Transportation Management Areas, like DCHC receive an apportionment directly from the Federal transit Administration. The North Carolina Department of Transportation relies on the local area to submit project data proposing the use of these funds for inclusion in the STIP. The rest of an areas bus/bus facility needs are met by apply for transit discretionary funds. Because of the uncertainty of receiving discretionary funding, projects proposing the use of these funds are shown in the STIP as unfunded. If an area receives approval of a discretionary grant, the STIP is then revised.

The DCHC MPO approved the release of a draft of their TIP on December 18, 2002. The public review period for their draft TIP started on December 18,2002 and ended on January 31,2003 with a public hearing conducted on January 8, 2003. The next step in the process provides each MPO the opportunity to meet with the NCBOT member representing their area along with NCDOT staff representatives to discuss any differences between the TIP and the STIP. The DCHC MPO met with their NCBOT representative and NCDOT staff on February 28, 2003. Assuming agreement is reached, the NCBOT will approve a new STIP at their June meeting. After which it will be transmitted to the FTA and the FHWA for joint review and approval to be effective October 1, 2003.

Transit

There are three public transit systems and one private company, Carolina Trailways, providing service within the DCHC MPO area. The public transit systems include the Durham Area Transit Authority (DATA), Triangle Transit Authority (TTA) and the Chapel Hill Transit Service. TTA is the transit system that provides inter-regional service within the DCHC metropolitan area and the Capital metropolitan area. During the review, representatives of each public system shared information of on going and future proposed activities.

DATA has been in operation since 1991 and is currently in an expansion mode. It serves Durham with 43 buses, 25 vans and with increased ridership, expects to expand service to the Duke University area. A policy board guides the service but the City of Durham owns and operates DATA. They are planning to work more closely with TTA and already

recognize each other's transfers to deliver faster service and reduce headway. The development of the next DCHC LRTP update is expected to look at the service levels of the various fifty-seven alternatives and see the impact of transit service. During this next update, the DCHC MPO and DATA intend to cooperate and coordinate on public involvement with multiple hearings, and community visits. DATA has a representative on the Technical Coordinating Committee (TCC) and is represented on the Transportation Advisory Committee (TAC) by elected officials of the City, facilitating effective integration of transit operations with the DCHC MPO. DATA's latest Transit Development Plan (TDP) was approved by their Transit Board in March, 2002 and goes out to year 2007. DATA reviews, evaluates and revises as appropriate ,the TDP each year during the development of the service plan and budget for the coming year.

TTA is a regional unit of government that operates in Wake, Orange and Durham Counties. TTA currently operates 45 peak-period buses on regional routes, 8 buses on 5 shuttle routes in the Research Triangle Park (RTP), which includes the airport area, and a vanpool program consisting of 48 vans (4 of which originate in Fayetteville and 7 in the Winston-Salem/Greensboro/Burlington Area). TTA also operates the Regional Commute Trip Reduction Program, working with businesses in the RTP, Durham, and Wake Counties to develop travel demand management (TDM) programs. In Durham County, TTA is the implementing agency for their trip reduction ordinance, which requires each organization employing 100 or more persons to develop plans and goals for their organization to reduce single occupancy vehicle use and vehicle miles traveled. In Wake County, the TDM program is a voluntary program funded through CAMPO.

TTA has completed the environmental process, as required by the National Environmental Policy Act, for the Regional Rail project. A Record of Decision was issued on January 9, 2003. The Regional Rail project is a 34.7 mile railroad between Durham and Raleigh that will use existing railroad right-of-way in a corridor paralleling NC 147 (Durham Freeway), Interstate 40, NC 54, and US 1 (Capital Boulevard). The technology proposed is diesel multiple units. On February 28, 2003, the TTA was approved to enter the final design phase of the project by the FTA. The current 5-year TDP for TTA was approved by their Board in 1999 and covers the period from 2000 through 2004. TTA intends to update the TDP in the next fiscal year. TTA reviews their TDP whenever they are doing budget planning for capital acquisition and operating expenses.

In order to obtain better coordination with the three transit operators in the area, monthly transit manager meetings are held to assist with the communication. TTA is in the process of hiring a new position entitled Regional Mobility Manager. This person will work with social service agencies in Wake, Durham, and Orange Counties to assist their clients in arranging work related transportation. They will also assist the Rideshare Marketing Manager in the planning and implementation of the "Transit Connection" Jobs Fair. One of the principal functions of the Mobility Manager will be to maintain an effective working relationship with the other transportation systems in the three county area and emphasize the connectivity of TTA and other systems.

One additional TTA program is the Community Partners Program that is directed to the people where services are needed. This program assists in developing needs and services by looking at the problem areas, where route extensions are needed, and system access issues.

The Chapel Hill Transit System is a 30-year old program that serves Chapel Hill, Carrboro and the University of North Carolina at Chapel Hill. The system currently has eighty regular buses and three smaller buses for lighter routes and evening service, with 22 routes providing fare free service to over 25,000 daily boardings. Chapel Hill is also reviewing their TDM ordinance that supports the transit system by encouraging employers to promote public transit among their employees. Chapel Hill transit is currently in the process of updating their TDP which will extend to year 2006.It will be adopted by the Transit Board within the next few months.

Recommendation:

All three of the transit operators in the area are encouraged to continue to develop short-range transit operating and financing plans that identify capital needs and the proposed funding sources. The operators are encouraged to work closely with the DCHC MPO in the development of these plans and to have them endorsed by their local governing authorities.

It is also recommended that the DCHC MPO should continue to consider Surface Transportation Program (STP) funds for other than highway projects.

Implementation of the Intelligent Transportation Systems (ITS) Strategies

The DCHC MPO is working jointly with the NCDOT, the CAMPO (Raleigh, Wake County, etc.) and private consultants to develop a framework of ITS initiatives that will reduce congestion and enhance safety. The initiatives include the installation of a new traffic control system in the area that will allow for regional coordination along interstate and other arterial routes. ITS transit initiatives being considered include automated vehicle locator, automated passenger counters, mobile data terminals, electronic fare collection, signal preemption and passenger dispatch for paratransit service. Video surveillance of traffic and message boards to alert motorists of conditions in advance of slowdowns are already in place at a number of locations along the I-40 and I-85 corridors. The NCDOT has initiated a Statewide ITS Program consistent with the national ITS architecture. They are working with the MPOs, as well as, other areas of the State, to consider available technologies and to listen to what an area's needs are. The NCDOT has made a presentation to the TAC/TCC to solicit the MPO's input in the development of the ITS Strategic Deployment Plan. The NCDOT intends to put together a regional team to determine the vision for ITS in the Triangle Region.

The Durham County officials have initiated a transportation demand management (TDM)

plan aimed at reducing the number of single occupant vehicles (SOV) during rush hour and to encourage car pools, mass transit usage and telecommuting. MPO staff works with the businesses with at least 100 employees. Each company develops its own plan to reduce the number of single occupancy vehicle trips during rush hour and the number of miles driven to and from work. Options to reduce SOV commuting could include incentives such as special car-pool parking, bus shelters, bicycle racks and showers, transit passes and telecommuting. The TDM measure is voluntary and is currently being considered by other areas in the region.

Recommendation:
It is recommended that the DCHC MPO continue to pursue the implementation of ITS projects.

Title VI of the Civil Rights Act/Environmental Justice (EJ)

The appropriate time to ensure an MPO's compliance with Title VI and to substantiate the MPO's annual self-certification is during the planning certification review. This section discusses DCHC's demographic profile and how the MPO addresses Title VI and Environmental Justice (EJ) in their planning and public involvement processes.

DCHC's demographic profile is based on census data as well as demographic information obtained from the Human Services Department of the North Carolina Office of State Planning. The profile identifies African American, Hispanic, and Asian neighborhoods, as well as low-income areas and areas with disabled persons. The Census/HUD definition of low income (80% of median income) was used to identify low-income areas. The DCHC MPO also took advantage of a new census data item, "mobility limitation", to assist with identifying areas with disabled persons. The demographic data gathered by the DCHC MPO appears to be comprehensive. We strongly encourage that the data be cross checked based on staff knowledge of and familiarity with various neighborhoods, i.e. the census data should support common knowledge and vice versa.

The DCHC MPO created overlays based on the demographic profile and used them to identify projects that impact EJ communities. The DCHC MPO used several measures to determine impact as well as service equity. These measures included travel time savings, ratio of travel time of EJ communities to travel time of total population, employment accessibility to transit (jobs within 30 minutes via transit), and population within ½ mile of transit. The DCHC MPO's analysis determined that there are no planned projects that will negatively impact or unfairly exclude any EJ communities. For the LRTP update, DCHC MPO developed EJ scoring factors for each of the LRTP alternatives. It was also noted that the TT A's efforts included conducting a Title VI analysis per census tract.

The DCHC MPO has been moderately successful in engaging minorities and low-income persons in their public involvement process. The strategy that they have found

to be the most successful overall (for minorities and non-minorities) is the use of email to solicit public comments. The DCHC MPO also takes advantage of "piggybacking" opportunities – that is asking to be placed on the agenda of other public meetings. The DCHC MPO also tries to ensure that their Citizen Advisory Committees have minority and low-income representation.

Special efforts to reach the Hispanic community include the availability of interpreters upon request. The Durham Area Transit Authority provides bus schedules in Spanish, however, the TT A currently does not. The DCHC MPO maintains a mailing list which is used to disseminate various information to interested parties. While minorities are represented on the mailing list, it is recommended that the DCHC MPO continue to seek opportunities to add additional minority groups.

Recommendation:

It is recommended that the MPO continue to seek opportunities to add additional minority groups to their mailing list.

In conclusion, it is very clear that the DCHC MPO has done a very good job of incorporating EJ factors into its planning process. However, while much evidence of the DCHC MPO's EJ efforts exists, documentation of these efforts is somewhat lacking and disjointed. These efforts should be captured in one document that details the DCHC MPO's goals and objectives, policies and procedures regarding Title VI and Environmental Justice.

Recommendation:

It is recommended that the DCHC MPO consolidate the policies and procedures regarding Title VI and Environmental Justice into one document.

Discussion Points Requested by the MPO

The DCHC MPO staff expressed their continued concern regarding financial forecasts used to fiscally constrain their LRTP and their desire for the NCDOT to provide more input into these forecasts. This concern is a carry over from previous certification reviews and is discussed as a previous corrective action in Section III of this report. Some of the concern that the DCHC MPO expressed relates to Federal regulation, 23CFR450 Section 324(e) that states " the State and the transit operator must provide the MPO's with estimates of available Federal and State funds which the MPO shall utilize in developing financial plans." The NCDOT's response to this requirement was to provide the DCHC MPO with historical funding levels and a methodology to project the historical data. The process resulted in financial forecasts that were reviewed by the NCDOT and MPO and used in the development of the transportation plan and the local TIP. The Transportation Equity Act for the 21st Century (TEA-21) revised the language

that applies to financial forecasts. TEA-21 reads as follows: "For the purpose of developing the long-range transportation plan, the metropolitan planning organization and State shall cooperatively develop estimates of funds that will be available to support plan implementation." With regard to TIP development TEA-21 revised the language to read as follows: "For the purpose of developing the transportation improvement program, the metropolitan planning organization, public transit agency, and State shall cooperatively develop estimates of funds that are reasonably expected to support program implementation." In summary taking into account that TEA-21 supersedes the existing regulation and the fact that the planning process has been producing planning documents that are coordinated and agreed upon by the DCHC MPO, transit operator, and the NCDOT. The existing process for developing financial forecasts is satisfactory.

Another concern of the DCHC MPO staff was the earmarking of Federal Congestion Mitigation and Air Quality (CMAQ) funds by the State legislature for use in eligible areas without the input from those areas. The Federal requirement is that CMAQ funds are to be used for congestion mitigation and air quality improvement projects in areas designated as air quality non-attainment or maintenance areas. The CMAQ guidance developed to implement the program urges State's and MPO's to develop a process for solicitation and selection of projects that is cooperative and open to the public. The Guidance, however, does not carry the force of law or regulation. It is a suggested way to implement the Program. The fact that the State legislature determines how a portion of these funds are used is not in conflict with any Federal law or regulation as long as the projects selected meet program requirements for eligibility.

The last area of concern specifically brought to the attention of the Federal review team was incorporating bicycle transportation and pedestrian walkways into Federal-aid projects. Section 217 of Title 23 of the United States Code states that "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted." This language does not mandate the inclusion of bicycle or pedestrian facilities in all Federally funded transportation projects. It does require that bicycle and pedestrian facilities be considered. The considerations include safety, contiguousness of bicycle and pedestrian routes, the special needs of the elderly and handicapped, the detrimental effects on highway users, existing and projected usage and costs. The considerations also include the opportunity for public input and input by the MPO. These considerations should be reflected in project development documentation. The project development process' being used by the North Carolina Department generally meets these requirements.

VI. Public Meetings

The Federal review team scheduled and had the DCHC MPO advertise the opportunity for

the public to comment on the transportation planning process. This public comment opportunity was advertised through the DCHC MPO's standard public involvement process. The public meeting was conducted by the Federal review team. Four individuals attended and addressed the team. The following is a summary of their comments. The process appears driven by Federal deadlines. The visioning process used by the DCHC MPO to develop alternatives without consideration of cost seemed to have little value. The comment was offered that sometimes decisions appear to be made by the staff. Some of the information presented to the public at various times throughout the process is confusing. The difference between systems planning and project planning is not clear.

VII. Private Interviews

The DCHC MPO policy committee members were afforded the opportunity to meet with the Federal review team. There were no private interviews requested.

VIII. Follow Up

Joint FHWA/FTA actions on future products of the DCHC MPO's planning process, such as approval of the Unified Planning Work Program (UPWP), review of the LRTP update, plan and TIP conformity determinations, and the planning finding on the STIP, will address the progress made in the corrective action noted above. As stated previously, the DCHC MPO urban transportation planning process is not certified. The planning process will be certified upon completion of a long range transportation plan meeting all of the planning requirements and upon which the USDOT is able to make an air quality conformity determination. At that time the Federal review team participants will be contacted and upon agreement of the team, the FHWA and FTA will issue the appropriate certification.

Appendix A

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION PLANNING CERTIFICATION MEETING ATTENDANCE

Date: January 28, 2003 (Day 1)

Day 2

Name	Group Represented	Telephone Number	E-mail Address
✓ Alex Mitchell	FTA	404-562-3511	alex.mitchell@fta.dot.g
✓ Mark Ahrendsen	DCHC MPO	919-560-4366	mahrendsen@ci.durham.nc.
✓ David Bonk	DCHC	968-2888x347	dbonk@townofchapelh
✓ Felix Nwoko	DCHC	(919) 560-4366	fnwoko@ci.durham.nc.u
✓ Marcus Wilner	FHWA	(919) 856-4330 x115	marcus.wilner@fhwa.dot.
✓ Bill Marley	FHWA	(919) 856-4330, x114	bill.marley@fhwa.dot.g
✓ Lynorae Benjamin	U.S. EPA	(404) 562-9040	benjamin.lynorae@epa.gov
✓ Andy Henry	DCHC MPO	(919) 560-4366	ahenry@ci.durham.nc.u
✓ Amanda Arnold	TTA	919 485-7425	aarnold@ridetta.org
✓ Juanita Shearer-Swink	TTA	919 485-7417	jshearerswink@ridetta.
✓ Joe Stevens	FHWA	919-856-4330 x11	Joseph.Stevens@fhwa
Mike Bruff	NCDOT	919-733-4705	mbruff@dot.state.nc.us
✓ Scott Walston	NCDOT	919-733-4705	swalston@dot.state.nc.us
Eddie Dancausse	FHWA	919-856-4330	edward.dancausse@fhwa.gov
Day 2 (January 29)			
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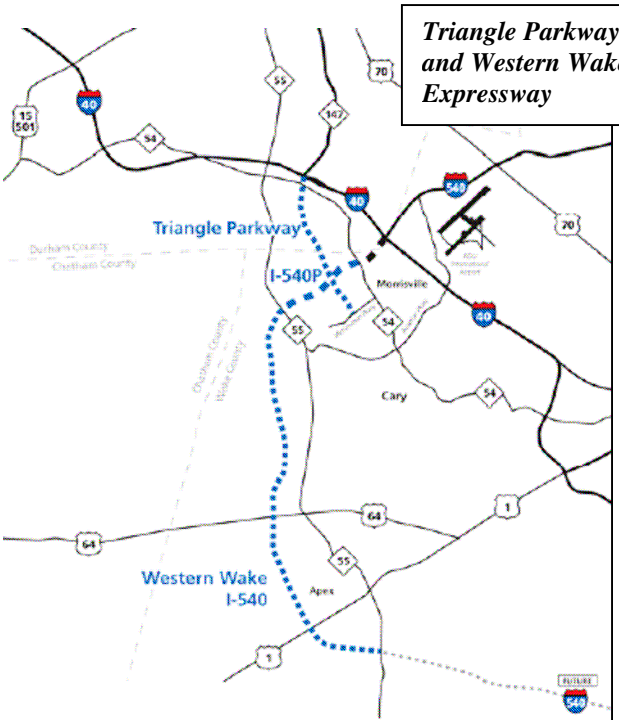
Pierre Owusu	City / DATA	(919) 957 7336	pkowusu@ci.durham.nc.u
Jos Huegy	TTA	(919) 485-7446	jhuegy@ridetta.org
Lucio Barrell	TTA	919-485-7451	lbarrell@ridetta.org
John Tallmadge	TTA	919-485-7430	jtallmadge@ridetta.org
MARY LOU KUSCHALKA	CHAPEL HILL	919-968-2752	mkuschalka@townofchapelhill
Tamara Shaw	NCDOT - PTD	919 733-4713	tshaw@dot.state.nc

Durham-Chapel Hill-Carrboro MPO
Capital Area MPO
North Carolina DOT
Triangle J Council of Governments

2030 Long Range Transportation Plan Amendment

Summary

October 9, 2006
draft



Triangle Parkway and Western Wake Expressway

The Durham-Chapel Hill-Carrboro MPO and Capital Area MPO propose to *amend* their 2030 Long Range Transportation Plans (LRTPs) to account for:

1. updated information about when certain projects in the plan will be completed,
2. the effects of tolling on the Western Wake Expressway and Triangle Parkway, and
3. changed alignments for facilities in the plans.

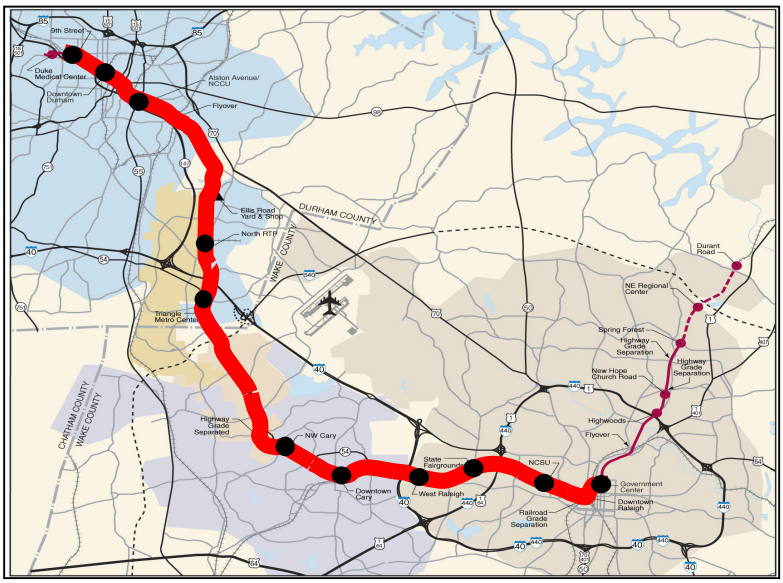
The projects affected are:

- Triangle Parkway (NC147 extension)
- Western Wake Expressway (I-540)
- TTA Phase I Regional Rail
- Wendell Falls Parkway
- Potential other projects from the 2007-13 TIP

This is an LRTP *amendment* (changes to the Plan) rather than an LRTP *update* (a wholesale re-examination of the Plan). As the amendment process proceeds, the MPOs are also beginning work on the 2035 LRTP update, which will be completed in 2009.

The characteristics of this LRTP *amendment* that distinguishes it from an LRTP *update* are:

1. The goals and objectives of the Plan do not change.
2. The base year (2002), interim years (2010 and 2020) and horizon year (2030) do not change.
3. The socioeconomic data (forecasts of households and jobs) in the Traffic Analysis Zones (TAZs) within the MPO boundaries do not change.
4. Changes are made only to the characteristics and timing of facilities already in the Plan; no new facilities are being added, nor are any alternatives being evaluated.
5. No change is made to overall fiscal constraint calculations, only to costs and revenues for the amended facilities.



TTA Phase I Regional Rail

The table below lists the project segments that will be amended and their status in the current 2030 LRTPs; all projects except the Wendell Falls Parkway are regionally significant; none are exempt from conformity:

Project Segment	From	To	MPO LRTP Project #	LRTP Facility Type	Length (mi.)	# of lanes prior-now	2030 LRTP Time Frame (AQ network)	TIP#	LRTP cost ($ million)	LRTP funding source
Triangle Parkway	I-40	Wake/Durham Line	DCHC 66	Freeway	2.4	6-6	2011-2020		$ 70.0	Tolls
Triangle Parkway	Wake/Durham Line	I-540	CAMPO F12	Freeway	1.1[1]	6-6	2011-2020		$ 97.7	Federal/state
Triangle Parkway	I-540	McCrimmon	CAMPO F13	Freeway	1.2[2]	4-4	2021-2030		$ 13.8	Federal/state
Western Wake Expressway[3]	NC 54	NC 55 (Cary)	CAMPO F4a	Freeway	2.7	6-6	2005-2010 (2008)	R-2000	[4]	Federal/state
Western Wake Expressway	NC 55 (Cary)	US 1 (Apex)	CAMPO F4b	Freeway	10.1	6-6	2011-2020	R-2635	$221.7	Federal/state
Western Wake Expressway	US 1 (Apex)	NC 55 (Apex)	CAMPO F4c	Freeway	2.3	6-6	2011-2020	R-2635	$ 40.5	Federal/state
Total all toll road segments (prior)					*19.8*		*2011-2020 except I-540P & 1.2 mile segment*		*$443.7* *$ 70.0* *$373.7*	*Total* *Tolls* *federal/state*
Total all toll road segments (now)					*20.0*[5]		*2010 Triangle Pky* *2011 West. Wake (except I-540P)*		*$810.0* *$595.0* *$215.0*	*Total* *Tolls* *other state funds*
TTA Regional Rail	9th Street – Durham	Government Center – Raleigh	DCHC CAMPO	Rail fixed guideway	28.1	N/A	2009	TE-4705B	$692.0 (2006-12 TIP cost)	60% federal 20% state 20% local
Southern Wendell Bypass (Wendell Falls Parkway)[6]	US64 Bypass	NC 231	CAMPO A169 (part)	2-lane arterial	7.1	2-4 (part)	2030		$ 52.7	Federal/state

Note: Other projects may be added based on review of the draft 2007-13 Transportation Improvement Program (TIP); examples include the Alston Avenue project in Durham County.

[1] CAMPO LRTP lists the project as 3.5 miles in length, but that length includes the segment in Durham County; only the portion in Wake County is included here.

[2] The CAMPO LRTP lists this project as 1.6 miles long; the NCTA length is used since it is a more detailed study.

[3] CAMPO LRTP labels this segment "Northern Wake Expressway" and includes from I-40 to NC 55; only the portion proposed for tolling is included in this table.

[4] This segment does not include a cost in the LRTP since it was funded by 2005. For the same reason, the NCTA does not include this segment's capital cost in its calculations, so the totals for both the LRTP and NCTA costs exclude the ROW and construction costs of this segment.

[5] The NCTA calculates the length of I-540 from NC 55 in Cary to NC 55 in Apex as 12.6 miles; CAMPO LRTP lists it as 12.4 miles.

[6] The amended segment is about 2.5 miles of this 7.1 mile project (5.6 miles listed in LRTP); the "Phase I" portion from US 64 bypass to 1000 feet east of Martin Pond Road along Richardson Road would be 4 lanes with a median; developer funded.

Summary and Discussion of Toll Road Segments

- The *facility descriptions* are consistent between the LRTPs and NCTA projects (with corrected Triangle Parkway segment lengths).
- The *timing* of the NCTA projects is consistent with the 10-year time periods in the LRTPs, with the exception of the 1.2-mile segment of the Triangle Parkway between I-540 and McCrimmon (LRTP has in the 2021-2030 period rather than now-planned 2011-2020 period).
- The transportation and air quality *modeling* did not account for the traffic impacts of tolls, and the modeled networks for some of the air quality budget years (2012, 2015) did not include toll road segments that are now expected to be open.
- The LRTPs assumed a mix of toll and federal/state funding; the total costs and funding mix have changed, but the non-toll funds now required ($215 million) do not exceed the non-toll funds assumed in the LRTPs ($373.7 million total; $359.9 million in 2011-2020 period)

Both the DCHC MPO and CAMPO 2030 fiscally-constrained LRTPs show the Triangle Parkway and Western Wake Expressway projects as 6-lane freeways open to traffic after the 2010 analysis year but before the 2020 analysis year contained in the plans. This facility type/cross-section and time period would not change. The Turnpike Authority project would also include the 1.2 mile section of 4-lane freeway linking the Triangle Parkway at I-540 to Town Hall Drive at McCrimmon Parkway; the CAMPO LRTP includes this project, but indicates a completion date after 2020 and before 2030.

Although the projects are being planned as reflected in the LRTPs in terms of location, type and analysis year (with the exception of the acceleration of the 1.2 mile connecting section), the modeling done for the LRTPs did not accommodate the impacts of tolling versus un-tolled travel. Turnpike Authority estimates indicate significant diversion from the toll facilities to other roads. Revised transportation/air quality modeling would seem necessary both to reflect tolling impacts and to include these project segments in the networks for the 2012 and 2015 emission budget years.

The current cost estimates and funding sources do not require diversions from other LRTP projects, at least within the fiscal constraint framework of the LRTPs, since the fiscally-constrained LRTPs indicate the availability of $359.9 million in non-toll revenue for these projects between 2010 and 2020, while the NCTA estimates a need for $215 million in non-toll revenue for the project. (The total LRTP non-toll funding estimate is $373.7 million, but $13.8 million was assumed available in the 2020-2030 period for the Triangle Parkway segment south of I-540).

The MPOs have begun their next round of LRTP updates, which is anticipated to match the deadline for conformity associated with forthcoming new Motor Vehicle Emission Budgets in the Triangle Ozone State Implementation Plan (SIP), with an anticipated conformity due date around May or June 2009, depending on the date the new SIP budgets are established (the next LRTP conformity deadline is June 15, 2009). A new Triangle Regional travel demand Model is anticipated to be adopted in 2007 (along with new socioeconomic forecasts) which will be used for travel demand modeling and motor vehicle emission estimates for the next LRTP update.

Additional Information

For information and reports on the North Carolina Turnpike Authority projects: www.ncturnpike.org/project/

CAMPO 2030 Long Range Transportation Plan: www.campo-nc.us/LRTP/2030/LRTP_Table_of_Contents.htm

DCHC MPO 2030 Long Range Transportation Plan:
http://www.dchcmpo.org/index.php?option=com_content&task=view&id=37&Itemid=2

Triangle 2030 Long Range Transportation Plans Conformity Report: ftp://ftp.tjcog.org/pub/triangleair/2005confrept.pdf

2030 LRTP Highway Projects and Draft FY07-13 STIP

Amend = Project is in Pre Analysis Consensus Plan

LRTP No.	Project	Project Limits	TIP No.	County	Regional Signifi-cant?	AQ year	Draft FY07-13 STIP/MTIP	Resolution
1	Alexander Dr	Cornwallis Rd to NC 147	U-3309	Durham	No	2010	Complete in FFY10.	Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network.
2	Alexander Dr	NC 147 to Miami Blvd	U-3309	Durham	No	2009	Complete.	Complete.
6	Berryhill/Old Fayetteville Conn.	Old Fayetteville Rd to NC 54 Bypass	Private	Orange	No	2009	Not in FY07-13 STIP	No amendment required. No federal action required; local road.
7	BPW Club/Rock Haven Conn.	Loop at Smith Level Road	Private	Orange	No	2009	Not in FY07-13 STIP	No amendment required. No federal action required; local road.
9	Carver Street Ext	Armfield St to Old Oxford Rd		Durham	No	2010	CIP funded. Complete in fall 2007.	Will be complete No federal action required; local road.
11	Churton Connector	Old NC 86 to NC 86 (Between I-85 & I-40)		Orange	No	2010	Not in FY07-13 STIP.	No amendment required. No federal action required; local road.
14	Davis Dr	NC 54 to County Line	U-4026	Durham	No	2009	Complete in FFY08.	Will be complete.
22	Fayetteville Rd	Woodcroft Pkwy to South Point	CIP/ Bond	Durham	No	2009	Complete.	Complete.
23	Fayetteville Rd	Woodcroft Pkwy to Cornwallis Rd		Durham	No	2010	CIP funded. Complete in 2010. Extends to Riddle Road.	Will be complete. No federal action required.
25	Garrett Rd/Chapel Hill Rd	Intersection Improvements	U-3105	Durham	No	2009	Complete.	Complete.
29	Guess Rd	Carver St to Umstead Rd	U-2102	Durham	No	2009	Complete	Complete.
30	Hillandale Rd	I-85 to Carver St.	U-3804	Durham	No	2009	STIP: Complete in FFY10. MTIP: Complete in FFY08	Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network. Reconcile description.
34	Holloway Street	US 70 to east of Junction Rd	U-4010	Durham	Yes	2009	Complete FFY07.	Will be complete.
37	Hopson Rd. realignment (RTP)	Louis Stephens Dr to NC 55	U-4410	Durham	No	2010	Not in FY07-13 STIP.	Will be complete.
38	Hopson-Page Rd Ext	NC 54 to Page Rd	U-3853	Durham	No	2009	Not in FY07-13 STIP.	Will be complete.

LRTP No.	Project	Project Limits	TIP No.	County	Regional Signifi-cant?	AQ year	Draft FY07-13 STIP/MTIP	Resolution
41	I-40	NC 147 to Wake Co line	I-2204	Durham	Yes	2009	Complete.	Complete.
42	I-40	US 15-501 to NC 147	I-3306	Durham	Yes	2009	Complete.	Complete.
46	I-540 (Durham portion)	Durham Co. Portion (I-40/I540)	R-2000	Durham	Yes	2009	Complete.	Complete.
47	I-85	US 15-501 Bypass N to US 70	I-306	Durham	Yes	2009	Complete in 2006.	Complete.
51	Lake Hogan Farms Rd	Eubanks Road to Tramore Drive	Private	Orange	No	2009	Not in FY07-13 STIP.	No amendment required. No federal action required; local road.
55	Louis Stephens Drive (RTP)	Hopson Rd to County Line		Durham	No	2010	Not in FY07-13 STIP.	Will be complete.
59	Miami Blvd.	Methodist Dr to Angier Ave	U-4011	Durham	No	2009	STIP: Complete in FFY09. MTIP: Complete in FFY08	Will be complete.
62	MLK Parkway	Old Chapel Hill Rd to NC 55	CIP/ Bond	Durham	No	2009	CIP funded. Complete in 2006.	Complete.
66	NC 147 (Triangle Parkway)	I-40 to County Line	U-4763	Durham	Yes	2020	Not funded.	Amend: 2010 AQ; 2010 network.
67	NC 54	Burning Tree to Barbee Chapel	Private	Durham	Yes	2009	Complete.	Complete.
72	NC 54/Page Rd	Davis Dr to Miami Blvd	R-2904	Durham	Yes	2009	Complete in FFY08.	Will be complete.
74	NC 55	Cornwallis Rd to Wake Co.	R-2906	Durham	Yes	2009	Complete in FFY07.	Will be complete.
75	NC 55 (Alston Ave.)	NC 147 to NC 98	U-3308	Durham	No	2010	Complete in FFY09.	Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network.
79	NC 86	Homestead Rd to Whitfield Rd	U-2302	Orange	No	2009	Complete.	Complete.
82	Northeast Creek Pkwy	Cornwallis Rd to Ellis Rd	U-2831	Durham	No	2009	Complete.	Complete.
93	Roxboro St	Hope Valley Farms to MLK Pkwy	Private	Durham	No	2009	Complete.	Complete.

LRTP No.	Project	Project Limits	TIP No.	County	Regional Signifi-cant?	AQ year	Draft FY07-13 STIP/MTIP	Resolution
97	Smith Level Rd	Rock Haven Rd to NC 54 bypass	U-2803	Orange	No	2010	STIP: Complete in FFY12. MTIP: Complete in FFY2010	Amend: 2020 AQ; 2017 network. Reconcile description.
98	South Columbia St	NC 54 to Manning Dr.	U-624	Orange	Yes	2010	Complete in FFY09.	Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network; change to not Regionally Significant
99	South Point Pkwy (Renaissance)	NC 751 to Fayetteville Rd	Private	Durham	No	2009	Complete.	Complete.
100	Stadium Drive Ext	Shaftsbury Dr to Kirkwood Dr	CIP/ Bond	Durham	No	2009	Complete.	Complete.
104	SW Durham Pkwy	Watkins Rd (Old Chapel Hill Rd to US 15-501	Private /Public	Durham	No	2009	Part complete (i.e., four-lane). Remainder completed as development occurs.	No amendment required. No federal action required; local road. Change in model network to 2017. Not in PCAP
105	SW Durham Pkwy	NC 54 to Rizzo Conf. Driveway	Private	Durham	No	2009	Complete.	Complete.
109	US 15-501	Pittsboro Bypass (MAB) to Orange Co. line	R-942	Chatham	Yes	2009	Complete.	Complete.
110	US 15-501	Mt Moriah Rd to Garrett Rd	U-4012	Durham	Yes	2009	Complete in FFY08.	Will be complete.
112	US 15-501	Orange Co line to Chapel Hill Bypass	R-942	Orange	Yes	2009	Complete.	Complete.
115	US 15-501 Service Rd (SR 1126)	Relocation of existing service road.	U-4009	Durham	No	2009	Complete in FFY08.	Will be complete.
118	US 70/Miami Blvd/Mineral	Intersection Upgrade	U-2808	Durham	Yes	2009	Complete.	Complete.
119	Weaver Dairy Rd	NC 86 to Erwin Rd	U-3306	Orange	No	2010	Complete in FFY10.	Contract let in 2009 based on draft STIP. Amend: 2020 AQ; 2017 network.
122	Woodcroft Pkwy	Barbee Rd to Carpenter-Fletcher Rd.	Private	Durham	No	2009	Complete.	Complete.
124	US 15-501/Erwin Rd.	Intersection Upgrade	U-4008	Orange	No	2009	Complete in 2007.	Will be complete.
FG	TTA Phase I Rail	Raleigh/RTP/Durham		Durham	Yes	2010	Unfunded Project.	Amend: 2020 AQ; 2017 network.

RESOLUTION BY THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) IN SUPPORT OF A RECURRING STATE GAP FUNDING COMMITMENT FOR TURNPIKES TO ACCELERATE FREEWAY CONSTRUCTION IN THE TRIANGLE

March 14, 2007

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, Tolls do not pay for the entire cost of a new turnpike freeway, although they will pay upwards of 70% of the cost of I-540 / Western Wake and Triangle Parkway proposed freeways in the Triangle; and

WHEREAS, the completion of our freeway system is essential for ensuring the long-term viability of the economic and jobs engine that is Research Triangle Park and the Triangle region; and

WHEREAS, the Triangle Parkway is included in the DCHC MPO's 2030 Long Range Transportation Plan; and

WHEREAS, tollroads offer a less congested alternative for carpools, vanpools, and transit vehicles, and, by charging a user fee, tollroads inherently encourage travel by modes other than single-occupancy vehicles; and

WHEREAS, the incentive to travel by alternative modes can be increased by offering free or reduced tolls for 3+ carpools, vanpools, and transit vehicles; and

WHEREAS, the expansion of our public transportation infrastructure can be accelerated by including reserved right-of-way in the design of the tollroad for future transit projects; and

WHEREAS, the DCHC MPO has demonstrated its commitment to gap funding in 2006 by supporting Senate Bill 1381 which will provide more than $100 million in gap funding for I-540 / Western Wake and Triangle Parkway; and

WHEREAS, in 2006 the DCHC MPO requested that the North Carolina Turnpike Authority (NCTA) proceed with an investment-grade financial feasibility study for the Triangle and Western Wake Parkways with the qualification that the NCTA should consider free use of the tollroad by 3+ carpools, vanpools, and transit vehicles in future financial, environmental, and design studies and that the NCTA should consider reserving right-of-way in the median for future transit projects; and

WHEREAS, the Research Triangle Foundation has been planning for the Triangle Parkway for more than half a century, and has reserved the bulk of the needed right-of-way for this freeway inside Research Triangle Park; and

WHEREAS, the State would receive a new $800 million freeway network in the heart of the Triangle for a much smaller recurring state gap funding commitment; and

WHEREAS, in its determination of the needed state gap funding, the NCTA should consider the inclusion of free use of the tollroads by 3+ carpools, vanpools, and transit vehicles and the reservation of the median for future transit projects.

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby urges the State of North Carolina to provide the necessary recurring state gap funding commitment, exempt from the state allocation formula, in order to support the construction of both I-540/Western Wake and Triangle Parkway as proposed turnpikes and hereby requests that the determination of needed state gap funding consider the inclusion of free use of the turnpikes by 3+ carpools, vanpools, and transit vehicles and the reservation of the median for future transit projects. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization urges the State to expedite that commitment to the Turnpike Authority in order to minimize inflation-related costs and uncertainty.

I, Alice M. Gordon, 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 14th day of March 2007.

_____

Signature of the TAC Chair
Durham-Chapel Hill-Carrboro Transportation Advisory 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 _____ 2007 to affix her signature to the foregoing document.

_____

Notary Public
My Commission expires:

DCHC

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

July 18, 2006

Mr. Jay Bissett, PE
Mulkey Engineers & Consultants
PO Box 33127
Raleigh, NC 27636-3127

RE: Triangle Parkway (TIP U-4763)

Dear Mr. Bissett:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) offers several comments on the proposed Triangle Parkway (TIP U-4763) toll road.

The DCHC MPO would like to review the assumptions being used to conduct the travel demand modeling used to plan and design the roadway. The MPO realizes that this modeling is essential to determining the need and design of the proposed toll road, and the assumptions used may have significant effects on the final project. The DCHC MPO would like the project team to examine various tolling options including High Occupancy Toll (HOT) lanes and use of the road by buses and carpools. Because these toll options may have significant effects on potential toll revenues and the design of the roadway, the MPO wants to ensure that these options are not being precluded by the modeling assumptions that are being used for the financial feasibility, planning, and design studies.

Although the Triangle Parkway is a freeway prohibiting pedestrian and bicycle accommodations, the DCHC MPO would like consideration of bicycle and pedestrian facilities in the design of the roadway. The NCDOT Greenway Policy and the Center of the Region Enterprise (CORE) plans should be consulted. All planned and existing pedestrian and bicycle facilities on Y-lines should be accommodated for in the Triangle Parkway design. In addition, the DCHC MPO urges the project team to consider innovative design elements such as providing a separate parallel greenway trail in the Triangle Parkway right-of-way.

The DCHC MPO also requests that the toll road be placed in the reserved right-of-way to the extent feasible, considering the environmental and design constraints. The Research Triangle Foundation has been a strong supporter of the Triangle Parkway from the roadway's inception. The foundation has planned for the roadway by protecting a roadway corridor through the Research Triangle Park. Use of this corridor would minimize the impact on the businesses, facilities, and infrastructure.

The DCHC MPO requests that the Intelligent Transportation System (ITS) strategies used on the Triangle Parkway be consistent with the *NC Statewide ITS Strategic Deployment Plan: Triangle Regional Report*. In addition, modifications to interchange access are also an important issue. Safe and efficient ramp movements at I-40 and the Durham Freeway (NC 147) will need to be included in the design. The DCHC MPO is concerned about interchange access and design at Davis Drive, Hopson Road, I-540, and McCrimmon Parkway. Furthermore, the relocation of all utilities and fiberoptics will need special consideration in the design. We urge the project team to consult with the local governments on these issues.

Finally, the DCHC MPO continues to be concerned about additional funding that will be required to construct the project. The Turnpike Authority has stated that toll revenues will not cover all of the project costs. While the DCHC MPO is generally supportive of the Triangle Parkway, it is not the MPO's highest priority for funding. Realizing the tight competition for highway funding in Division 5, the MPO objects to any diversion of funds from the area's highest priority project, the East End Connector (U-71), or any other higher priority projects to the Triangle Parkway.

The MPO appreciates the project team's invitation to attend meetings and to provide comments on the project. The DCHC MPO hopes to be a partner in the planning, design, construction, and operation of the tollroad. Please contact me at 919-560-4366 if you have any questions or if you would like to set up a meeting to discuss our concerns.

Sincerely,

Mark Ahrendsen

Mark Ahrendsen, Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Technical Coordinating Committee

CC: DCHC MPO TAC members

DCHC

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

October 11, 2006

Mr. David Joyner, Chairman
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

RE: Triangle Parkway (TIP U-4763)

Dear Mr. Joyner:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) appreciates the efforts of the North Carolina Turnpike Authority (NCTA) in pursuing the construction of toll roads in the state. The DCHC MPO realizes that alternative financing, such as tollroads, is an important tool to address some of our area's transportation needs. The DCHC MPO also appreciates the NCTA's efforts to involve the MPO in the financial, environmental, and design studies for the Triangle Parkway. Based on the findings of the preliminary traffic and revenue studies, the DCHC MPO requests that the NCTA proceed with the investment-grade financial feasibility study for the Triangle Parkway with the following qualifications.

The DCHC MPO would like the NCTA to consider the provision of future transit facilities in the design of the project. Consideration should be given to reserving space in the median of the project for future transit use and the design of the Triangle Parkway should not rule out the later construction of a transit facility in the median. In addition, the MPO would like the NCTA to consider free use of the road by buses, vanpools, and (at least 3+) carpools in its studies for the roadway. Because this toll option may have a significant effect on potential toll revenues and the design of the roadway, the MPO wants to ensure that this option is not being precluded by the modeling assumptions that are being used for the financial, environmental, and design studies.

Although the Triangle Parkway is a freeway prohibiting pedestrian and bicycle accommodations, the DCHC MPO would like consideration of bicycle and pedestrian facilities in the design of the roadway. The NCDOT Greenway Policy and the Center of the Region Enterprise (CORE) plans should be consulted. All planned and existing pedestrian and bicycle facilities on Y-lines should be accommodated in the Triangle Parkway design. In addition, the DCHC MPO urges the project team to consider innovative design elements such as providing a separate parallel greenway trail in the Triangle Parkway right-of-way.

The Research Triangle Foundation has been a strong supporter of the Triangle Parkway from the roadway's inception. The foundation has planned for the roadway by protecting

City of Durham ▪ Transportation Department ▪ 101 City Hall Plaza ▪ Durham, North Carolina 27701▪ (919) 560-4366 ▪ Facsimile (919) 560-4561

a roadway corridor through the Research Triangle Park. Use of this corridor would minimize the impact on the businesses, facilities, and infrastructure. Accordingly, the DCHC MPO requests that, to the extent feasible, the toll road utilize the right of way that has been reserved for this project, considering the environmental and design constraints.

The DCHC MPO requests that the Intelligent Transportation System (ITS) strategies used on the Triangle Parkway be consistent with the *NC Statewide ITS Strategic Deployment Plan: Triangle Regional Report*. In addition, modifications to interchange access are also an important issue. Safe and efficient ramp movements at I-40 and the Durham Freeway (NC 147) will need to be included in the design. The DCHC MPO is concerned about interchange access and design at Davis Drive, Hopson Road, I-540, and McCrimmon Parkway. Furthermore, the relocation of all utilities and fiberoptics will need special consideration in the design. We urge the NCTA to consult with the local governments on these issues.

The DCHC MPO also wants to ensure that all toll revenues from the Triangle Parkway be dedicated to this project or a contiguous toll project and not be diverted to other projects or other areas of the state. Furthermore, the MPO wants the tolls to be eliminated once the project costs are paid (i.e. sunset provision). The DCHC MPO also continues to be concerned about additional funding that will be required to construct the project. The NCTA has stated that toll revenues will not cover all of the project costs. While the DCHC MPO is generally supportive of the Triangle Parkway, it is not the MPO's highest priority for funding. Realizing the tight competition for highway funding in Division 5, the MPO objects to any diversion of funds from any higher priority projects to the Triangle Parkway. The DCHC MPO encourages the NCTA to work with the NC General Assembly to identify new sources of revenue that could be used to fill the funding gap for toll road projects. Accordingly, all discussions relating to covering the funding shortfall should include the DCHC MPO and NCDOT.

The DCHC MPO hopes to be a partner in the planning, design, construction, and operation of the Triangle Parkway. Please contact Mark Ahrendsen at 919-560-4366 if you have any questions or if you would like to set up a meeting to discuss our concerns.

Sincerely,

William V. "Bill" Bell, Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Transportation Advisory Committee

CC: DCHC MPO TAC members
DCHC MPO TCC members

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 14, 2007

Subject: **Lead Planning Agency (LPA) Staff Report**

This memorandum provides a summary status of tasks for projects in the FY 2006-2007 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- • Indicates that task is ongoing or not complete.

2006-07 Unified Planning Work Program (UPWP) Emphasis Projects

Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007

There are two principal elements of the socio-economic data (SE Data) that is input into the Triangle Regional Model (TRM). The 2005 Base Year data collection of population and employment data has been completed. The 2035 Forecast for population and employment data has been drafted and the detailed process of checking the data has begun. TAC received a preliminary review of the SE Data at their November 8, 2006 meeting. The TAC will receive the draft SE Data at their January 10, 2007 meeting and be asked to release that information for a 42-day public comment period. The original 2035 LRTP schedule designates the December 13, 2006 TAC meeting for release of the SE Data. This schedule change will not affect the 2035 LRTP schedule or the subsequent tasks such as the Deficiency Analysis and travel model efforts.

The efforts to reexamine the role of transit in the Triangle will affect the 2035 LRTP task to develop goals and objectives. The Transit Blueprint, the advisory committee and the public involvement effort to develop a transit vision are tasks that will need to be coordinated with the 2035 LRTP goals and objectives.

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Kick-off meeting August 8, 2006
- ✓ Survey completed
- ✓ Preliminary results reviewed by stakeholders
- ✓ Draft report released – comments provided to consultant
- Final report – completed

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Survey in progress

GIS/Data Integration and Automation

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- ✓ Receive written proposals – October 15, 2006
- ✓ Consultant short list by October 23-27, 2006
- ✓ Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 13, 2006
- Contract negotiation and scoping in progress
- Council approves contract – April 23, 2007
- City issues contract – May 4, 2007
- Notice to proceed – May 9, 2007

Land-use Model development

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- ✓ Receive written proposals – September 8, 2006
- ✓ Consultant short list – September 13-22, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006
- Contract negotiation and scoping completed
- Council approves contract March 5, 2007
- City issues contract – March 25, 2007
- Notice to proceed – March 25, 2007

Non-Motorized Model development

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006

Page 2 of 6

- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- Contract negotiation and scoping completed
- Council approves contract – March 5, 2007
- City issues contract – March 25, 2007
- Notice to proceed – March 25, 2007

ITS Deployment Plan

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- Update of 2007-2010 ITS project – December 2006
- Update of the deployment plan including development of measures of effectiveness, IDAS, Turbo Architecture.

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

MPO Collector Street Plan

7-Year Transportation Demand Management Program

- ✓ Contract awarded to UrbanTrans Consultants – September 2006
- ✓ Kick-off meeting – October 23, 2006
- ✓ Stakeholder Involvement – November 30, 2006
- ✓ TDM Program Analysis – November 30, 2006
- ✓ Assessment of Local Growth Management Strategies – November 30, 2006
- ✓ Market Analysis – January 3, 2007
- TDM Investment Scenario Development and Analysis – February 2, 2007
- Draft Recommendations – February 28, 2007
- Final Report – April 30, 2007

Regional Transit Infrastructure Blueprint

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- Finish corridor and infrastructure descriptions; finalize principles fall 2006
- Begin land use, travel and cost analysis - winter 2006
- Finish land use, travel, cost analysis - spring 2007

Page 3 of 6

- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

Chapel Hill/Carrboro/UNC Long Range Transit Plan

Coordinated Human Services Transportation Plan (JARC/New Freedom)

- ✓ Convene Project Planning Team – Completed by September 15
- ✓ Inventory of available human services transportation and public transportation - Completed by October 15
- ✓ Assess the transportation needs for individuals with disabilities, older adults, persons with limited incomes, and "reverse-commuters." Identify what the current systems do well and what we need to do better. – First stakeholder meeting to be held November 1, Draft assessment to be completed by December 1
- ✓ Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities. - Stakeholder meeting to be held December 14
- ✓ Prepare a draft plan document. - Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
- ✓ Report on the stakeholder workshops and identified needs – January TCC/February TAC
- Final plan - February TCC/March TAC meeting

2005-06 Unified Planning Work Program (UPWP) Emphasis Projects – In Progress

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-August 2006 (Durham – complete; Orange – in progress).
- ✓ Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).
- ✓ Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- ✓ Identify new measures to be completed in August 2006.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- Identify GHG target and model reduction targets anticipated to be completed in February-March 2006.

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- Formulate Action Plan anticipated to be completed in March 2007.
- Recommend reduction targets, strategies and action plan anticipated to be done by March 2007.
- Draft Report likely to be done in March 2007.
- Final Plan anticipated to be finalized in April 2007.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of April 2006 and May 2007.

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 about 60% complete.
- Data Collection and field inventory to be completed by spring 2007.
- Level of Service analysis anticipated to be completed by spring 2007.
- Development of CMS performance measures and guidelines likely to be completed in January 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by spring 2007.
- Draft CMS State of System Report likely to be done in summer 2007.
- Public Comment and local review in summer 2007.
- Adoption anticipated in summer/fall 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 complete.
- ✓ 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 conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in December 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in November/December 2006

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 prepared in 2007.

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Update of the MPO Public Involvement Policy

- ✓ Draft to be ready for August 2006 TAC meeting.
- ✓ Adopted – October 2006 TAC meeting

MPO Expansion for the next LRTP Update

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- 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 complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- ✓ Second public meeting – January 30, 2007

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NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 3/1/2007

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
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	100%	93.9%	4/1/2007
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)	$ 2,812,923.19	23.42 miles	C C Mangum Company LLC	Bob Shultes	(919) 840-0914	10/28/2006	100%	98.5%	3/15/2007
Durham	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	$ 1,274,113.68	0.152 miles	Dellinger, Inc.	Aaron V. Earwood, PE	(919) 560-6857	12/1/2006	100%	92.8%	3/31/2007
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	95.0%	95.6%	3/31/2007
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	100%	99.4%	3/31/2007
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	92.0%	93.2%	08/01/2007
Durham	U-2055C/H/I	GARRETT ROAD	WIDENING GARRETT RD AT INTERSECTIONS OF TROTTER RIDGE, COLORADO, SWARTHMORE	$ 743,997.00		Triangle Grading and Paving	Aaron V. Earwood, PE	(919) 560-6857	6/30/2007			
DURHAM / WAKE	U-4026A/B R 2904	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	$ 35,467,891.08	6.363 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 733-9499	11/1/2009			
DURHAM	RESURFACING	SECONDARY	21 SECTIONS OF SECONDARY ROADS	$ 2,795,584.75	18.9 miles	Barnhill Contracting	Bob Shultes	(919) 840-0914				
DURHAM	RESURFACING	PRIMARY	NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE	$ 318,281.20	1.45 miles	Barnhill Contracting	Aaron V. Earwood, PE	(919) 560-6857				
DURHAM	I-3306BB	I-40	I-40 FROM ORANGE COUNTY LINE TO NC-147, MILL AND FILL DESIGN BUILD	$ 21,749,430.00	10.401 miles	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	5/10/2008			

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 3/1/2007

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	RESURFACING	PRIMARY	5 SECTIONS OF US-15/501, 1 SECTION OF US-15/501 BYPASS, AND 1 SECTION OF NC-55 SB		5.16 miles	T. JOHNSON	(919) 560-6854	3/20/2007
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	$ 3,200,000.00	0.369 miles	J. MOORE	(919) 250-4016	4/17/2007
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	$ 3,800,000.00	0.587 miles	C. HAIRE	(919) 250-4016	7/17/2007
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	$ 18,500,000.00	1.708 miles	C. HOUSER / J. MOORE	(919) 250-4016	7/17/2007
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD	$ 550,000.00	0.067 miles	J. MOORE	(919) 250-4016	1/15/2008

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: https://apps.dot.state.nc.us/traffictravel/progloc/

Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms	100,000.00	Revised contract letting **4/30/07**
Orange	31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles	85,000.00	Aded funding for Rev. Compl. **7/31/07**
Orange	U-4008 35009.3.2	US 15-501 & SR1734 (Erwin Rd.)	Grading,drainage, paving and intersection improvements(Super Street)	4,989,838.30	Const. underway for completion 10/31/07
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads	110,000.00	Rev. compl. 12/31/07
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgefield Dr.	Construct left turn lane	150,000.00	**FA Construction by 7/31/07**
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	650,000.00	**Revised Bid opening 3/15/07** for widening from Camden Rd. to Rogers Rd.
Orange	40715.3 SS-4907A	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; phasing plan pending to compl. ped heads by 7/07
Orange	40955	SR 1734 (Erwin Rd) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	**Signal on flash 2/28/07**
Orange	41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	**FA construction by 10/5/07**
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	MA w/ Town of Chapel Hill; **Signal operating and railroad crossing gates installed**
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	**FA construction by 4/5/08**
Orange	41291	SR 1772 (Greensboro Street) and SR 1780 (Estes Drive)	Relocate pedestrian signals and push buttons	20,000.00	Equipment on order for compl. by 3/31/07
Orange	7CR.10681.5	Varied	Resurface 3 sections of US 15-501; 7 sections of NC 54; 1 section of NC 751 and 8 sections of secondary roads		ST Wooten Corp. Avail. 5/1/07 Compl. 10/1/07
Orange	SI-4807 40249.3.1	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	Plan revisions for FA const. -rev. compl. 10/07

Orange/ Chatham	R-0942CA	US 15-501	Widen to multi-lane roadway from North of Co. line to South of SR 1994 (Culbreth Rd.)	95,000.00	Signal installation @ Dogwood Acres Dr. by **6/30/07**
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTNG LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	1,500,000.00	Jan. 15, 2008
Orange	SF-4907A 40740.1	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	25,000.00	FA const. by **6/29/07**

East End Connector forum criticized

BY RAY GRONBERG, The Herald-Sun
February 7, 2007 11:22 pm

DURHAM -- The City Council's handling of this week's forum on the long-planned East End Connector drew sharp criticism on Wednesday from both the project's supporters and opponents.

One of the people in favor of the connector at Monday's forum, Duke Park neighborhood resident Barry Ragin, complained that council members failed to speak up for a project they've spent years lobbying the state to build, and compounded that mistake by allowing the project's critics to frame the night's debate as a racial issue.

"I am tired of and frustrated by a process that continually pits one neighborhood against another instead of identifying our common interests -- in this case, making all of our roadways safer for all of our citizens -- and making those our highest priorities," Ragin said in a long e-mail to council members.

Ragin added that he didn't appreciate "being cast into the role of personifying 'white privilege' " in a debate with East Durham residents and activists opposed to the project.

Duke Park is located just south of Interstate 85 and west of Roxboro Street/Roxboro Road (U.S. 15-501 Business north).

But one of those critics, Sylvester Williams, weighed in after the hearing with several e-mails of his own, finishing with one that accused a council member of being too beholden to local environmentalists to judge the project fairly.

"Are you too closely tied to the Eno [River] Association to see the damage that could be done to a historically black community?" Williams asked, directing the question to Councilwoman Diane Catotti.

The council on Monday wound up voting for what is supposed to be the least-expensive -- $135 million -- of four routes N.C. Department of Transportation engineers have proposed for the East End Connector. If DOT picks that one, the new road would branch off the Durham Freeway slightly more than a mile south of Briggs Avenue and proceed northeast to link to U.S. 70 near East End Avenue.

Early estimates from DOT suggest that route -- which engineers are calling "Alternative 3" -- would affect fewer homes and businesses than the others, and require at least 31 acres less right of way.

Aerial photos and DOT maps show that that route would traverse a series of vacant parcels in most of its path. It would displace houses at two points, first as it leaves the freeway and crosses Angier Avenue, and again as it crosses Rowena Avenue near Checkerberry Lane.

From the maps and aerial photos, it appears the route would impinge on roughly a dozen home sites in all. DOT engineers, however, are saying they expect it to affect 36 residences and 15 businesses. Those numbers are preliminary, and could change when the agency completes the connector's environmental impact statement.

Council members weren't interested Monday in another route the agency is studying -- known as "Alternative 2" -- that has drawn criticism across the board because it passes through the heart of the Hayestown neighborhood, which is sandwiched between End End and Angier avenues.

At an estimated $200 million, the Hayestown route is the most expensive option before DOT in part because engineers figure it would displace 75 homes and 25 businesses.

But instead of merely opposing that route, Williams and other critics said Monday they want the project canceled. They complained that officials haven't looked seriously at widening existing streets to accommodate traffic moving between the Durham Freeway and Interstate 85.

That solution is anathema to people like Ragin because it means putting even more cars on north-south thoroughfares like Duke, Gregson, Mangum and Roxboro streets, Alston Avenue and Avondale Drive.

Race-based arguments potentially enter the picture because while Alston and Avondale pass through predominantly black North-East Central Durham, the other roads don't.

Another option -- the controversial Eno Drive loop -- got scrapped in 2002 as part of a compromise orchestrated by Mayor Bill Bell. Environmentalists opposed the loop because of its potential impact on Eno River State Park.

Asked for his reaction to Ragin's criticism, Bell said he'd thought it better during the forum to let Williams and other critics have their say.

"I didn't feel it was necessary to respond that night because people were emotional and wanted to get their point across," he said. "Part of the process is to try to understand the concerns and mitigate them as much as we possibly can. The council will look to do that, and try to impress on DOT that they've got to be sensitive to that."

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East End Connector gets $98.8M

BY RAY GRONBERG, The Herald-Sun
March 2, 2007 12:18 am

DURHAM -- State transportation officials have approved a six-year construction program that earmarks $98.8 million for Durham's East End Connector, the area's top-ranking highway priority.

Members of the N.C. Board of Transportation ratified the 2007-13 construction program on Thursday, almost six months after engineers released a draft version of the document that for the first time reserved money for the connector.

Durham's delegation on the board, Ken Spaulding, said the board's concurrence with that decision was never in doubt.

"We just kept pushing and kept moving forward," he said.

Local officials eager to see the connector link the Durham Freeway to U.S. 70 and Interstate 85 praised the decision.

It's "very good news, and we now need to just keep moving forward, finish the environmental impact statement process and proceed on with all the steps necessary to bring it to fruition," said Ellen Reckhow, chairwoman of the County Commissioners.

The plan ratified Thursday calls for the N.C. Department of Transportation to begin buying right-of-way for the project sometime in 2009 or 2010, and begin construction two years later.

Engineers are now trying to decide on a route for the connector. The cheapest of the three alternatives under study would cost an estimated $135 million.

Spaulding, Reckhow and other officials said local officials will have to work to nail down the rest of the funding.

But "once we start a road project, the history in North Carolina is they do not stop it in midstream," Spaulding said, voicing optimism about the chances of lining up the additional money. "We've got the lion's share in."

Local officials like the project because it promises to give traffic that now uses a variety of existing downtown streets another route between the freeway and the interstate. Preliminary studies suggest it'll divert about 25,000 cars a day, most likely from Alston Avenue, Avondale Drive and Duke, Gregson, Mangum and Roxboro streets.

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County leaders to press for road aid

BY RAY GRONBERG, The Herald-Sun
February 15, 2007 12:17 am

DURHAM -- Officials from Durham, Orange and Chatham counties agreed Wednesday that they and the leaders of other urban counties in the state need to start putting pressure on Gov. Mike Easley and his potential successors to do something about road funding.

The state is not only short of road-construction dollars, but the formulas and the decision-making process the N.C. Department of Transportation uses to allocate money has shortchanged communities in the Triangle and other fast-growing parts of North Carolina, members of the local Transportation Advisory Committee said.

The problem is entrenched and the only solution is political, Durham Transportation Manager Mark Ahrendsen told members of the committee, which includes elected officials from all three western Triangle counties.

"The few projects that seem to be advancing are Cadillacs," Ahrendsen said, maintaining that small projects have again and again wound up on the back burner. "The case needs to be made at the highest level. We've got a governor's race coming up. You should look at who's going to make this an issue and look at our own delegations to see who's going to carry this forward."

Ahrendsen's complaints, and those that followed from elected officials, came as the advisory group reviewed the state's proposed construction plan for 2007-13.

While Durham emerged as potentially a big long-term winner in the plan because DOT finally endorsed construction of the city's long-sought East End Connector, the agency remains years away from delivering the $100 million it has pledged for the three-mile project.

Meanwhile, smaller projects are being delayed as DOT scrambles for money to build roads like a 14-mile, four-lane, $207 million bypass around Monroe, a Charlotte suburb. Construction work on the project is scheduled to consume $66 million in the coming fiscal year alone.

Another sore point for local officials is the $200 million the plan allots in the coming fiscal year to replace the Oregon Inlet bridge on the Outer Banks. Although the money is coming from the federal government, the project is still poised to consume almost one dollar of every five DOT proposed spending just on construction in the upcoming fiscal year.

DOT officials say inflation and other problems are squeezing their construction program, an argument local officials don't dispute. But they contend that state officials haven't compensated by enlarging the kitty.

Though the current system "isn't working in allocating the limited dollars" DOT has on hand, "there's just not enough there even if you did allocate it differently," Ahrendsen said. "You need more, either statewide or through local option [taxes] to let communities ramp up if they want to."

Elected officials, however, voiced the suspicion that politics are driving DOT's spending decisions more often than they should. "'Cash-flow issues' just mean the cash flows somewhere else," Durham City Councilman Mike Woodard said.

Another problem is that staff shortages and other problems at DOT have slowed the release of money the federal and state governments have earmarked for projects other than road construction, Chapel Hill Transportation Planner David Bonk said.

"Things are just broken," added that town's mayor, Kevin Foy.

Officials agreed that they need to step up their lobbying effort, and asked Ahrendsen to come up with a short- and a long-term strategy for doing so.

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Toll road could get started this year
State is asked for $12 million a year

BRUCE SICELOFF, Staff Writer
The N.C. Turnpike Authority says that, with financial help from taxpayers, it can move quickly this year to start building the state's first modern toll road -- a $905 million expressway through Research Triangle Park and western Wake County.

Turnpike officials are asking legislators and Gov. Mike Easley for a commitment of $12 million per year in state funds to cover an expected gap between toll collections and the cost of building, operating and maintaining the 18.6 mile toll road.

They have nicknamed it the Triangle Turnpike. It would combine two expressways previously proposed as separate toll projects, connected by a short stretch of Interstate 540 now under construction:

* The Triangle Parkway, 3.4 miles, south from N.C. 147 and Interstate 40 through RTP to I-540. Turnpike officials turned down a request from the town of Morrisville to extend the toll road farther south to McCrimmon Parkway.

* A 2.8-mile segment of I-540 expected to open this summer from N.C. 54 to N.C. 55. Part of this roadway serves as a link between the other two roads. Tax dollars paid for this I-540 construction, but the Turnpike Authority won federal and state permission to collect tolls from drivers and make it part of the turnpike.

* The Western Wake Parkway, 12.4 miles, extending I-540 south from N.C. 55 near RTP to N.C. 55 between Holly Springs and Apex.

This extension of I-540 became a prime candidate for toll financing in 2005 after the state indefinitely postponed plans to build it with tax dollars. Construction was to start in 2008, but now the state Department of Transportation says there are no funds to finish it before 2030.

The turnpike authority says that, if the legislature approves its request for $12 million in annual "gap" funds, it can award the contract by the end of this year and build the Triangle Turnpike by 2011.

Some western Wake residents are unhappy about the prospect of paying tolls to complete Raleigh's I-540 Outer Loop, after its northern half was built with tax dollars.

Apex Mayor Keith Weatherly is withholding his blessing. He said he doesn't know whether he will endorse the toll project because he would like state leaders to agree that it is important to finish the loop with tax dollars.

"It's a good threat to make, to say you won't get it for 25 years if you don't accept tolls," Weatherly said Wednesday. "What if we call their bluff?"

State Rep. Jennifer Weiss, a Cary Democrat, said she would urge other Wake legislators to push the governor and the General Assembly for a $12 million yearly commitment to close the gap in turnpike funds.

"We're trying to get it on the radar over there that this is a key priority for the Triangle area," Weiss said. "It's a small piece that needs to be worked out to make this happen."

State Sen. Neal Hunt, a Raleigh Republican, said it was too early to know whether the state would have enough money this year to help fund the Triangle Turnpike.

"You've got to prioritize," Hunt said. "Funding the gap is critical for our area, but I've got to wait to see what the budget looks like."

Staff writer Bruce Siceloff can be reached at 829-4527 or bruce.siceloff@newsobserver.com.

DOT Plan for Alston a disaster for neighborhood

by Michael Bacon and Gary Kueber
Published in the Herald-Sun, Feb. 18, 2007

Alston Avenue needs to be widened; so says our state Department of Transportation. We are willing to accept the widening, but DOT's design, sadly, contains too many mistakes we've made before in Durham. We all can attest as to exactly what goes wrong when you take inner-city streets and try to turn them into mini-freeways.

Making the street too wide, too fast, and too hard to cross would be bad enough in any neighborhood. This project, however, runs right through the middle of one of Durham's most historic neighborhoods, and one that the city and federal governments have spent tens of millions to stabilize and improve. DOT's design for the widening threatens to undo much of the positive impact from projects such as HOPE VI and Barnes Avenue. And yet, DOT continues to push its design with minimal compromise, despite the concern and opposition of the community and our elected officials.

At the core of our objection to this project lies a disagreement about what constitutes a 'good road.' DOT bases their measurement on two primary outcomes: 1) Maintaining the free flow of traffic, as measured by delay and capacity, with the intent of reducing congestion, and 2) engineering of roadway characteristics (such as lane width and turning radii) to provide a wide margin of error for vehicles, with the intent of reducing vehicular crashes.

While the intent of these goals suggests a benefit to the driving public, we question the efficacy of DOT's methods. Recent transportation studies suggest that increasing roadway capacity induces demand (more traffic). Thus traffic on a roadway increases to the point that congestion once again reigns. Ignoring this basic principle of supply and demand, DOT continues to operate on the assumption that adding roadway capacity actually decreases congestion.

Similarly, over-engineering a roadway to provide a margin for error fails to decrease collisions and induce safer driving; anyone who has driven on Duke Street just north of the Durham Freeway or on Mangum St. by our burgeoning Performing Arts Center understands that people intuit the roadway tolerance, and drive accordingly (i.e. a 35 mph speed limit means little on a 5 lane, one-way road).

The most concerning element of DOT's methods lies in the damage they do to the surrounding community. Evidence from public health and urban planning studies suggests that those who live in close proximity to high capacity roads suffer the unhealthy consequences of air pollution, poor access to parks, libraries, schools, groceries and other walkable neighborhood destinations. Making Alston a wide, high-capacity roadway will endanger the lives of children trying to cross Alston to get to Eastway Elementary or East End Park.

DOT's computer-based traffic models omit any assessment of these other costs borne by the community. Additionally, while models exist to measure whether adequate capacity exists for safe, effective pedestrian traffic, DOT does not use them. Transportation designers will typically estimate these effects with more qualitative methods, such as through a community impact assessment. While such assessments provide valuable and needed information, the vague nature of the conclusions means that they will typically be trumped by the 'certainty' of the engineering standards.

Hence the cost of these projects to the neighborhood, in real terms of economic development, property value, public health, and community, remains unmeasured or underestimated. DOT now asks the neighborhood to bear the costs that the widening project will incur, while providing disproportionate benefit to through-traffic from northern Durham.

This conflicts directly with the federal HOPE VI and the city-funded Barnes Avenue projects, both of which have had undeniable positive impacts on the neighborhood by creating a more pedestrian friendly, human-friendly urban environment. DOT's design for this project will sever the east side of the community development project from the west side, impeding pedestrian access to schools, parks, the library, social services, public transportation and jobs, thereby throwing away the hard-won gains made by massive neighborhood investments.

Community Builders, the developer of the HOPE VI project, understands the negative impact of the current design on their project, and has voiced its opposition. The City of Durham, Durham County, and the Durham-Chapel-Hill Metropolitan Planning Organization (our regional transportation body) have all voiced their concerns with the project as designed, and provided good, pragmatic alternatives. DOT has largely ignored these suggestions, despite little basis for doing so.

Finally, with the East End Connector to provide relief for drivers traveling north-south through the city, in the form of an all-freeway route between I-85 and 147, the problem this project was designed for may already be addressed by the time it gets finished. By then, DOT may have inflicted yet another disruptive road project on east Durham for no good reason.

Should this project be scuttled? No – we fully agree that the Alston Avenue infrastructure is decrepit and in need of an update. Creating four lanes of traffic rather than the current three may not be a bad idea in-and-of-itself. But rather than continuing a slavish adherence to outdated, community-damaging standards, DOT needs to both listen to the community and follow the latest recommendations of their own profession – in the Institute of Transportation Engineers' Context Sensitive Solutions manual - by

1) Eliminating dedicated right-turn lanes that widen intersections to six-lanes wide
2) Striping the currently-unstriped bike lanes providing dedicated space for bicyclists (currently just an extra-wide right lane that will encourage higher truck speeds)

3) Improve safety at corners by reducing wide turning-radii that further widen intersections
4) Reducing the length of dedicated left turn lanes that further widen the road.
5) Creating appropriate street trees, median trees, and neighborhood-scale street lighting to promote safety and compliment the neighborhood.

These changes, based on documented evidence, will promote a safer, more walkable pedestrian environment, while still allowing the expansion of roadway capacity that DOT desires. If done well, this project could significantly enhance the neighborhood – something DOT has struggled to do with past projects. But it's never too late for DOT to learn from its previous mistakes.

Dr. Gary Kueber is an urban planning/public health consultant and publisher of Endangered Durham

Michael Bacon is a Geographic Information Systems analyst and holds a Master's degree in Geography.

Let NCDOT officials know where you stand

The Alston Avenue widening project proposed by the N.C. Department of Transportation (NCDOT) between N.C. 147 and Holloway Street should not neglect pedestrians and bicyclists. Since the project was first envisioned years ago, much has happened in the Alston Avenue neighborhood. A Hope VI grant, a new elementary school and aggressive community organizing have brought vibrancy to an area that has become less industrial.

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) submitted recommendations to NCDOT to provide a safer environment for walking and biking on Alston Avenue, including wider sidewalks and striped bike lanes. Most important was removal of right turn lanes at all intersections, which would make them much easier to cross by foot. These recommendations will facilitate non-automotive access to schools and services on both sides of Alston and encourage slower traffic speeds.

NCDOT rejected the majority of these recommendations, especially removal of the right turn lanes. NCDOT's plans for the Alston corridor will hamper efforts to transform this area into a more multimodal community, which will have an adverse impact on the daily activities of the local residents. We are encouraged that elected officials and staff from both the city and county have voiced their concern. We urge Durham citizens to contact them, and especially our NCDOT board representatives Kenneth Spaulding and Nina Szlosberg, and let them know that we want an outcome that is more sensitive to current conditions.

Local residents should not have to use a car to safely cross a street.

The writer is chairman of the Durham Bicycle and Pedestrian Advisory Commission.

Daniel Clever
Durham
March 2, 2007

Lawmakers blast DOT's widening plan

BY RAY GRONBERG, The Herald-Sun
February 26, 2007 11:58 pm

DURHAM -- Durham legislators on Monday criticized the way N.C. Department of Transportation engineers are designing a planned widening of Alston Avenue, likening their work to some of the worst urban-renewal abuses on record in the country's history.

The agency's staff is "living in the past," state Rep. Paul Luebke, a Democrat, said after city officials said they haven't been able to convince road designers to eliminate turn lanes planned at some intersections to make it easier for North-East Central Durham residents to cross the street and get around their neighborhood on foot.

Luebke, whose comments came during a breakfast meeting with the City Council, added that DOT's staff values "highways â??ºber alles." The comment was a play on words that included the German for "above all," and referred to a line from the Nazi-era national anthem of Germany.

He continued that while DOT officials likely see the city's objections to the design as "just another bunch of la-la criticisms from the Durham-Orange crowd," local officials need to stand their ground.

"Please don't give up your position," said Luebke, who's now the senior chairman of the House Finance Committee, which handles tax legislation. "If anything, take the position [of] don't widen it at all."

Luebke said the local delegation -- which includes state Rep. Mickey Michaux, a Democrat who's now senior chairman of the House Appropriations Committee, one of the panels that controls DOT's budget --- should lobby Transportation Secretary Lyndo Tippett to secure the desired concessions.

Michaux said "there's a new sheriff in town" in the General Assembly that should make it easier for local officials to get their way. His comment was an apparent reference to the replacement of convicted former House Speaker Jim Black. The new speaker, Rep. Joe Hackney, is a Chapel Hill Democrat.

City Transportation Manager Mark Ahrendsen told legislators that in addition to the turn lanes, local officials aren't happy that DOT has so far refused to include bike lanes in the design. The agency's plan calls for extra pavement in the outside lanes, but engineers don't want to mark it for bikes.

Another complaint is that the agency isn't willing to do much to offset the near-certainty that the project would displace Compare Foods, one of the only full-service grocery stores serving predominantly black and low-income North-East Central Durham.

Luebke made it clear that he thought any lobbying by the delegation should also push DOT to move the downtown Amtrak station from its present quarters on West Chapel Hill Street into a building at West Village. That would accord with local plans, but the agency is balking in part due to cost complaints and even more because plans for a regional transit station on the current site are on hold.

Meanwhile, Michaux told council members that he's already told one of his subcommittee chairmen that budget-writers need to find a way to avoid postponing Triangle road projects to finance the $21.7 million repair of a repaving job along Interstate 40 in Durham County that DOT botched.

"We didn't cause the problem," Michaux said, explaining why the repair bill shouldn't come from the same pot of money used to finance other projects in the area. "They caused the problem. It's just that simple."

On other matters, Luebke and Michaux said a fellow delegation member, Rep. Winkie Wilkins, D-Roxboro, is likely to reintroduce a bill that would allow voters in the Rougemont area to set up their own town government.

A previous attempt by Wilkins to get the bill passed last year drew opposition from the rest of the Durham delegation, and foundered when Durham Sen. Jeanne Lucas blocked moves to consider it in the state Senate.

The bill only got through the N.C. House because delegation members let it to move as a courtesy to Wilkins, a freshman legislator who needed to build support in northern Durham County, Luebke said.

Luebke added that if city officials oppose the idea of incorporating Rougemont, they need to say so.

Finally, Luebke said that the county government's push for a 1-percent tax on restaurant meals is "dead on arrival" in the General Assembly. Legislators are likely to focus instead on trying to pass a real-estate transfer tax to raise money for school construction.

URL for this article: http://www.heraldsun.com/durham/4-823672.cfm

Slow road projects concern town

BY ROB SHAPARD, The Herald-Sun
February 19, 2007 10:32 pm

CHAPEL HILL -- The Town Council remains concerned with delays in state Department of Transportation funding for the town's three top transportation projects, officials said Monday.

Those projects include an overhaul of the local traffic-signal system, along with improvements to South Columbia Street and Weaver Dairy Road. As things stand now, construction wouldn't start on the South Columbia project until 2010, and it would be another year beyond that for construction to start on the signal system and Weaver Dairy Road, according to town transportation planner David Bonk.

The council brought up transportation issues in a breakfast meeting with state legislators, including House Speaker Joe Hackney and representatives Verla Insko and Larry Hall, along with senators Ellie Kinnaird and Bob Atwater, all of whom represent portions of Chapel Hill.

It was the annual session in which the local officials go over their wish list of actions they'd like to see pursued in the N.C. General Assembly.

"It's important that you understand, we're not complaining about the DOT," Mayor Kevin Foy said. "We're trying to make you aware of some of the difficulties we are facing.

"We know it's a statewide problem," he said. "[DOT officials] told us, 'We don't have any money.' That's why our projects have been delayed."

For the traffic-signal system, the plan would be basically to replace it with up-to-date fiber optics and other technology, at an estimated cost that Foy said was about $5 million. The town also may try to do some technology improvements for other town functions when that signal system is being replaced.

The current signal system, which also includes signals in Carrboro and up to New Hope Creek in Durham County, will be going on 20 years old by the time the update starts, Foy said.

Speaking of 20 years, Foy noted that's about how long the town has pursued improvements to the section of South Columbia Street up to Manning Drive. In a project estimated at $2.5 million, the DOT has agreed to add bike lanes, sidewalks and some turn lanes to the street, and not widen it to add travel lanes.

The town has long supported that approach, rather than a widening, and UNC and UNC Health Care officials are on record backing that design. But in stressing the town's desire to see the project get under way, Foy said Monday there was no guarantee all those parties would be on the same page indefinitely.

There was a time when construction was scheduled to start in 2007 on South Columbia.

Likewise, the council pushed successfully for Weaver Dairy Road to be reconfigured into two travel lanes and a center turn lane, when the DOT initially wanted to change the road between Erwin Road and Martin Luther King Jr. Boulevard into four lanes with a raised median.

The DOT agreed to widen only the stretch between King Boulevard and Kingston Road.

That project could be a $12 million undertaking, and Foy said town officials had suggested swapping the Weaver Dairy Road work with the signal system update on DOT's schedule, but to no avail so far.

Town officials also said they were concerned with the "equity formula" used by the state in doling out funds to the various DOT divisions across North Carolina. Their beef in part is that they don't feel the formula takes the needs of growing urban areas fully into account.

"The equity formula is giving hell to North Carolina municipalities," contended Councilman Ed Harrison. "The larger municipalities are getting shortchanged."

Council members also talked about legislative goals such as increasing the eligibility for some older, lower-income property owners to get Homestead property-tax breaks, as well as getting local authority to consider ideas such as public financing of local elections, establishing a tax on real-estate transfers and other options for raising revenue such as a gas tax, vehicle-registration fee and/or a half-cent sales tax.

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I-40 repair costs jump $3 million

LIMITING THE PAIN
Triangle travelers remember long workday delays during the widening of I-40, which handles up to 100,000 cars each day -- and weekend backups during last year's initial repairs. This year's fix is supposed to be less disruptive, according to DOT plans and the contractor's promises.

* Weekend construction will close parts of two I-40 lanes at a time for nine entire weekends, between 8 p.m. Friday and 6 a.m. Monday. The rest of the work will take place at night, with no daytime lane closures.

* Work schedules, lane closings and detour routes will be publicized. DOT may require workers to quit for the night when traffic backs up for more than four miles.

* Motorist helpers and tow trucks will patrol the I-40 work area, nearby parts of N.C. 54 and Fayetteville Road, and the detour routes.

BRUCE SICELOFF, Staff Writer

The state Department of Transportation now expects to pay $21.7 million to fix its botched paving job on 10.4 miles of Interstate 40 in Durham County -- $3.1 million more than DOT predicted a few months ago.

In April, road crews will start ripping out a 3-inch layer of crumbling concrete and replacing it with asphalt, working nights and weekends to limit traffic snarls on the Triangle's busiest freeway. The work is to be finished by May 2008.

The region will feel a more lasting repercussion if DOT sticks with its plan to finance the repairs with money taken from future Triangle highway projects.

When bids for the I-40 fix were unsealed Tuesday, Lane Construction Corp. of Meriden, Conn., was the unofficial winner with a $21,749,430 proposal. That was $8 million below the only other bid, from S.T. Wooten Corp. of Wilson.

DOT engineers said in November that replacing the top layer on two outer lanes of I-40 in both directions between U.S. 15-501 in Chapel Hill and the Durham Freeway in Research Triangle Park would cost $18.6 million. Before bids were opened Tuesday, they increased their estimate to $22.9 million.

"It certainly concerns me that the cost is mounting and the repairs have not begun," said Kenneth B. Spaulding of Durham, a member of the state Board of Transportation.

Ernie Seneca, a DOT spokesman, blamed cost increases on inflation in construction expenses and on requirements recently added to the contract terms. They include more asphalt, additional paving on ramps and loops, and an increased three-year warranty.

"We are committed to producing a top-quality product out there and to minimize the impact on traffic while the work is under way," Seneca said. "There will be strong oversight."

The concrete, poured in 2003 and 2004 as part of a widening project, was supposed to be good for 30 years. It went bad because DOT gave the contractor incorrect paving instructions and did not supervise the work closely. Three DOT engineers were disciplined for their failures on the project, and the state highway administrator, Len Sanderson, retired.

The state Board of Transportation is expected to award the contract to Lane at its March 1 meeting.

Lane says it will grind up the bad concrete, haul it away in dump trucks and recycle it for use in other construction. Lane says it hopes to complete work by the end of the year and is committed to finishing by May 10, 2008.

After the concrete layer is replaced with asphalt on the two outer lanes, a separate thin coating of asphalt will be applied across all three lanes in each direction -- including the inner concrete lanes, which were not affected by the deteriorating pavement.

Triangle leaders have lobbied legislators and Transportation Secretary Lyndo Tippett to correct the paving blunder without penalizing Wake, Durham and the other five counties of DOT Division Five.

Tippett has said the unprecedented repairs will be counted as a cost overrun on the I-40 widening project, to be subtracted from Division Five funds under a legislative "equity formula" for distributing transportation dollars across the state.

No one has come up with another source for the money. Other transportation board members have offered Spaulding sympathy only.

"I will be talking with the secretary again to emphasize again the unfairness that I feel that Division Five should have to pay for a new road twice," Spaulding said.

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State panel offers plan on greenhouse gases

Government expected to become more energy efficient

COMMISSION'S CHARGE
The Legislative Commission on Global Climate Change is a 34-member panel that includes scientists, lawmakers, environmentalists, manufacturers and utilities officials. Created in 2005 , the commission is charged with deciding whether North Carolina should establish policies to reduce greenhouse gas emissions. It will make final recommendations to the legislature in 2008.

WADE RAWLINS, Staff Writer

Consumers should pay a fee on their power bills to fund programs that encourage energy conservation. State government should cut its own energy consumption by 20 percent within two decades. And state and local governments should revise building codes to promote energy efficiency.

These proposals are among recommendations made Thursday by a state panel on climate change.

In the absence of federal policies requiring action to cut the gases that cause global warming, states are starting to act on their own. North Carolina joined those ranks when a state-created blue ribbon panel endorsed broad-brush ideas for confronting climate change.

The nearly 20 options, which the General Assembly will consider in coming months, are meant to reduce the greenhouse gases produced in North Carolina.

"These recommendations will receive some serious debate in the legislative session," said House Speaker Joe Hackney, who is co-chair of the Legislative Commission on Global Climate Change.

This month, an international panel of scientists said global warming is very likely caused by human activity such as burning oil and coal, which contribute to the buildup of gases that trap heat, creating a greenhouse effect in the atmosphere.

Michael Shore, an environmental advocate and panel member, said the state panel's recommendations to address global warming were a step forward.

But another panel member, Preston Howard, president of the Manufacturers and Chemical Industry Council of North Carolina, said the recommendations would cause significant increases in power rates if they were all enacted.

"We clearly need to do some energy-efficiently things but cannot afford to do them all at once," Howard said.

Hackney said the state House was trying to make a push this session on promoting energy efficiency in the government and private sector, and some recommendations mesh with that.

One recommendation calls for state government to lead by example and improve energy efficiency in its buildings, curbing energy consumption by 20 percent in 20 years. In addition, new buildings should meet recognized green standards.

Another proposal seeks to increase a fee on consumer power bills to fund a program promoting energy efficiency and renewable energy.

"That is probably the most controversial thing in here," said Hackney, who did not propose it. "The idea is there would be a lot of money put out for energy audits so homeowners would derive substantial benefits."

Howard said large manufacturers that employ hundreds of people and spend millions of dollars a year on power should pay a lower percentage than residential customers, for whom the increased charge would add pennies on the power bill.

Other recommendations include:

* Writing new building codes to specify minimum energy efficiency levels on new homes and businesses, as well as major renovations;

* Moving to assure that some portion of electricity is generated by alternatives to coal, such as wind, solar or hydroelectric;

* Establishing a voluntary goal to limit greenhouse gas emissions statewide;

* Setting new state energy efficiency standards for appliances.

"The most important thing is we're here doing this and talking about it and producing recommendations," Hackney said.

Staff writer Wade Rawlins can be reached at 829-4528 or wrawlins@newsobserver.com.

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DOT backs off station move

BY RAY GRONBERG, The Herald-Sun
February 26, 2007 12:55 am

DURHAM -- State Department of Transportation officials have backed away from a plan to move Durham's Amtrak station from its present quarters along West Chapel Hill Street into the West Village complex, prompting complaints from city and county officials.

The agency's unwillingness to go through with the move emerged last year as the Triangle Transit Authority was acknowledging that it would be unable to secure federal financing for a commuter rail link between Durham and Raleigh that would have included a stop where the Amtrak station is now.

DOT analysts are now reconsidering their options, looking at a set of possibilities that includes going through with the move to West Village, building another Amtrak station on TTA-owned land about 100 yards to the northwest, and retaining the present station. No timetable for a decision has been set.

Local officials, meanwhile, are criticizing the agency because they believe the situation risks losing a one-time chance to move the Amtrak station across the tracks into the West Village complex's Walker building.

"This is a missed opportunity and I'm disappointed in DOT's decision," City Councilman Mike Woodard said at a recent meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, the group that supervises road and transit planning in Durham and Orange counties.

"I think it's a shame they're pulling the plug when we're so far along," added County Commissioners Chairwoman Ellen Reckhow, who went on to say that she hoped officials would lodge a strong protest with DOT.

The potential move of the Amtrak station to West Village had been in the works for a number of years, and was part of an overall plan to create a larger station complex along West Chapel Hill Street between the downtown loop and Duke Street.

The idea was to put Amtrak in West Village, a TTA commuter rail stop at the current Amtrak site and a transfer station for buses a few yards away on the south side of Chapel Hill Street. Pedestrian bridges and crosswalks would have linked the three stations.

City officials still intend to build the transfer station, with the idea of accommodating people who ride buses run by the Durham Area Transit Authority, TTA and Greyhound. But the rest of the plan is in doubt because of TTA couldn't secure federal funding last year for its Durham-to-Raleigh commuter line.

A decision on what to do next appears to be on hold while officials from Durham, Orange and Wake counties decide what sort of regional commuter system they and TTA should pursue instead.

For now, "the current interim [Amtrak] station is still functioning and most of the time is adequate," said David King, TTA's general manager. "Apparently on some holidays and heavy weekends there are parking issues, but those kinds of things we can mitigate by making property available [for overflow parking].

DOT officials are mum on what specifically made them back off on the idea of moving the station to West Village.

Cost might be an issue, but a spokeswoman for the agency's rail division, Joan Bagherpour, said last week she had didn't have any figures or information about the terms of a potential lease of the West Village space to make public.

Local officials, in addition to worrying about the possibility of being closed out of West Village if the project's developers decide they can't hold space in the Walker building open, aren't happy with the current station. They compare it to a "double-wide" trailer and other cities in North Carolina served by Amtrak have better facilities.

They're also worried that if Amtrak doesn't move to the Walker building, which is on the north side of the tracks, it'll be harder to operate a future commuter-rail system in the corridor if it and Amtrak have to share one track on the south side, said Mark Ahrendsen, the city's transportation manager.

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Under the Dome:
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Predicted DOT shortfall leaves Easley cold

BRUCE SICELOFF, LYNN BONNER AND ROB CHRISTENSEN, Staff Writers

Gov. Mike Easley is leery of "absurd" warnings that North Carolina will fall $64 billion short of meeting its highway, transit and other transportation needs over the next 25 years.

The warnings come from Easley's own Department of Transportation.

Reporters asked Easley last week why he proposed in his 2007-09 budget to shrink the Highway Trust Fund, taking $173 million a year out of the road-building fund to help keep the state's General Fund in balance.

"Obviously, we have to get more money into transportation ...," Easley said, "once we can get a handle on what the real costs are. But we've heard some astronomical figures coming out of DOT as to what the needs are. That's a wish list. Some of these numbers are absurd."

Last year, Easley and the legislature cut the yearly shift of money between the two funds to $57 million, the lowest since the Highway Trust Fund was established in 1989. Transportation advocates and Republican critics have called for a halt to these "raids" on the Highway Trust Fund, which have reached as high as $253 million.

Nancy Dunn of Winston-Salem, appointed by Easley to the state Board of Transportation, oversees DOT's effort to make long-range plans and to estimate how much money North Carolina will need for transportation in the next 25 years. The $64 billion funding gap forecast was a preliminary figure, but Dunn said the final estimate, expected this spring, probably will be worse.

"I don't believe it's overstated, I really don't," Dunn said. "We have let our transportation system get in the kind of shape that will take that kind of money."

North Carolina Go, a statewide transportation advocacy group, has called for a $1 billion transportation bond issue and an end to the Highway Trust Fund transfers. The group's chairman, William "Beau" Mills of Raleigh, criticized Easley's budget.

"Instead of trying to find solutions, he seems to be questioning the estimates that his own department has put together on the growing gap," Mills said. "We're still hopeful that he is going to be an active partner in trying to solve these problems."

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Figures chart area growth

Projected population and jobs are about even in Chapel Hill, while eastern Chatham's growth is mainly residential

JESSE JAMES DECONTO, Staff Writer

CHAPEL HILL - If recent projections hold true, over the next three decades Chapel Hill will become a full-fledged employment center, and Chatham County will become even more of a bedroom community.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization is predicting that by 2035, Chapel Hill's population will have grown by 55 percent, and its employment will have grown by 107 percent, so that each will top 81,000.

"In 2035, there are going to be approximately as many jobs in Chapel Hill as people," Mayor Pro Tem Bill Strom said. "I think that's really good news."

The Town Council reviewed the 2035 projections at its meeting Monday. Members celebrated the potential job growth fueled by future development downtown and near Interstate 40 along U.S. 15-501, N.C. 86 and N.C. 54.

"Aside from UNC, we're expecting about 25,000 new jobs to be created in Chapel Hill during that period," Strom said.

The council also asked whether Chatham County could sustain its expected population growth without more employment growth. The regional planning organization projects that eastern Chatham's population will surpass Chapel Hill's and Carrboro's combined population over the next few decades, climbing above 150,000 for an increase of 340 percent.

At the same time, the projections say, eastern Chatham's employment will only double, from 8,200 to nearly 17,000.

David Bonk, Chapel Hill's long-range planning coordinator, said the Chatham officials who crafted the projections handcuffed themselves by not considering how rezoning land could open up opportunities for commercial development to serve the growing population. "We believe that Chatham needs to take another look at their employment projections," Bonk said.

The council voted to urge the planning organization to rethink how the Chatham employment figures were calculated.

Council member Jim Ward wondered whether the public could trust any of the projections.

"It's an art, not a science," Bonk answered.

"I would say it's voodoo," Ward said.

But Bonk said projections from the mid-1980s have proved accurate within 10 percent of the growth that actually occurred.

"That's pretty good, I would say, for 25 years down the road," Ward said.

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Growth forecasts engage planners

'Ultimately, federal funding is at stake'

JESSE JAMES DECONTO, Staff Writer

CHAPEL HILL - Local planners are struggling to forecast Chatham County's growth.

As part of a long-range planning process, governments in Durham, Orange and part of Chatham are trying to predict future population and employment numbers.

"If we are going to have a mass-transit system, the kind of growth that we have becomes important," said Felix Nwoko, transportation planner with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. "Ultimately, federal funding is at stake."

The problem is that population projections for eastern Chatham -- the part considered part of the Durham-Chapel Hill region -- range from 70,000 to more than 150,000. The portion of Chatham in and around Pittsboro currently has about 35,000 people.

Andrew Henry, a transportation planner with the metropolitan planning organization, said 70,000 is merely an interim figure based on previous projections because regional planners are still working on a more accurate number.

"These figures will probably be adjusted upward quite a bit," he said.

But George Lucier, vice chairman of the Chatham County Board of Commissioners, thinks the population will be close to 70,000 in 2035, especially with recently elected commissioners favoring slow growth.

Lucier said they're already working to protect open space, to create wider stream buffers in streams feeding Jordan Lake, and to coordinate planning with adjacent counties and towns.

Lucier disputes another report by the regional planning organization that says eastern Chatham will have 153,362 people by 2035. Nwoko clarified Tuesday that the larger figure is actually a projection of the total possible population of eastern Chatham after the land is completely built out.

A story in Tuesday's News & Observer reported that larger number because planners did not initially realize it was a build-out number. And some regional planners believe Chatham's population may, in fact, approach that number by 2035.

Nwoko said build-out in Durham and Orange counties likely will occur before 2035, and he said Chatham will not be far behind. Yet the projection endorsed by Lucier -- based on a steady 3 percent growth rate -- shows a population less than half the build-out population by 2035.

"I would be surprised if the 2035 figure is half of the build-out," Nwoko said. "It doesn't seem possible to me ... if you look at the rate of growth."

David Bonk, Chapel Hill's long-range planning coordinator, said eastern Chatham's population may not be 150,000 by 2035, but it probably will be higher than 70,000.

"The reality is perhaps somewhere in between," Bonk said.

Paul Black, principal planner for the Triangle J Council of Governments, is the one who calculated the build-out number for Chatham County.

He tentatively agreed with Lucier's claim that Chatham's population will be near 70,000 in 2035, but he said the county could potentially reach full build-out by that time.

"That would be highly unlikely, not completely out of the question," Black said.

Planners from across the region will meet Friday to try to hammer out a more accurate forecast. They will also hold a public hearing on the growth projections at 9 a.m. next Wednesday on the second floor of Durham City Hall.

Bonk said it's very important to get these projections right.

"We don't want to under-project significantly because we are going to be basing the development of the region's transportation on these numbers," he said.

Staff writer Jesse James DeConto can be reached at 932-8760 or jdeconto@newsobserver.com.

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MEMORANDUM

TO: Technical Coordinating Committee (TCC)

From: The Durham Area Transit Authority

Date: February 28, 2007

RE: Brier Creek Service Update

Purpose

The purpose of this report is to provide patronage information for the Brier Creek service from July 2006 to December 2006. Last year the TCC and TAC jointly approved funding subsidy for the Durham Area Transit Authority's Brier Creek service, in the amount of $96,876, from the JARC funds. This amount represented 50 percent of the total cost of the service. The remaining 50 percent is being provided by contributions from DATA and TTA. The TCC requested information of the performance of the service midway (six months) into the funding cycle.

Background

In November of 2005, The Durham Area Transit Authority (DATA), Triangle Transit Authority (TTA) and Capital Area Transit (CAT), began regional transit service designed to provide job access and reverse commuting opportunities for low income residents in Durham and Raleigh. For six months, the route ran as a Cross-town service starting from Wellons Village Shopping Center in Durham, traveling along Hwy 70 East, Page Road and ending at the Brier Creek Shopping Center in Raleigh. In May 2006, DATA reorganized the route by letting it start from downtown and linking it up with several other DATA and TTA routes. During the same period the TCC and TAC approved funding for the service using 2006 JARC funds to pay for one-half of the cost of the service. As part of the approval process the TCC required that continued funding of the service using JARC funds be contingent upon ridership meeting the minimum patronage standard set by DATA. Below is the patronage information for the route from July 2006 to December 2006.

Service Patronage

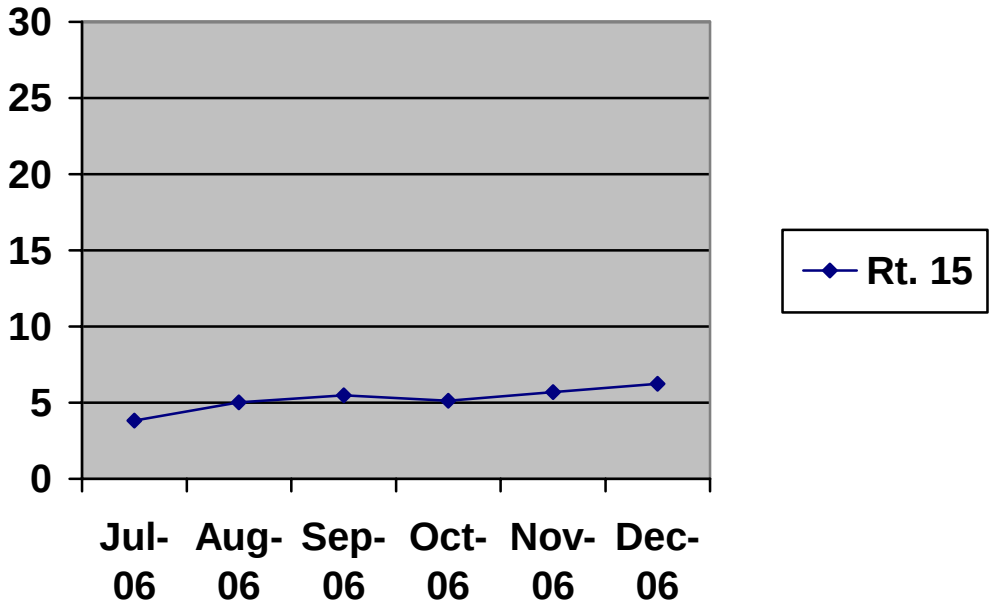
Table 1. Passengers per Hour for Route 15-Brier Creek Compared to System-wide Ridership

Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06
3.83	5.02	5.48	5.13	5.69	6.25

System Wide

Jul-06	Aug-06	Sep-06	Oct-06	Nov-06	Dec-06
26.34	27.89	28.83	28.01	27.78	27.68

Graph1. Route 15 Ridership July to December 2006



Graph 2: Passengers/ Hour: System-wide and Route 15-Brier Creek

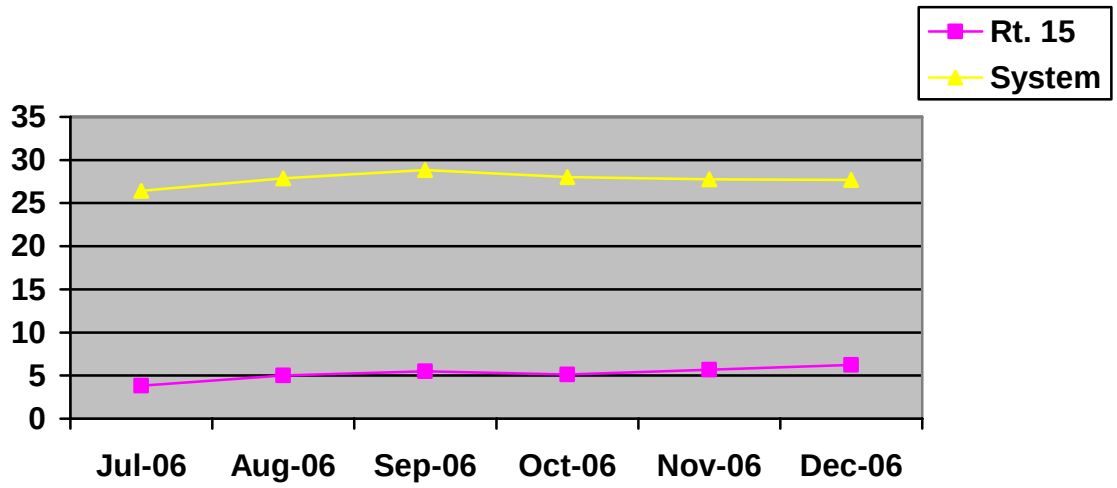


Table 2: Brier Creek Patronage from July 06- December 06

Detailed Brier Creek Service Ridership Report from July –December 2006				
Monthly Ridership	Weekday Ridership	Weekday Ave Pass/hr	Saturday Ridership	Saturday AvePass/hr
Jul-06	***Jul-06***	***Jul-06***	***Jul 2006 Sat***	***Jul-06***
898	716	3.98	182	
Aug-06	***Aug-06***	***Aug- 06***	***Aug 2006 Sat***	***Aug-06***
1229	1065	5.14	164	4.56
Sep-06	***Sep-06***	***Sep-06***	***Sep 2006 Sat***	***Sep-06***
1234	1022	5.68	212	4.71
Oct-06	***Oct-06***	***Oct-06***	***Oct 2006 Sat***	***Oct-06***
1201	1036	5.23	165	4.58
Nov-06	***Nov-06***	***Nov-06***	***Nov 2006 Sat***	***Nov-06***
1272	1132	5.99	140	3.89
Dec-06	***Dec-06***	***Dec-06***	***Dec 2006 Sat***	***Dec-06***
1406	1222	6.79	184	4.09

Analysis

According to the ridership information, current patronage of the route, based on the established DATA patronage standards, is lower than the expected average. Based on the service standards, ridership should have been at least 8.1 passengers per hour (30%) of the overall system's average for the six months review period. However, there is every indication that there was significant ridership improvement for the six-month period because of the changes initiated in July of 06. Therefore we propose that the service should be allowed to continue while the three transit systems continue to work together to identify other ways to improve transit service for the entire corridor.

The following are additional reasons why the TCC should continue to fund the service for the remaining six months of the JARC funding period.

- A number of patrons now depend on the service. Cutting funds would result in the discontinuation of the service and throwing those patrons who depend on the service to go to work out of their jobs

- DATA and TTA have not programmed any contingency funds to cover the remaining six months of funding for the route if the JARC funds are cut off.

- Despite the relatively low ridership the route has seen significant and sturdy patronage from Durham resident who now depend on the service to go to work daily.

- The three transit systems are currently reviewing marketing plans that would further increase ridership. Currently there is an ongoing expansion of the retail outlet at the intersection of Miami and Alexander Drive. The expectation is that patronage would further improve as a result of more Durham residents seeking jobs at this retail complex.

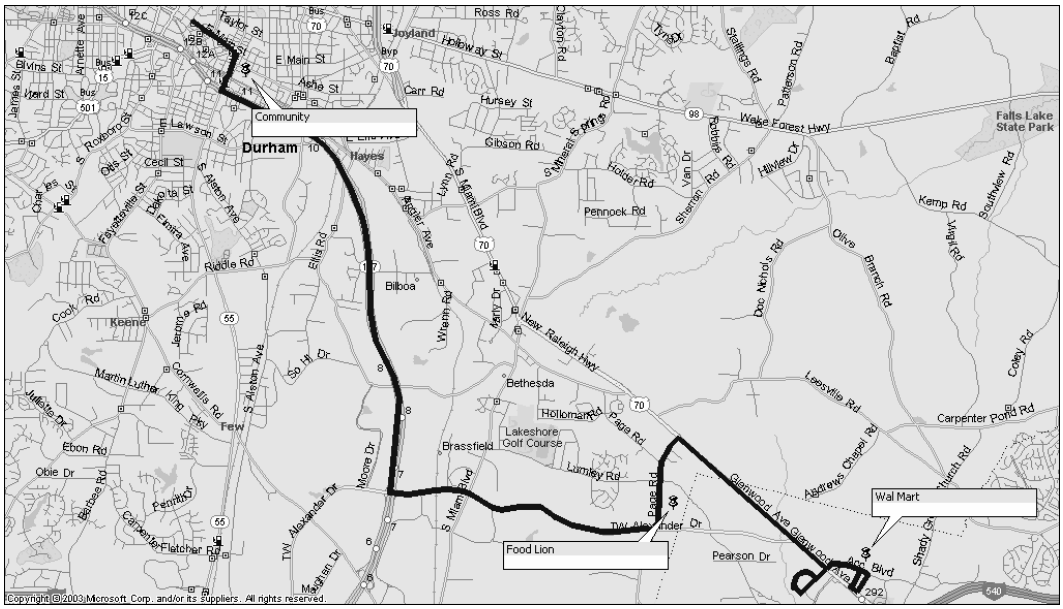
- The current JARC subsidy for the service ends on June 30.¨ DATA and TTA are currently exploring the possibility of sharing the cost of the service of the service for the FY 08 fiscal year beginning July 1, 2007 to allow service on the route for one additional year.

Requested TCC/TAC Action:

DATA and TTA are requesting the TCC to approve continued funding of the service with the 2006 JARC funds though June 30, 2007, to enable the transit system to continue to provide job access transportation service under the JARC program for the route 15 patrons.

Attachments

1. Map of the current Route 15



STPP
Surface Transportation Policy Partnership

$3.471 BILLION RESCISSION ORDERED

President Bush Signs FY'07 Spending Measure, Largest Single Program Rescission on the Way

On February 15, President Bush signed the Revised Continuing Appropriations Resolution, FY 2007 (P.L. 110-5), making funds available for the remainder of this fiscal year, which ends September 30. With the President's signature, the Federal Highway Administration is now preparing a rescission order directing each state to cut their highway program balances by a set amount, totaling $3.471 billion. This is the largest single rescission ever ordered by Congress, threatening program balances in key priority programs, such as the Bridge Program, Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancements (TE) and certain Surface Transportation Program (STP) funds.

To help our many partners prepare for this order, STPP developed the following chart which provides estimates each state's share of this rescission. These estimates should allow advocates, local government and MPO officials, and others to engage with state DOT officials immediately to begin inquiries on this upcoming rescission and the current status of program balances, efforts that should be directed at ensuring fair consideration of pending projects and program interests. (Each state DOT has access to the federal FMIS system which allows states to print a current ledger on all program balances at risk under this order.)

FHWA will soon provide full detail on the precise amounts by state in the rescission order it will issue sometime next month. Importantly, once FHWA issues the order, states will have 30 days to surrender program balances or what are called "unobligated balances."

Estimates of FY '07 Rescission Amounts by State
(in millions)

State	Rescission Amount	State	Rescission Amount	State	Rescission Amount
Alabama	69	Kentucky	60	N. Dakota	22
Alaska	31	Louisiana	55	Ohio	128
Arizona	68	Maine	16	Oklahoma	53
Arkansas	44	Maryland	56	Oregon	40
California	308	Massachusetts	58	Pennsylvania	156

Colorado	46	Michigan	105	Rhode Island	18
Connecticut	46	Minnesota	56	S. Carolina	58
Delaware	14	Mississippi	42	S. Dakota	23
DC	14	Missouri	82	Tennessee	77
Florida	178	Montana	33	Texas	296
Georgia	123	Nebraska	26	Utah	25
Hawaii	15	Nevada	24	Vermont	15
Idaho	26	New Hampshire	16	Virginia	96
Illinois	116	New Jersey	95	Washington	60
Indiana	89	New Mexico	33	West Virginia	38
Iowa	38	New York	157	Wisconsin	67
Kansas	36	North Carolina	100	Wyoming	24
STPP estimates of FY'07 federal highway program rescissions, totaling $3.471 billion pursuant to PL 110-5.					

Record under FY'06 Rescissions

During FY'06, there were three separate rescission orders, totaling $3.74 billion. The record on these rescissions is troubling, as a number of states targeted only a few programs to carry the burden of the rescission order. For example, some states targeted only the CMAQ program. Texas took their entire rescission amount under one order from the TE program. The point is states are now allocating the burden of these program reductions unfairly among program categories. For example, states rescinded $880 million in CMAQ funds and $1.182 billion in Bridge funds. Together, these programs were targeted for about 55 percent of the total rescissions during FY'06, even though these two programs represent about 20 percent of the apportioned funds to the states in any given year.

When Congress first directed states to reduce their unobligated program balances through rescissions, it directed FHWA to rescind these balances in a manner that was proportionate to how funds were apportioned to the states. In recent years, legislation developed by Congress has given states "flexibility" to decide how to allocate the burden of these rescission orders among the various program categories, excluding only a few program categories (e.g., Safety programs and STP funds suballocated to MPOs). This so called "flexibility" is now being used by states to dramatically reduce funding commitments to select categories, usually the one that help local areas repair local bridges, comply with the Clean Air Act, initiate innovative congestion reduction strategies through TDMs and the deployment of new technology, or increase investment in transit, biking and walking.

More about Unobligated Balances

To learn more about unobligated program balances, please see the STPP decoder, *The Transportation Funding Loophole*, at -- http://www.transact.org/library/oblimit.asp.

DCHC

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

February 22, 2007

Mr. Mike Stanley
NCDOT – TIP Unit
1534 MSC
Raleigh, NC 27699-1534

RE: 2007-2013 Transportation Improvement Program

Dear Mr. Stanley,

Thank you for setting up the Division 5 and Division 7 One-on-One meetings held on December 11, 2006 and January 9, 2007, respectively, to discuss the 2007-2013 State Transportation Improvement Program (STIP). The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) received NCDOT's responses to the issues raised at the meetings in late January. While we appreciate the minor changes that NCDOT has made to incorporate some of our requests, we are disappointed with the further delay of many of the MPO's highest priority projects in the latest draft of the 2007-2013 STIP.

The State Board of Transportation released the Draft STIP in September of 2006. The DCHC MPO took the funding levels in this draft into account when developing our draft Metropolitan Transportation Improvement Program (MTIP). In the MTIP, we adjusted project schedules to better reflect the DCHC MPO's priorities while keeping the overall funding amount by funding source constant in each year of the TIP. In other words, in developing our draft MTIP, we respected the limited transportation funding in Divisions 5 and 7, indicated in the draft STIP released in September 2006. Unfortunately, NCDOT has since lowered revenue projections further limiting the funding available in our MPO. As a result, not only are we unable to reprioritize project funding in our MTIP to accelerate projects, we now are asked to further delay many of our projects. It is not possible for the MPO to have adequate input on the STIP if the MPO is not given complete and accurate revenue information early in the process.

Many of the responses to the MPO's requests at the One-on-One meetings cited preconstruction delays as the reason why projects could not be accelerated or had to be further delayed. While we understand that at times preconstruction can delay projects, we are concerned that the MPO is not being provided up-to-date schedules for the design and environmental studies for our region's projects. The MPO should be informed specifically on each project what has caused the delay and what are the new completion dates.

City of Durham ▪ Transportation Department ▪ 101 City Hall Plaza ▪ Durham, North Carolina 27701▪ (919) 560-4366 ▪ Facsimile (919) 560-4561

In Division 5, the MPO would like to raise two specific issues in regard to NCDOT's responses. On U-4011 (Miami Blvd.), the MPO requested acceleration of this project to maintain the schedule that was in the 2006-2012 TIP. In fall 2006, the MPO spoke to the NCDOT PDEA engineer and asked if acceleration of the schedule would be possible and we were told that it would be possible. If NCDOT is now stating that it is not possible, the MPO needs to be informed specifically why this has changed and what the new project schedule is.

On U-4720 (US 70) and U-4721 (Northern Durham Parkway), NCDOT's response to the MPO's request to initiate the planning studies for these two projects is that the MPO could use local funds to cover the cost of these studies. The MPO feels strongly that local funds should not be spent on the planning documents for these two Highway Trust Fund eligible projects. These two projects have been identified as Strategic Highway Corridors on the Intrastate system. As projects with statewide significance and a state funding source, the planning for these projects should also be funded with state funds.

In Division 7, the MPO would like to raise four specific issues in regard to NCDOT's responses. The MPO requested that funds for the U-4704 (Chapel Hill Signal System) and U-3306 (Weaver Dairy Rd.) be switched so the Signal System would be funded in 2009 and Weaver Dairy Rd. in 2011. NCDOT's response was to program Weaver Dairy Rd. in 2010 and maintain the Signal System in 2011. Although cash flow constraints limit the ability to fund either project in 2009, the MPO would still like to program the Signal System in 2010 and Weaver Dairy Rd. in 2011 to reflect local priorities. The Signal System is less costly than Weaver Dairy Rd., will have a greater impact on local traffic congestion, and should be completed first.

On U-2803 (Smith Level Rd.), NCDOT's response is that it cannot accelerate the project because a decision on purpose and scope is still pending. The MPO would like to be informed why this decision has been delayed. In addition, at the One-on-One meeting the MPO asked for a detailed account of how funds have been spent on this project in prior years. On U-3808 (Elizabeth Brady Rd.), NCDOT's response is that the project cannot be accelerated due to preconstruction. Considering that the MPO's request is to fund construction of this project four years from now, we would like to know why preconstruction on this project will take so long. The MPO needs to be given an updated preconstruction schedule for this project.

In addition, NCDOT needs to provide a response to the MPO's request to maintain the 2006-2012 TIP schedule for U-0624 (S. Columbia St.). The MPO was informed shortly before the One-on-One meeting that NCDOT was proposing to delay construction of this project from 2009 to 2010 for cash flow purposes. The MPO raised this issue at the meeting but was not given a response. It has taken many years to develop a project scope that all stakeholders support. It is important to begin construction in recognition of the community support for the project.

that all stakeholders support. It is important to begin construction in recognition of the community support for the project.

While we appreciate the effort that NCDOT has made to incorporate some of the MPO's requests, the MPO is disappointed in the response to some of the issues raised at the One-on-One meetings. NCDOT should provide the MPO reliable revenue estimates early in the process and regularly updated preconstruction schedules. Without this information, the MPO is not able to provide meaningful and timely input to NCDOT on the development of the TIP. We hope that NCDOT can work with the DCHC MPO and other MPOs on improving the TIP process. If you have any questions about the issues raised in this letter, contact me at 919-560-4366 or mark.ahrendsen@durhamnc.gov.

Sincerely,

Mark A Ahrendsen

Mark Ahrendsen
TCC Chair

Cc: Ken Spaulding, NCDOT BOT
Doug Galyon, NCDOT BOT
Wally Bowman, NCDOT, Division 5
Mike Mills, NCDOT, Division 7
Calvin Leggett, NCDOT, TIP Unit
TAC Members
TCC Members