

**Member Governments**

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

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

**AGENDA**

**March 28, 2007  
9:00 a.m.**

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

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

**ACTION ITEMS**

**4. Approval of February 28, 2007 TCC Meeting Minutes  
(Attachment 4)**

A copy of the February 28, 2007 minutes is enclosed as Attachment 4.

**TCC Action:** Approve minutes of the February 28, 2007 TCC meeting.

**5. 2007-2008 Unified Planning Work Program  
(Attachment 5, 5A, 5B, 5C, 5D)  
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 5 is a staff memo that was prepared for the 3/14/07 TAC meeting which provides additional information. Attachment 5A is the draft UPWP that was prepared for the 3/14/07 TAC meeting. Attachment 5B is the STPDA spreadsheet used for the TIP one-on-one meetings. Attachment 5C is a recent UPWP funding request from TTA. Attachment 5D is a recent UPWP funding request from TJ COG. The TCC should discuss how to incorporate these funding requests in the UPWP.

In addition, the self-certification checklist and five-year work plan will be added to the UPWP before it is presented to the TAC in April. The final 2007-2008 UPWP will be presented to the TAC for approval at the April meeting.

**TCC Action:** Review the funding requests and make changes to the UPWP as needed. Recommend that the TAC adopt the 2007-2008 Unified Planning Work Program

## **6. 2007-2013 Metropolitan Transportation Improvement Program**

**(Attachment 6)**

**Mark Ahrendsen, TCC Chair**

**Ellen Beckmann, LPA Staff**

The State Board of Transportation released the draft 2007-2013 STIP on September 6, 2006. The TAC released the DCHC MPO supplement to the draft 2007-2013 STIP as the draft MTIP for public comment at the 9/13/06 TAC meeting. A public hearing was held at the 10/11/06 TAC meeting. Comments were received from member jurisdictions and the public. The TCC TIP subcommittee developed a list of requested changes for the draft STIP and included these in a revised draft MTIP. These requests were discussed at one-on-one meetings with NCDOT in December 11, 2006 for Division 5 and January 9, 2007 for Division 7.

In March 2007, the State Board of Transportation adopted the final 2007-2013 STIP. LPA staff has compared the final STIP with the revised draft MTIP. Attachment 6 displays the revised draft MTIP with differences in the adopted final STIP displayed in blue text. The STIP and MTIP must be consistent in years 2007, 2008, and 2009. Any amendments to the STIP must be made before June 30, 2007 due to SAFETEA-LU requirements.

**TCC Action:** Discuss the differences between the draft 2007-2013 MTIP and final 2007-2013 STIP. Direct the TIP subcommittee to develop the final 2007-2013 MTIP.

## **7. Southwest Durham Drive/Southwest Durham Southeast Chapel Hill Collector Street Plan**

**(Attachment 7, 7A, 7B, 7C)**

**Andy Henry, LPA Staff**

At the TAC meeting on March 14, 2007, the TCC recommended that the TAC approve the Southwest Durham/Southeast Chapel Hill Collector Street Plan and adjustments to the alignment of Southwest Durham Drive as illustrated in Attachment 7A. A citizen proposed an alternative to the TCC recommendation, as illustrated in Attachment 7B, and the TAC directed the TCC to consider the alternative and bring their recommendation to the TAC at their April 11, 2007 meeting. The alternative departed from the TCC recommendation in the way that Kilkenny Drive and Lancaster Drive would intersect with other streets.

Attachment 7 is memorandum discussing the TCC recommendation for the Collector Street Plan and Southwest Durham Drive. Attachment 7C is a close-up illustration of the TCC recommendation.

The full report for the Collector Street Plan is available for review upon request to the LPA staff and at [www.dchcmo.org](http://www.dchcmo.org).

**TCC Action:** Review staff recommendation, provide comments, and make a recommendation to the TAC.

**8. 2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and Analysis Report**

**(Attachment 8, 8A)**

**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 in the recently adopted FY 2007-2013 State Transportation Improvement Program has crossed an air quality threshold year in the 2030 LRTP. The delay of the TTA Phase I Rail System and the expedited funding for tolling the Triangle Parkway are two of the most notable changes in the DCHC MPO. In addition, the Amended 2030 LRTP must complete the Air Quality Conformity process.

At their meeting on March 14, 2007, the TAC authorized the release of the Amended 2030 LRTP and the Air Quality Conformity Analysis and Determination Report when the documents were readied. These documents were released and the 30-day public comment period began on March 23, 2007 and will end on April 24, 2007. The TAC will conduct a public hearing at their meeting on April 11, 2007 to receive comments on the documents, and approval of the documents is anticipated at their meeting on May 9, 2007.

Attachment 8 is a copy of the proposed Amended 2030 LRTP, including a list of proposed project changes and a Resolution for amending the LRTP. Attachment 8A is a copy of the Conformity Analysis and Determination Report. This document includes many appendices, which are available on the MPO Web site – [www.dchcmpo.org](http://www.dchcmpo.org).

**TCC Action:** Review and comment on the Amended 2030 LRTP and the Air Quality Conformity Analysis and Determination Report

**9. 2035 Long Range Transportation Plan – Socio-economic Data**

**Andy Henry, LPA Staff**

Many activities have occurred for reviewing the Socio-economic Data (SE Data) for the 2035 LRTP, including:

- 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 released the SE Data through its website and a mailing for a 42-day public comment period that will end Tuesday, March 27, 2007;
- The MPO conducted five public workshops, and an additional public workshop is scheduled in Pittsboro (Chatham County) on April 5, 2007;
- Local government and agency staff have conducted detailed SE Data reviews, and a peer review was completed in March.

It is likely that the TAC will not approve the SE Data until their August meeting because the Amended 2030 LRTP must be approved first. However, to keep the 2035 LRTP development

process moving forward there are a few intermediate deadlines. The Lead Planning Agency (LPA) staff is to provide a good, workable SE Data set to the ITRE Service Bureau by the end of March so the Bureau can begin work on the deficiency analysis. Also, the TAC expects to review an updated SE Data set at their April 11, 2007 meeting. Although many improvements have been made to the SE Data set that was released to the public, the TAC has not reviewed the updated data.

The LPA will provide updated SE Data tables and maps at the TCC meeting.

**TCC Action:** Review the updated Socioeconomic Data for the 2035 LRTP and provide comments.

#### **10. MPO Federal Certification Review**

**Felix Nwoko, LPA Staff**

**Ellen Beckmann, LPA Staff**

The MPO Certification Review was held on March 19-21, 2007. The Certification Review is an opportunity for the MPO to review its own operations and to review FHWA, FTA, and NCDOT. LPA Staff will provide an overview of the Certification Review at the TCC meeting.

**TCC Action:** Receive update on the MPO Federal Certification Review

#### **11. Final Rule for Metropolitan and Statewide Planning (SAFETEA-LU)** **(Attachment 11, 11A)**

**Felix Nwoko, LPA Staff**

The Final Rule for Metropolitan and Statewide Planning (SAFETEA-LU) was published in the February 14, 2007 Federal Register, and took effect on March 16, 2007. The former rules on statewide and metropolitan transportation planning and programming (based on ISTEA) were more than 13 years old. Since ISTEA, Congress has added detailed requirements in areas such as public involvement/participation, interagency coordination, and environmental considerations in transportation planning.

Attachment 11 is an overview of the final rule from FHWA. Attachment 11A is an overview of the implications of the final rule on the TIP, LRTP, and air quality conformity. TIP and LRTP amendments must be approved before July 1, 2007 in order to be exempt from the new SAFETEA-LU requirements. FHWA will present this information at the April TCC meeting and answer any questions. The information is provided as an item at the March TCC meeting because of the deadline for TIP amendments.

**TCC Action:** Receive information on the final rule for SAFETEA-LU.

### **REPORTS FROM STAFF:**

#### **12. Reports from Staff**

**(Attachment 12)**

**Felix Nwoko, LPA Staff**

**TCC Action:** Receive Report from staff

**13. Report from the Chair**

**Mark Ahrendsen, TCC Chair**

**TCC Action:** Receive Report from TCC Chair

**14. NCDOT Report**

**(Attachment 14)**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**INFORMATIONAL ITEMS**

**15. Recent News Articles and Updates**

**(Attachment 15)**

**16. Letter to NCDOT re U-3308 Alston Avenue Widening**

**(Attachment 16)**

**17. NCDOT Response to Letter on Federal Rescissions**

**(Attachment 17)**

**PENDING ITEMS**

**Adjourn**

**Next meeting: April 25, 2007**

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**TECHNICAL COORDINATING COMMITTEE**

**February 28, 2007**

**MINUTES OF MEETING**

- \*Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- \*Anna Biton Town of Chapel Hill
- \*David Bonk Town of Chapel Hill
- \*Mike Cowan NCDOT – Division 7 Engineer
- \*Fleming El-Amin Triangle Transit Authority
- \*Andy Henry City of Durham/Transportation
- \*John Hodges-Copple Triangle J COG
- \*Joey Hopkins NCDOT – Division 5 Engineer
- \*Denese Lavender NCDOT/PTD
- \*Karen Lincoln Orange County
- \*Ray Magyar UNC – Transportation
- \*Trish McGuire Town of Carrboro
- \*Felix Nwoko City of Durham/Transportation
- \*Pierre Osei-Owusu City of Durham/DATA
- \*Liz Rooks Research Triangle Foundation
- \*Scott Walston NCDOT/TPB
- \*Barbara Weigel Triangle Transit Authority
- Ellen Beckmann City of Durham/Transportation
- Jeff Dayton HNTB Corporation
- Dale McKeel City of Durham/Transportation
- Joe Milazzo Regional Transportation Alliance
- Kurt Neufang Town of Chapel Hill
- Philip Post Durham County Homeowner
- Jill Stark FHWA
- John Tallmadge Triangle Transit Authority
- Chao Wang City of Durham/Transportation
- \*Voting Member

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:05 a.m.

**Preliminaries:**

**Adjustments to the Agenda**

Mark Ahrendsen stated he wants to discuss the proposed rescission of an estimated \$100 million to North Carolina and how it may work out, along with any

38 thoughts and suggestions that we would like to offer. Mark also wants an update on the  
39 2007-2013 TIP. Mark's understanding is that it will go to the Board today or tomorrow  
40 for action. Mark would also like an update on where we are with the MPO expansion.  
41 Mark would like an update on the CMAQ funding and enhancement projects.

42 An item has been added to the agenda by Joe Milazzo regarding Turnpike Gap  
43 Funding. This item will be addressed when Joe Milazzo arrives due to a meeting  
44 conflict.

45 David Bonk wants an update on the SE data public outreach.

46 **Public Comments**

47 There were no public comments.

48 **Action Items:**

49 **Approval of December 20, 2006 TCC Meeting Minutes (Attachment 4)**

50 A motion was made by Dale McKeel and seconded by Liz Rooks to approve the  
51 January 24, 2007 TCC Meeting Minutes. The motion carried unanimously.

52 **Resolution by the Durham-Chapel Hill-Carrboro Metropolitan Planning**  
53 **Organization (DCHC MPO) in Support of a Recurring State Gap Funding**  
54 **Commitment for Turnpikes to Accelerate Freeway Construction in the Triangle**  
55

56 Mark Ahrendsen provided an introduction for the Resolution by the Durham-  
57 Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in Support of a  
58 Recurring State Gap Funding Commitment for Turnpikes to Accelerate Freeway  
59 Construction in the Triangle, along with the attachment.

60 Joe Milazzo, Regional Transportation Alliance, spoke asking for a motion of  
61 support for Gap Funding for turnpikes to accelerate freeway construction the Triangle.  
62 This will benefit the region having a single north-south unified corridor. The tolls will

63 pay for most of the cost of the project, however; additional funds will be required. The  
64 Regional Transportation Alliance is requesting support to request from the State of North  
65 Carolina exemption from the State allocation formula.

66 Felix Nwoko asked if we can include that the Triangle Parkway is in the LRTP  
67 and has been in the Thoroughfare Plan for many years. Mr. Milazzo stated absolutely,  
68 the resolution is a sample to for the TCC to begin with. We are asking for support of the  
69 project and support for the state to participate in the cost.

70 David Bonk stated that the concept of toll roads was sold as that it is going to pay  
71 for itself and, if it doesn't, it will be a very small shortfall. Even though the proposal is  
72 not to have whatever funding is provided come out of the equity formula, where is the  
73 money coming from. It is coming out of a pot of money that otherwise would be  
74 available for transportation improvements statewide, maybe even within the Triangle.  
75 There is a significant amount of concern that a 30% shortfall is much larger than what  
76 was envisioned. In some cases, there was no shortfall. David is going to vote against the  
77 resolution because he doesn't think, given the needs we have in the region, we should go  
78 ahead and use the funds that could be used for other improvements.

79 Liz Rooks respectfully disagrees with David Bonk. It is an important project to  
80 our area. By tolls paying for a large part of it, it gets us a facility for much less. Liz is  
81 going to support the resolution and encourages everyone to support it.

82 Mark Ahrendsen stated that we recognized in the Long Range Transportation Plan  
83 that tolls would not pay the entire cost of the project. Mark stated that there is no  
84 additional money right now. His understanding is that there is a specific focus to seek

85 funding that is not currently available for this project. If the MPO wants to seek  
86 additional special funding that is not currently available for other projects, they should.

87 David Bonk stated that there are projects that have been on our priority list that  
88 are local priorities that are being delayed or cut back. At the same, they will be  
89 supporting a resolution to essentially ask for additional funds that are not in the TIP.

90 Andy Henry stated that there is motivation for the legislature because, as Mr.  
91 Milazzo said, we are taking I-540 and some of the loop projects out. So although we  
92 don't have motivation for the legislature to give us \$80 million, in this case we do  
93 because we are pulling some loop funding out.

94 A motion was made by Liz Rooks and seconded by John Hodges-Copple for the  
95 TCC recommend to the TAC that this resolution be adopted with the inclusion of the  
96 additional "Whereas" which reflects that the project is part of the adopted LRTP.

97 John Tallmadge stated that TTA has asked the Turnpike Authority in their  
98 financial analysis for bonding to evaluate the use of transit, vanpools, and carpools at no  
99 charge for the tolling analysis. In addition, TTA asked that they look at reserving a right  
100 of way for fixed guideway transit in the median. We suggest that the approval of this be  
101 predicated on part of the public money go toward making sure that the transit, vanpools,  
102 and carpools are not paying so we get more efficiency out of the facility, a dedication of  
103 right of way for fixed guideway to occur in the future, and that changes would not happen  
104 in the interim that would make the project more expensive.

105 Barbara Weigel stated that the TTA board has been in correspondence with the  
106 Turnpike Authority regarding this matter, and copies of the letters have been presented to  
107 the DCHC MPO TAC. Clearly, there is overlap in terms of some of the TTA and DCHC

108 MPO TAC members being in support. TTA has asked for consideration in the design,  
109 but it is not currently in the design. The \$800 million does not include transit.

110 Mark Ahrendsen stated that we should be consistent to support the project but  
111 also supportive of consideration for non-tolled use of the facility by transit, vanpool, and  
112 carpool. Consideration needs to be given to accommodate the future fixed guideway in  
113 the feasibility analysis.

114 Mark Ahrendsen stated that the motion needs to be amended to reflect an  
115 additional “Whereas” that speaks to where we previously expressed support of the  
116 project, but also expressed a desire to provide for the non tolled use of carpools,  
117 vanpools, and transit on this facility and consideration of the accommodation of fixed  
118 guideway in the median. Under the “Therefore Resolved” we need to reiterate that in  
119 addition to seeking the funding that we again request that the Turnpike Authority give  
120 due consideration to those points. Liz Rooks and John Hodges-Copple approved the  
121 amendment to the motion.

122 John Tallmadge stated for clarification, regarding the non-tolling of the carpool,  
123 vanpool, and transit; are we saying that the revenue gap funding would be enough to  
124 cover the lost revenue to the turnpike.

125 Joe Milazzo stated that the Turnpike Authority is still finalizing their traffic and  
126 revenue study, so the gap based on the existing design is somewhere between \$12 and  
127 \$24 million.

128 Mark Ahrendsen stated that the support for the gap funding should be sufficiently  
129 large enough to accommodate the request by transit, vanpool, and carpool (2+ or 3+) to

130 be non-tolled. An amendment was made referencing the above. Liz Rooks and John  
131 Hodges-Copple approved the amendment to the motion.

132 David Bonk asked if as part of the Blueprint process a fixed guideway corridor  
133 that equates to this alignment we are discussing reserving right of way for has been  
134 identified. John Hodges-Copple is not sure, but he will check. John also stated that for  
135 the purposes of the Blueprint analysis, we started with what is there now.

136 Joe Milazzo stated that the Regional Transportation Alliance's position has been  
137 that the turnpike does have benefits toward transit because the turnpike will provide  
138 guaranteed travel time. The Regional Transportation Alliance supports all the  
139 amendments referenced to this point. The only issue they have is to make sure that it  
140 doesn't jeopardize the viability of the project or making sure we are going to be  
141 successful.

142 John Tallmadge asked if the results of the feasibility study are coming back to the  
143 MPO.

144 Mark Ahrendsen stated maybe we need to include a catch-all that would basically  
145 approve the resolution, add the "Whereas" about it being an element of the LRTP, add  
146 the "Whereas" that it reflects the previous requests that were made regarding this project  
147 and that the results of the financial analysis be considered in the final gap funding sought  
148 for this project.

149 John Hodges-Copple stated that the gap funding should in no way compete with  
150 the funding for the East End Connector.

151 An amendment was made to the motion stating the gap funding will not compete  
152 with the funding for the East End Connector.

153 Scott Walston stated that he is concerned with the new “Whereas and the  
154 unknown.”

155 Joe Milazzo asked if he was concerned with the cost of the trade offs associated  
156 and Scott stated yes. Scott stated that there is no one here from the Toll Authority to  
157 answer some of the in-depth questions.

158 Mark Ahrendsen stated that the Whereas and Now Therefore that have been  
159 added do not demand anything more than we have already requested. It just puts it in the  
160 resolution.

161 Barbara Weigel stated that TTA is asking that these things be incorporated into  
162 the analysis and that the NCTA continue to discuss a way to address the future fixed  
163 guideway issue.

164 Karen Lincoln asked for the motion to be restated before a vote is taken.

165 Mark Ahrendsen restated the motion for clarification. A “Whereas” has been  
166 added to indicate that the Triangle Parkway is an element of the DCHC MPO adopted  
167 long range plan. We are going to add a “Whereas” that captures the previous requests  
168 that our TAC and TTA have made regarding this project as it relates to the exempting 2+,  
169 3+ vanpools and transit from the tolls in the financial implications asking it be in the  
170 feasibility study so that consideration can be given and it be part of the “Now Therefore”  
171 so we can give it consideration in considering the ultimate gap funding for the project.  
172 Any gap funding sought for this project will not adversely affect funding for the East End  
173 Connector. David Bonk, Anna Biton, Scott Walston, Joey Hopkins, and Mike Cowan  
174 opposed the motion. The motion carried with an 11/5 vote.

175 Joe Milazzo stated that the Regional Transportation Alliance would like to receive  
176 a copy of what will be recommended to the TAC for approval.

177 Mark Ahrendsen stated that TIP amendments after July 2007 need to go through  
178 the full SAFETEA-LU requirement.

179 **Coordinated Public Transit Human Services Transportation Plan (Attachment 5**  
180 **and 5A)**

181 John Tallmadge provided an update on the Coordinated Public Transit Human  
182 Services Transportation Plan, along with the attachment.  
183

184 John reviewed the report with TCC members. The focus is on the  
185 recommendations on page 21. These are priority needs that would be used to  
186 competitively select projects. The eight top priorities are somewhat specific and the  
187 selection requirements on page 22 are equally important. The list on page 21 needs to be  
188 amended adding “Evening service and late night service” to the list.

189 The Project Planning team will meet quarterly and annually to review progress  
190 towards meeting these goals.

191 The timeline in the future is: Solicitation in January, thus awarding by June. This  
192 year, to meet the schedule of late June, we need immediate solicitation after the TAC  
193 approves the plan and the selection process. After the TAC approves, the projects will  
194 start in May with a June approval.

195 Felix Nwoko suggested making a distinction between this plan and the human  
196 services plan in the TAC memo and presentation.

197 John Tallmadge stated that the subcommittee did discuss involving human service  
198 agencies and there was an endorsement to add it as a recommendation. They did not

199 address that since applications are going to come in from various agencies, the check will  
200 be the TCC.

201 Felix Nwoko asked if there are any implications for delaying and dispersing TAC  
202 approval. John stated that we may have fewer applicants.

203 Felix Nwoko stated that the MPO will be the recipient of the funds. DATA will  
204 administer the program. Up to 10% of the funding can be taken out for administrative  
205 costs for each grant, the New Freedom and JARC.

206 David Bonk asked if the grantees will get 10% to spend on administrative costs  
207 and John Tallmadge stated he did not know the answer. The reading has been at this  
208 point, it is at the designated recipient level.

209 Pierre Osei-Owusu stated that DATA has to report because they are the  
210 designated representative. Therefore, DATA should receive compensation for the  
211 administrative.

212 David Bonk stated out of the eight top priorities, only two specifically address  
213 service. What is defined as rural? John Tallmadge stated that was not defined. They  
214 defined in the project criteria that there has to be benefits to the urbanized area. The top  
215 priorities are more administrative and not service oriented. Is there a dollar limit? Can  
216 the funding be multi-year? John Tallmadge stated there is no dollar limit; the committee  
217 favored single-year costs, but there is no restriction; grants are available to spread over  
218 three years.

219 A motion was made by David Bonk and seconded by Felix Nwoko to recommend  
220 that the TAC approve the plan as proposed with the amendment noted above and initiate  
221 the solicitation of projects. DATA is in the process of identifying their administrative

222 costs and we expect to cover the costs out of the 10% provision. The motion carried  
223 unanimously.

224 Mark Ahrendsen suggested illustrating future year schedules.

225 Kurt Neufang with the Town of Chapel Hill commended John Tallmadge for all  
226 his hard work in pulling this together.

227 **MPO Certification Review (Attachment 12, 12A, and 12B)**

228 Jill Stark with FHWA spoke regarding the MPO Certification Review. The  
229 Federal Certification Review will be held on Tuesday, March 20 and Wednesday, March  
230 21, 2007. They are holding a public comment on Monday, March 19, 2007 which will be  
231 from 4:30 p.m. to 7:30 p.m. The public meeting will be held in Durham.

232 FHWA will send notices using our database and TAC for one-on-one meetings  
233 with elected officials. Felix Nwoko stated that the notice needs to be sent to elected  
234 officials as well as the TAC. Mark Ahrendsen suggested signing up the jurisdictions for  
235 a ten to fifteen minute spots and if the time does not work, they can change the time. Jill  
236 Stark wants to verify that the most up-to-date documents are on the website.

237 Jill Stark wanted to remind everyone of the Resource Agency Workshop on  
238 SAFETEA-LU requirements to be held at the RDU Airport on March 29, 2007. Please  
239 RSVP to Jill or Katie Snipes.

240 There are no amendments after July 1, 2007 until the LRTP and the TIP are  
241 SAFETEA-LU compliant.

242 Mark Ahrendsen would like FHWA to provide an overview of the new  
243 SAFETEA-LU planning regulations at the next TCC meeting.

244 **FFY 2006 Job Access Reverse Commute (JARC) Project Update (Attachment 6)**

245 Pierre Osei-Owusu provided an update on the FFY 2006 Job Access Reverse  
246 Commute (JARC) Project Update.

247 Brier Creek service is not meeting DATA's minimum service requirements, but  
248 the trend is positive. They request continuing the service through June 30, 2007. DATA  
249 and TTA are discussing continuing service after June. JARC funds are 50% of service  
250 and DATA and TTA are discussing picking up the entire service cost after June. DATA  
251 usually gives a new service eighteen months before discontinuing the service and the  
252 public must have a public hearing notifying them of the cancellation of service.

253 A motion was made by Felix Nwoko and seconded by Andy Henry to continue  
254 the Brier Creek service until June 30, 2007. After that, TTA and DATA will work  
255 through the budget process to fund the service.

256 David Bonk offered a cautionary note in terms of the JARC and New Freedom  
257 process. The TCC was very explicit when we originally approved it that an evaluation  
258 needed to be done and that the continuation of funds was not automatic. Part of the  
259 problem is time as we are just now getting the data through December. David asked if  
260 there are any numbers from January and Pierre stated it was about five. David stated that  
261 notice should have been given to the people stating that this was a potentially temporary  
262 service.

263 David Bonk stated that when this goes forward to the TAC, in addition to the  
264 statistical data on ridership per hour, that there also be an estimate of what the cost per  
265 rider is for the service for January 2007.

266 The motion carried unanimously.

267 **2006-2007 Unified Planning Work Program – Amendment #2 (Attachment 7 and**  
268 **7A)**

269  
270 Felix Nwoko provided an introduction for the 2006-2007 Unified Planning Work  
271 Program – Amendment #2, along with the attachment.

272 A motion was made by David Bonk and seconded by Felix Nwoko to recommend  
273 that the TAC adopt the Resolution regarding Amendment #2 to the 2006-2007 UPWP  
274 with the caveat that we will correct the issue with the Long Range Transit Plan funding.

275 John Hodges-Copple stated that he still needs to follow up with CAMPO staff on  
276 air quality work in the UPWP. Assuming the DCHC 1/3, CAMPO 2/3 split, John has to  
277 get an estimate to the TCC as to the correct estimate. Mark Ahrendsen stated this needs  
278 to be captured as part of the amendment.

279 Mark stated as part of the Transit Infrastructure Blueprint there is the  
280 establishment of the Joint MPO Special Advisory Committee on transit which is close to  
281 being constituted. DCHC appointed their members at the last meeting and CAMPO  
282 appointed their members. CAMPO actually recommended that their alternates become  
283 full-voting members and DCHC will do the same. We will need considerable resources  
284 for support. We met with CAMPO, TTA, and ITRE to discuss a proposal for ITRE to  
285 provide management structure. They have submitted a proposal for consideration. The  
286 ballpark cost for providing management support, staff, technical expertise, and facilitator  
287 is around \$150,000. The plan was to share the cost between the four stakeholders.  
288 NCDOT and TTA are picking up half the cost and the two MPO's are picking up the  
289 other half of the cost. The split between the two MPO's would be DCHC 1/3, and  
290 CAMPO 2/3. Our share is estimated at \$25,000. Mark Ahrendsen's request is to capture  
291 through this amendment and next year's UPWP that \$25,000 for our share of this  
292 initiative. Felix Nwoko proposed de-obligating \$25,000 in special studies. David Bonk

293 proposed an alternate; to use unused salary funds from Durham staff. Felix Nwoko and  
294 Mark Ahrendsen were okay with David's suggestion.

295 David Bonk stated that the TAC is going to want to see the ITRE contract. Mark  
296 Ahrendsen stated that the two MPOs need to clarify the charge to the committee.

297 The motion carried unanimously.

298 **2007-2008 Unified Planning Work Program (Attachment 8 and 8A)**

299 Felix Nwoko provided an update on the 2007-2008 Unified Planning Work  
300 Program, along with the attachment. The deadline for submitting the draft UPWP to PTD  
301 is March 1, 2007.

302 David Bonk stated that the figure under Section 5303, on page 3 seems higher.  
303 David will check on this and Felix Nwoko will also check. David Bonk stated he thinks  
304 there should be a 50/50 split. Felix Nwoko stated there is a tight deadline.

305 John Hodges-Copple's recommendation is that if a TAC member wanted to bring  
306 the amount of the split and direct staff that during the next year to complete a report on  
307 how the funds are received and how they are distributed that staff will do it.

308 Felix Nwoko stated that the 5303 fund is a new issue, but the 5307 funds have  
309 been discussed before. We used the State's methodology to establish allocation. David  
310 Bonk stated that the systems are almost equal but in terms of funding are not.

311 Barbara Weigel provided an update on the TTA Planning and Legislative  
312 Committee UPWP. The board is meeting today and if there are changes to what was  
313 distributed during the meeting, Barbara will provide an update.

314 A meeting has been set for March 8 at 9:00 a.m. for the UPWP subcommittee  
315 meeting.

316 A motion was made by John Hodges-Copple and seconded by Liz Rooks to  
317 receive the 2007-2008 UPWP information and forward to the State for draft purposes the  
318 transit element of that information. The motion carried unanimously.

319 **Southwest Durham Drive (Attachment 9, 9A, 9B, 9C, and 9D) and Southwest**  
320 **Durham Southeast Chapel Hill Collector Street Plan (Attachment 10, 10A, 10B, and**  
321 **10C)**

322 Andy Henry provided an update on the Southwest Durham Drive, along with the  
323 attachments.  
324

325 David Bonk stated that staff is going to need to address the Chapel Hill resolution.  
326 One issue that is going to cause the most concern is the SWDD/Meadowmont Lane  
327 connection.

328 John Hodges-Copple stated that we need to remember that the land is going to  
329 develop ahead of the major facilities. We need to consider the fixed guideway.

330 David Bonk stated that Phil Post was here and left a map that he wanted entered  
331 into the record. Effectively, it generally supports the relocation of Southwest Durham  
332 Drive to George King Road. The only difference David can see that Lancaster would  
333 dead-end into Meadowmont Lane and the northern collector from Kilkenny would not  
334 connect through to Farrington. Their suggestion is to not make it a continuous movement  
335 across George King Road but to separate the two connections.

336 Andy Henry stated that they would recommend a more direct collector street  
337 down Southwest Durham Drive.

338 Mark Ahrendsen stated that we need to recommend a package. Something that  
339 pulls the re-alignment of Southwest Durham Drive in a revised Collector Street Plan in  
340 conjunction with the previously approved transit corridor. That becomes the

341 recommendation for a revised Collector Street Plan and Southwest Durham Drive  
342 Thoroughfare Plan alignment change.

343 A motion was made by John Hodges-Copple and seconded by Felix Nwoko for  
344 both the Southwest Durham Drive and the Southwest Durham Southeast Chapel Hill  
345 Collector Street Plan to recommend to the TAC a final map displaying the area north of  
346 the ponds on the right-hand side map and the Lancaster and other collectors on the left-  
347 hand side map, with the caveat that Kilkenny was going to be curvilinear and that the  
348 final map is going to show the fifty foot wide transit corridor including the bridge and  
349 similarly the bridge over I-40 on the new Southwest Durham Drive show a span of the  
350 fifty foot wide transit corridor as well as part of the cost. The motion carried  
351 unanimously.

352 **2030 Long Range Transportation Plan Amendment #1 and Conformity**  
353 **Determination and Analysis Report (Attachment 11 and 11A)**

354 John Hodges-Copple provided an update on the 2030 Long Range Transportation  
355 Plan Amendment #1 and Conformity Determination and Analysis Report, along with the  
356 attachments. John stated that the most important thing to do is to double check  
357 everything. John stated that staff might want to include some language in the LRTP  
358 amendment specifying that the alignment of Southwest Durham Drive in the LRTP could  
359 shift slightly. The second step is an air quality conformity report which DCHC,  
360 CAMPO, and Burlington Graham MPO, and NCDOT on behalf of the rural areas have to  
361 adopt.  
362

363 The conformity report will not be complete by the next TAC meeting, but staff  
364 would be asking the TAC to authorize the release of the draft conformity report for public  
365 comment. Otherwise, we get off-schedule.

366 A motion was made by Liz Rooks and seconded by John Hodges-Copple to  
367 recommend that the TAC release for comment the amendments to the 2030 plan and pre-  
368 authorize the release of the conformity report for public comment as soon as it is  
369 available. The motion carried unanimously.

370 **Transportation Funding Initiatives**

371 Mark Ahrendsen referred the Transportation Funding Initiatives to the  
372 subcommittee to bring back a recommendation to the TCC.

373 **Reports from Staff:**

374 **Reports from Staff (Attachment 14)**

375 The report from staff is attached.

376 Andy Henry provided an update on the SE Data. Andy stated they have had a few  
377 workshops. The last one is scheduled for tomorrow night. There have not been a lot of  
378 people attending the meetings.

379 There will be a peer review on March 9, 2007. They will be reviewing the  
380 refreshed data. We are missing data for Orange, Chapel Hill, and Chatham. We need it  
381 as soon as possible and it needs to be the latest information.

382 **Report from the Chair**

383 Mark Ahrendsen stated they are still working with NCDOT on the East End  
384 Connector and the environmental study.

385 **NCDOT Report (Attachment 16)**

386 Mike Cowan, NCDOT Division 7 Engineer, provided an update on projects.  
387 There was a bid opening on February 22, 2007 for the Homestead Road project.

388 Joey Hopkins, NCDOT Division 5 Engineer provided an update on projects.

389 There will be a bid opening for I-40.

390 **Informational Items:**

391 **Recent News Articles and Updates (Attachment 17)**

392 The recent news articles and updates are attached.

393 **APTA Legislative Alert – 2007 Transportation Appropriations Bill (Attachment 18)**

394 The APTA Legislative Alert – 2007 Transportation Appropriations Bill is

395 attached.

396 **STPP Update - \$3.471 Billion Rescission Ordered (Attachment 19)**

397 The STPP Update - \$3.471 Billion Rescission Ordered is attached.

398 **Adjournment**

399 There being no further business before the Technical Coordinating Committee, a

400 motion was made by Liz Rooks and seconded by Mike Cowan to adjourn the meeting at

401 12:17 p.m. The motion carried.

**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)	<u>\$ 93,568</u>
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)	<u>\$ 68,250</u>
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
<b>Total</b>	<b>\$113,499</b>	<b>\$118,131</b>		<b>\$231,630</b>

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

	CHT	DATA	TTA	MPO Total
Federal	\$ 88,024	\$288,372	\$692,800	\$1,069,196
State	\$ 11,003	\$ 36,047	\$ 86,600	\$ 133,650
Local	\$ 11,003	\$ 36,047	\$ 86,600	\$ 133,650
<b>Total</b>	<b>\$110,030</b>	<b>\$360,465</b>	<b>\$866,000</b>	<b>\$1,336,495</b>

**DCHC MPO – UPWP Funding Sources (FY 2007-08)**

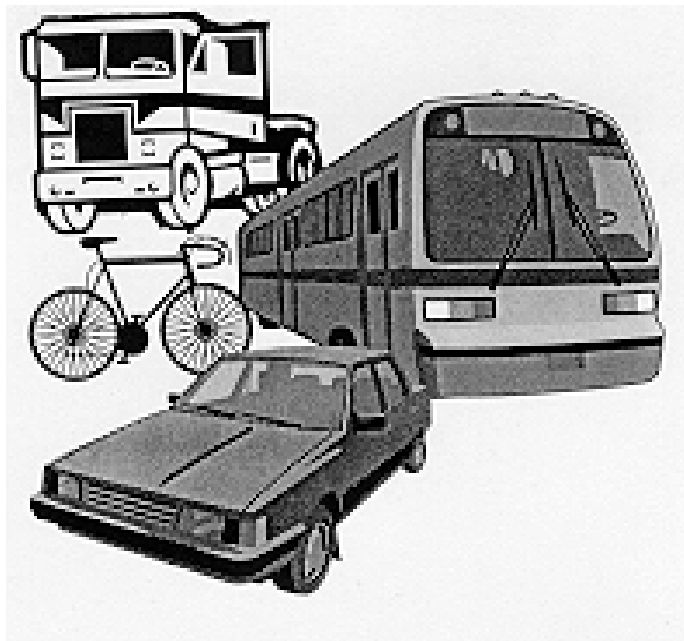
Funding Type	Federal	State	Local	Total
<b>Section 104(f)</b>	<b>\$374,273</b>	<b>\$0</b>	<b>\$93,568</b>	<b>\$467,841</b>
<b>STP-DA</b>	<b>\$273,000</b>	<b>\$0</b>	<b>\$68,250</b>	<b>\$341,250</b>
<b>FTA 5303</b>	<b>\$185,304</b>	<b>\$23,163</b>	<b>\$23,163</b>	<b>\$231,630</b>
<b>FTA 5307</b>	<b>\$1,069,196</b>	<b>\$133,650</b>	<b>\$133,650</b>	<b>\$1,336,495</b>

## 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.

	<b>Date</b>	<b>Task Descriptions</b>
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	<b>Deadline for submitting draft 2007-08 UPWP to NCDOR-PTD</b>
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	<b>TAC adopts 2006-2007 UPWP and self certifies MPO planning process</b>
11	27-Apr-07	<b>Deadline for submitting TAC approved 2007-08 UPWP to NCDOR-PTD</b>
12	Jun-07	NCDOT/FHWA approves 2007-2008 UPWP

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



DRAFT

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 11<sup>th</sup> 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 11<sup>th</sup> day of April, 2007.

\_\_\_\_\_  
Alice M. Gordon, PhD  
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this \_\_\_\_\_ day of \_\_\_\_\_, 2007.

(Notary seal)

\_\_\_\_\_  
Notary Public  
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 11<sup>th</sup> 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)	<u>\$ 93,568</u>
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)	<u>\$ 68,250</u>
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
<u>Local</u>	<u>\$ 11,350</u>	<u>\$ 11,813</u>		<u>\$ 23,163</u>
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
Federal	\$ 88,024	\$288,372	\$692,800	\$1,069,196
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)**

<b>Funding Type</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
<b>Section 104(f)</b>	<b>\$374,273</b>	<b>\$0</b>	<b>\$93,568</b>	<b>\$467,841</b>
<b>STP-DA</b>	<b>\$273,000</b>	<b>\$0</b>	<b>\$68,250</b>	<b>\$341,250</b>
<b>FTA 5303</b>	<b>\$185,304</b>	<b>\$23,163</b>	<b>\$23,163</b>	<b>\$231,630</b>
<b>FTA 5307</b>	<b>\$1,069,196</b>	<b>\$133,650</b>	<b>\$133,650</b>	<b>\$1,336,495</b>

## 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			Local	NCDOT	Federal	Total
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%						
Durham/DATA Carrboro Chapel Hill/CHT			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	
			0	0	6,351	25,405	0	0	0	0	0	0	0	0	0	6,351	-	25,405	31,756	
			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 TJCOG TTA NCDOT			0	0	1,410	5,640	0	0	0	0	0	0	0	0	0	1,410	-	5,640	7,050	
			0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
			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	
	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				
II A	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	<b>Surveillance of Change</b>																				
	1 Traffic Volume Counts	0	0	0	0	2,500	10,000	0	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	0	-	-	-	-
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	4 Traffic Accidents	0	0	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	-	-	-	-	
	<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 Future 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 L RTP	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 L RTP	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 L RTP	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 L RTP	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 L RTP	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 L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	15 Freight Movement/Mobility Planning	0	0	0	0	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	
	<b>Short Range Transit Planning</b>																				
	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	
	<b>Planning Work Program</b>	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	
	<b>Transp. Improvement Plan</b>	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	
	<b>Cvl Rgts. Cmp/Otr .Reg. Reqs.</b>																				
	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	-	-	-	-	
	<b>Incidental Ping/Project Dev.</b>																				
	1 Transportation Enhancement Ping.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	100	400	500	
	2 Enviro. Analysis & Pre-TIP Ping.	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	
	<b>Management &amp; Operations</b>																				
	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	
	<b>Totals</b>	\$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%
<b>II</b>	<b>A</b>	<b>Surveillance of Change</b>									
	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
<b>II</b>	<b>B</b>	<b>Long Range Transp. Plan</b>									
	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 Future 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
<b>II</b>	<b>C</b>	<b>Short Range Transit Planning</b>									
		1 Short Range Transit Planning	0	0	0	250	1,000	1,250	250	1,000	1,250
<b>III-A</b>		<b>Planning Work Program</b>	0	0	0	3,300	13,200	16,500	3,300	13,200	16,500
<b>III-B</b>		<b>Transp. Improvement Plan</b>	0	0	0	5,900	23,600	29,500	5,900	23,600	29,500
<b>III-C</b>		<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>									
		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
<b>III-D</b>		<b>Incidental Plng./Project Dev.</b>									
		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
<b>III-E</b>		<b>Management &amp; Operations</b>									
		1 Management & Operations	12,500	50,000	62,500	26,765	107,060	133,825	39,265	157,060	196,325
<b>Totals</b>			<b>343,500</b>	<b>1,374,000</b>	<b>1,717,500</b>	<b>94,976</b>	<b>379,905</b>	<b>474,881</b>	<b>438,476</b>	<b>1,753,905</b>	<b>2,192,381</b>



## 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)

	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%	
<b>II A</b>	<b>Surveillance of Change</b>																						
1	Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Transit System Data	0	0	0	50	200	250	0	0	0	0	0	0	1,250	5,000	6,250	0	0	0	1,300	5,200	6,500	0
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	0
7	Air Travel	0	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	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	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	0
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>II B</b>	<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	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	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	0
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	0
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0
7	Forecast of Future 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	0
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	0
9	Highway Element of th L RTP	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	0
10	Transit Element of the L RTP	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	0
11	Bicycle & Ped. Element of the L RTP	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	0
12	Airport/Air Travel Element of L RTP	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	0
13	Collector Street Element of L RTP	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	0
14	Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0
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	0
17	Congestion Management Strategies	1,250	5,000	6,250	600	2,400	3,000	0	0	0	0	0	0	0	0	0	31,250	125,000	156,250	33,100	132,400	165,500	0
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	0
<b>II C</b>	<b>Short Range Transit Planning</b>																						
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
<b>III-A</b>	<b>Planning Work Program</b>	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
<b>III-B</b>	<b>Transp. Improvement Plan</b>	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
<b>III-C</b>	<b>Civil Rgts. Cmp./Otr. Reg. Reqs.</b>																						
1	Title VI	0	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	0
3	Minority Business Enterprise	0	0	0	40	160	200	0	0	0	0	0	0	0	0	0	0	0	40	160	200	0	
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	0
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	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	0
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
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>																						
1	Transportation Enhancement Png.	0	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 Png.	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	0
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	0
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	0
<b>III-E</b>	<b>Management &amp; Operations</b>																						
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	0
<b>Totals</b>		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	0



## 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.

#### **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 the 3-C transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending

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

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



## *Appendices*

### *Agency Project Descriptions and Funding Source Tables*



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



**Durham-Chapel Hill-Carrboro Urban Area  
FY 2007-2008 Unified Planning Work Program  
Proposed Funding Source Tables**

TCC 3/28/07 Attachment 5A

City of Durham/LPA

Durham  
3/8/2007 14:18

II	A	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
		<b>Surveillance of Change</b>																	
		1 Traffic Volume Counts	0	0	2,500	10,000	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	-	-	-	-	-		
		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	-	-	-	-	-		
		<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 Future 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 L RTP	875	3,500	3,750	15,000	0	0	0	0	0	0	4,625	-	18,500	-	23,125		
		10 Transit Element of the L RTP	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 L RTP	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 L RTP	0	0	250	1,000	0	0	0	0	0	0	250	-	1,000	-	1,250		
		13 Collector Street Element of L RTP	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 L RTP	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		
		<b>Short Range Transit Planning</b>																	
		1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-		
		<b>Planning Work Program</b>	0	0	2,750	11,000	0	0	0	3,318	3,318	26,545	6,068	3,318	37,545	-	46,931		
		<b>Transp. Improvement Plan</b>	0	0	5,000	20,000	0	0	0	228	228	1,820	5,228	228	21,820	-	27,275		
		<b>Cvi Rgts. Cmp/Otr .Reg. Reqs.</b>																	
		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	-	-	-	-	-		
		<b>Incidental Plng./Project Dev.</b>																	
		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		
		<b>Management &amp; Operations</b>																	
		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
		<b>Totals</b>	<b>\$312,250</b>	<b>\$1,249,000</b>	<b>\$70,687</b>	<b>\$282,748</b>	<b>\$11,813</b>	<b>\$11,813</b>	<b>\$94,505</b>	<b>\$36,047</b>	<b>\$36,047</b>	<b>\$288,372</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$430,797</b>	<b>\$47,860</b>	<b>\$1,914,625</b>	<b>\$2,393,281</b>

Durham-Chapel Hill-Carrboro Urban Area																		
Durham Area Transit Authority DATA																		
Durham																		
FY 2007-2008 Unified Planning Work Program																		
Proposed Funding Source Tables - FTA Transit Funds																		
3/8/2007 14:21																		
	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II	A	<b>Surveillance of Change</b>																
II	A	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		5	0	0	0	0	6,813	6,813	54,505	734	734	5,869			7,547	7,547	60,374	75,468
		6	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		7	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		8	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		9	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		10	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		11	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		12	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		13	0	0	0	0	0	0	0	0	0	0			0	0	0	0
II	B	<b>Long Range Transp. Plan</b>																
	B	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		2	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		3	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		4	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		5	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		6	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		7	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		8	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		9	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		10	0	0	0	0	0	0	0	768	768	6,146			768	768	6,146	7,683
		11	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		12	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		13	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		14	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		15	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		16	0	0	0	0	0	0	0	0	0	0			0	0	0	0
		17	0	0	0	0	0	0	0	1,524	1,524	12,194			1,524	1,524	12,194	15,243
		18	0	0	0	0	0	0	0	0	0	0			0	0	0	0
II	C	<b>Short Range Transit Planning</b>																
		1	0	0	0	0	0	0	0	0	0	0			0	0	0	0
III-A		<b>Planning Work Program</b>																
			0	0	0	0	0	0	3,318	3,318	26,545				3,318	3,318	26,545	33,181
III-B		<b>Transp. Improvement Plan</b>																
			0	0	0	0	0	0	228	228	1,820				228	228	1,820	2,275
III-C		<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																
		1	0	0	0	0	0	0	0	0	0	0			0	0	0	0

Task Description		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			
		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	0	0	-	-	-	-		
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
5	Safety/Drug Control Planning	0	0	0	0	5,000	5,000	40,000	0	0	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	0	0	4,993	4,993	39,946	49,933		
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
<b>III-D Incidental Png./Project Dev.</b>														-	-	-	-		
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
3	Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
4	Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
<b>III-E Management &amp; Operations</b>																			
1	Management & Operations	0	0	0	0	0	0	0	24,482	24,482	195,852	0	0	24,482	24,482	195,852	244,815		
<b>Totals</b>		\$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	TCC	City of Durham
2-	FTA Code	442100	442500	442400	442100	442100	442400	442301	03/28/07	442301
3-	Task Code	III-A	III-B	III-C-4	III-C-6	III-E	II-A-5	II-B-10		
4-	Title of Planning Task	Planning Work Program	Transportation Improvement Plan	Planning for the Elderly & Disabled	Public Involvement	Management & Operations	Transit System Data	Transit Element of the LRTP	Congestion Mgmt. 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 management 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 recertification 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	
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
			<b>NO CONTRACTING OPPORTUNITIES</b>		

Sample Entry:

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

Town of Carrboro  
Task Funding Table  
Task Description and Narrative  
Consulting Services Breakdown



Task Description		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables														Carrboro 3/8/2007 14:27			
		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	<b>Surveillance of Change</b>																		
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	<b>Long Range Transp. Plan</b>																		
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 Future 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	<b>Short Range Transit Planning</b>																		
	1 Short Range Transit Planning	0	0	250	1,000										250	-	1,000	1,250	
III-A	<b>Planning Work Program</b>	0	0	300	1,200										300	-	1,200	1,500	
III-B	<b>Transp. Improvement Plan</b>	0	0	400	1,600										400	-	1,600	2,000	
III-C	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																		
	1 Title VI	0	0	0	0										-	-	-	-	
	2 Environmental Justice	0	0	60	240										60	-	240	300	
	3 Minority Business Enterprise	0	0	40	160										40	-	160	200	

Task Description		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables															Carrboro 3/8/2007 14:27			
		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										-	-	-	-		
<b>III-D Incidental Png./Project Dev.</b>						0	0													
1	Transportation Enhancement Png.	0	0	0	0										-	-	-	-		
2	Enviro. Analysis & Pre-TIP Png.	0	0	50	200										50	-	200	250		
3	Special Studies	0	0	0	0										-	-	-	-		
4	Regional or Statewide Planning	0	0	0	0										-	-	-	-		
<b>III-E Management &amp; Operations</b>																				
1	Management & Operations	0	0	3,511	14,045	0	0	0	0	0	0	0	0	0	3,511	-	14,045	17,556		
<b>Totals</b>		\$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
		<b>II A</b>	<b>Surveillance of Change</b>															
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	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				0	0	0	0
	7 Air Travel	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
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0				0	0	0	0
	10 Mapping	0	0	0	0	1,875	1,875	15,000	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	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				0	0	0	0
<b>II B</b>	<b>Long Range Transp. Plan</b>																	
II B	1 Collection of Base Year Data	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
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0				0	0	0	0
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0				0	0	0	0
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0				0	0	0	0
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	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	0	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	0	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				0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0				0	0	0	0
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0				0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	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	0	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
<b>II C</b>	<b>Short Range Transit Planning</b>																	
II C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0				0	0	0	0
<b>III-A</b>	<b>Planning Work Program</b>																	
III-A	1 Planning Work Program	0	0	250	1,000	125	125	1,000	625	625	5,000				1,000	750	7,000	8,750
<b>III-B</b>	<b>Transp. Improvement Plan</b>																	
III-B	1 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
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																	
III-C	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			
		STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
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				-	-	-	-
<b>III-D Incidental Png./Project Dev.</b>																		
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Regional or Statewide Planning	0	0	1,250	5,000	625	625	5,000	625	625	5,000				2,500	1,250	15,000	18,750
<b>III-E Management &amp; Operations</b>																		
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
<b>Totals</b>		\$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			
		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	<b>Surveillance of Change</b>																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	0	0	0	1,250	1,250	10,000	0	0	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	0	0	0	0	0	0
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10 Mapping	0	0	0	0	1,875	1,875	15,000	0	0	0	0	0	1,875	1,875	15,000	18,750	18,750
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	<b>Long Range Transp. Plan</b>																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9 Highway Element of th LRTP	0	0	0	0	475	475	3,801	0	0	0	0	0	475	475	3,801	4,751	4,751
	10 Transit Element of the LRTP	0	0	0	0	0	0	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	0	2,500	2,500	20,000	25,000	25,000
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	0	625	625	5,000	0	0	0	0	0	625	625	5,000	6,250	6,250
	17 Congestion Management Strategies	0	0	0	0	0	0	0	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	0	625	625	5,000	6,250	6,250
II C	<b>Short Range Transit Planning</b>																	
	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A	<b>Planning Work Program</b>	0	0	0	0	10	78	78	625	625	5,000	0	0	635	703	5,078	6,416	6,416
III-B	<b>Transp. Improvement Plan</b>	0	0	0	0	20	156	156	1,250	1,250	10,000	0	0	1,270	1,406	10,156	12,832	12,832
III-C	<b>Cvl Rgts. Cmp/Otr .Reg. Reqs.</b>																	
	1 Title VI	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
	2 Environmental Justice	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
	3 Minority Business Enterprise	0	0	0	0	10	78	78	625	625	5,000	0	0	635	703	5,078	6,416	6,416
	4 Planning for the Elderly & Disabled	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
	5 Safety/Drug Control Planning	0	0	0	0	10	78	78	625	625	5,000	0	0	635	703	5,078	6,416	6,416

Chapel Hill Transit (CHT)		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds													Town of Chapel Hill 3/8/2007 14:28			
		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	-	-	-	-
<b>III-D</b>																		
<b>Incidental Plng./Project Dev.</b>																		
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
<b>III-E</b>																		
<b>Management &amp; Operations</b>																		
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
<b>Totals</b>		\$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
<b>Total</b>	<b>\$23,112</b>	<b>\$5,778</b>	<b>\$28,890</b>

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$79,944	\$9,993	\$9,993	\$99,930
<b>Total</b>	<b>\$70,024</b>	<b>\$8,753</b>	<b>\$8,753</b>	<b>\$87,530</b>

### 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
			<b>NO CONTRACTING OPPORTUNITIES</b>		

Sample Entry:

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



**Orange County  
Task Funding Table  
Orange County Narratives  
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
<b>II A</b>	<b>Surveillance of Change</b>																	
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										-	-	-	-
<b>II B</b>	<b>Long Range Transp. Plan</b>																	
B	1 Collection of Base Year Data			0	0										-	-	-	-
	2 Collection of Network Data			0	0										-	-	-	-
	3 Travel Model Updates														-	-	-	-
	4 Travel Surveys														-	-	-	-
	5 Forecast of Data to Horizon year			0	0										-	-	-	-
	6 Community Goals & Objectives														-	-	-	-
	7 Forecast of Future Travel Patterns														-	-	-	-
	8 Capacity Deficiency Analysis														-	-	-	-
	9 Highway Element of the L RTP														-	-	-	-
	10 Transit Element of the L RTP														-	-	-	-
	11 Bicycle & Ped. Element of the L RTP														-	-	-	-
	12 Airport/Air Travel Element of L RTP														-	-	-	-
	13 Collector Street Element of L RTP														-	-	-	-
	14 Rail, Water or other mode of L RTP														-	-	-	-
	15 Freight Movement/Mobility Planning														-	-	-	-
	16 Financial Planning														-	-	-	-
	17 Congestion Management Strategies			0	0										-	-	-	-
	18 Air Qual. Planning/Conformity Anal.			1,410	5,640										1,410	-	5,640	7,050
<b>II C</b>	<b>Short Range Transit Planning</b>														-	-	-	-
	1 Short Range Transit Planning														-	-	-	-
<b>III-A</b>	<b>Planning Work Program</b>			0	0										-	-	-	-
<b>III-B</b>	<b>Transp. Improvement Plan</b>			0	0										-	-	-	-
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>														-	-	-	-
	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														-	-	-	-
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>														-	-	-	-
1	Transportation Enhancement Png.														-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.														-	-	-	-
3	Special Studies			0	0										-	-	-	-
4	Regional or Statewide Planning																	
<b>III-E</b>	<b>Management &amp; Operations</b>														-	-	-	-
1	Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
<b>Totals</b>		\$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			
		SPR		Sec. 104(f) & 133(b)(3)(7)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Local 20%	FHWA 80%	Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
NCDOT 20%	FHWA 80%	Local 10%	NCDOT 10%			FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%						
<b>II A</b>	<b>Surveillance of Change</b>																	
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												-	-	-	-
<b>II B</b>	<b>Long Range Transp. Plan</b>																	
B	1 Collection of Base Year Data	0	0												-	-	-	-
	2 Collection of Network Data	0	0												-	-	-	-
	3 Travel Model Updates	2,100	8,400												-	2,100	8,400	10,500
	4 Travel Surveys	0	0												-	-	-	-
	5 Forecast of Data to Horizon year	0	0												-	-	-	-
	6 Community Goals & Objectives	0	0												-	-	-	-
	7 Forecast of Future Travel Patterns	0	0												-	-	-	-
	8 Capacity Deficiency Analysis	0	0												-	-	-	-
	9 Highway Element of th LRTP	0	0												-	-	-	-
	10 Transit Element of the LRTP	0	0												-	-	-	-
	11 Bicycle & Ped. Element of the LRTP	0	0												-	-	-	-
	12 Airport/Air Travel Element of LRTP	0	0												-	-	-	-
	13 Collector Street Element of LRTP	200	800												-	200	800	1,000
	14 Rail, Water or other mode of LRTP	0	0												-	-	-	-
	15 Freight Movement/Mobility Planning	0	0												-	-	-	-
	16 Financial Planning	0	0												-	-	-	-
	17 Congestion Management Strategies	800	3,200												-	800	3,200	4,000
	18 Air Qual. Planning/Conformity Anal.	200	800												-	200	800	1,000
<b>II C</b>	<b>Short Range Transit Planning</b>																	
	1 Short Range Transit Planning	0	0												-	-	-	-
<b>III-A</b>	<b>Planning Work Program</b>	400	1,600												-	400	1,600	2,000
<b>III-B</b>	<b>Transp. Improvement Plan</b>	400	1,600												-	400	1,600	2,000
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																	
	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			
		SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
Task Description		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												-	-	-	-
<b>III-D Incidental Png./Project Dev.</b>															-	-	-	-
1	Transportation Enhancement Png.	100	400												-	100	400	500
2	Enviro. Analysis & Pre-TIP Png.	1,000	4,000												-	1,000	4,000	5,000
3	Special Studies	1,000	4,000												-	1,000	4,000	5,000
4	Regional or Statewide Planning	2,100	8,400													2,100	8,400	10,500
<b>III-E Management &amp; Operations</b>															-	-	-	-
1	Management & Operations	4,000	16,000													4,000	16,000	20,000
<b>Totals</b>		<b>\$12,300</b>	<b>\$49,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,300</b>	<b>\$49,200</b>	<b>\$61,500</b>

**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			
		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
<b>II A</b>	<b>Surveillance of Change</b>																	
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				-	-	-	-
<b>II B</b>	<b>Long Range Transp. Plan</b>																	
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								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 Future Travel Patterns			0	0				0	0	0				-	-	-	-
	8 Capacity Deficiency Analysis			0	0				0	0	0				-	-	-	-
	9 Highway Element of the LRTP	0	0	0	0				0	0	0				-	-	-	-
	10 Transit Element of the LRTP	0	0	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				-	-	-	-
<b>II C</b>	<b>Short Range Transit Planning</b>																	
1	Short Range Transit Planning			0	0				28,100	28,100	224,800				28,100	28,100	224,800	281,000
<b>III-A</b>	<b>Planning Work Program</b>			0	0				0	0	0				-	-	-	-
<b>III-B</b>	<b>Transp. Improvement Plan</b>			0	0				0	0	0				-	-	-	-
<b>III-C</b>	<b>Civil Rgts. Comp./Otr. Reg. Reqs.</b>																	
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			
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Task Description	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>														-	-	-	-
1	Transportation Enhancement Png.			0	0				0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Png.			0	0				0	0	0				-	-	-	-
3	Special Studies			0	0				20,000	20,000	160,000				20,000	20,000	160,000	200,000
4	Regional or Statewide Planning			0	0				0	0	0				-	-	-	-
<b>III-E</b>	<b>Management &amp; Operations</b>														-	-	-	-
1	Management & Operations	0	0	0	0				0	0	0							
<b>Totals</b>		\$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				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				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				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				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 evaluate 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				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				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				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				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				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				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.

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)**

TCC 3/28/07 Attachment 5A

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

DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for 2007-2013 TIP One-on-One Meetings

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency	
<b>DURHAM COUNTY</b>																		
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$1,403,204	\$0	\$1,122,563										\$280,641	Durham	
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$0	\$447,723										\$111,931	Durham	
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$0	\$75,074										\$18,768	Durham	
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$133,300	\$0		\$106,640									\$26,660	Durham	
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$25,000	\$0		\$20,000									\$20,000	Private	
6	I-85		Interchange Fencing - (Placeholder)	\$75,000	\$0		\$60,000									\$15,000	Durham	
7	E-2921	American Tobacco Tr.	Phase E	\$1,476,250	\$0			\$1,181,000								\$295,250	Durham	
8	U-4724	Cornwallis Rd	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	\$0	\$0										\$0	\$0	Durham	
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$285,000	\$0	\$228,000										\$57,000	Durham	
10	U-3804	Hillandale Rd	I-85 to Carver Street	\$657,500	\$0				\$526,000							\$131,500	State	
11	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$2,700,000	\$0	\$2,160,000										\$540,000	State	
12	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements	\$430,000	\$0	\$344,000										\$86,000	State	
13	U-3309	T.W. Alexander Drive	Widening Cornwallis to 147	\$2,270,000	\$0							\$1,816,000				\$454,000	State	
14	U-4011	S. Miami Blvd.	Widening Methodist St. to Bethesda Ave.	\$2,342,000	\$0				\$1,873,600							\$468,400	State	
<b>ORANGE COUNTY</b>																		
15	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$707,500	\$0								\$566,000			\$141,500	State	
16	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$807,500	\$0			\$56,000		\$590,000						\$161,500	Carrboro	
17	E-4828	Carrboro	Morgan Creek Greenway West (CA)	\$650,000	\$0			\$40,000	\$480,000							\$130,000	Carrboro	
18	E-4008	Carrboro	Roberson Place Greenway (CA)	\$168,695	\$0		\$45,600	\$89,356								\$33,739	Carrboro	
19	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$4,788,330	\$0	\$560,000		\$1,600,000	\$1,670,664							\$957,666	Chapel Hill	
20		Chapel Hill	Bus Replacement	\$1,000,000	\$0	\$500,000										\$200,000	Chapel Hill	
21	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$900,000	\$0		\$80,000		\$640,000							\$180,000	CH/Carrboro	
22	E-4995	Chapel Hill	Dry Creek Greenway	\$780,000	\$0			\$64,000		\$560,000						\$156,000	Chapel Hill	
23		Chapel Hill	Upper Booker Creek Greenway	\$800,000	\$0						\$64,000		\$576,000			\$160,000	Chapel Hill	
24	U-4704	Chapel Hill-Carrboro	Signal System Improvements	\$450,000	\$0						\$360,000					\$90,000	CH/Carrboro	
<b>MPO-WIDE</b>																		
25	E-4707	Old Durham-CH Rd	Bike Lanes	\$3,428,000	\$0						\$1,371,000	\$1,371,000				\$685,600	Multiple	
26	U-4727	MPO -UPWP	MPO Planning	\$5,506,250	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$365,963	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$1,101,250	Multiple
27			UPWP Planning \$165,000															
28			MPO Bike Ped Planner Position \$28,000															
29			TRM Service Bureau \$80,000 (FY 04 - FY 08)															
33	U-4726	MPO/Various Loyal Gov't.	Urban Area Bike/Ped Allocation	\$3,974,895	\$0	\$0	\$0	\$71,524	\$325,600	\$382,792	\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$794,979	Multiple	
34	U-4726B		CAR - Bolin Forest Drive Sidewalk	\$19,950	\$0			\$15,960								\$3,990	Carrboro	
35	U-4726A		CAR - Hanna Street Sidewalk	\$69,455	\$0			\$55,564								\$55,564	Carrboro	
36	U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	\$250,000	\$0				\$200,000							\$50,000	Chapel Hill	
37	U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plan	\$93,750	\$0			\$60,000		\$15,000						\$18,750	Durham	
38	U-4726E	05 bike/ped allocation	CH - Airport Road	\$50,000	\$0			\$40,000								\$10,000	Chapel Hill	
39	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$45,000	\$0			\$36,000								\$9,000	Chapel Hill	
40	U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	\$67,000	\$0			\$53,600								\$13,400	Durham	
41	U-4726H	05 bike/ped allocation	DUR - Bike Education	\$60,000	\$0			\$8,000	\$40,000							\$12,000	Durham	
42	U-4726I	05 bike/ped allocation	CAR - Bel Albor Path	\$65,695	\$0							\$52,556				\$13,139	Carrboro	
43	U-4726J	06 bike/ped allocation	CAR - South Greensboro St./Smith Level Sidewalk	\$46,000	\$0							\$36,800				\$9,200	Carrboro	
44	U-4726K	06 bike/ped allocation	DUR - Hillandale/Club to I-85 S sidewalk on both sides	\$165,484	\$0					\$132,387						\$33,097	Durham	
45	U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr.	\$15,000	\$0			\$12,000								\$3,000	Chapel Hill	
46	U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	\$10,000	\$0			\$8,000								\$2,000	Chapel Hill	
47	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$17,000	\$0				\$13,600							\$3,400	MPO	
48	U-4726O	07 bike/ped allocation	DUR - Capenter Fletcher RD/Woodcroft- Alston bike impr.	\$142,740	\$0				\$114,192							\$28,548	Durham	
49	U-4726P	07 bike/ped allocation	CH - Culbreth Rd:15501-Culbreth Park Dr sidewalk	\$135,000	\$0			\$108,000								\$27,000	Chapel Hill	
50	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	Various Planning Activities	\$3,648,750	\$0	\$0	\$58,000	\$50,000	\$617,483	\$1,513,517	\$300,000	\$80,000	\$300,000	\$0	\$0	\$0	\$729,750	MPO
51			MPO TDM	\$212,500	\$0			\$85,000	\$85,000								\$42,500	NCDOT
52			ITS Deployment Plan Update	\$70,000	\$0				\$56,000								\$14,000	MPO
53			Bike/Ped (non-motorized trip) Model Development	\$250,000	\$0				\$200,000								\$50,000	MPO
54			Data automation/management/GIS (\$200,000)	\$250,000	\$0			\$40,000	\$160,000								\$50,000	Multiple
55			I-40/NC 54 Transit Corridor -- Phase II	\$0	\$0												\$0	Multiple
56			Land Use/Transportation Model (Placeholder)	\$250,000	\$0				\$200,000								\$50,000	Multiple
57			Congestion Management System	\$750,000	\$0			\$100,000	\$100,000	\$200,000		\$200,000					\$150,000	Multiple
58		breaks needed ?	CH - Chapel Hill Mobility Report Card	\$475,000	\$0		\$58,000	\$122,000	\$100,000	\$100,000		\$100,000					\$95,000	Chapel Hill
59			CAR - Carrboro Downtown Study	\$50,000	\$0			\$40,000									\$10,000	Carrboro
60			Old Durham-CH Rd. bike/ped feasibility study	\$62,500	\$0			\$50,000									\$12,500	Multiple
61			MPO Collector Street Plan	\$100,000	\$0			\$40,000	\$40,000								\$20,000	Multiple
62			Model travel behavior surveys (HH, B&A counts)	\$300,000	\$0			\$160,483	\$79,517								\$60,000	Multiple
63			Model Enhancements and major update	\$325,000	\$0			\$30,000	\$150,000		\$80,000						\$65,000	Multiple
64			Model surveys ph-2 (onboard, travel time, external)	\$243,750	\$0				\$195,000								\$48,750	Multiple
65			TDM additional request (TTA)	\$50,000	\$0				\$40,000								\$10,000	Multiple
66			MPO CMS	\$60,000	\$0				\$48,000								\$12,000	Multiple
67			CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$200,000	\$0				\$160,000								\$40,000	Multiple
68																		
Durham Total			\$22,409,559	\$7,103,867	\$4,377,360	\$186,640	\$0	\$1,302,600	\$2,568,792	\$132,387	\$0	\$1,816,000	\$0	\$0	\$0	\$4,936,912	Durham	
Orange Total			\$19,703,323	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,150,664	\$1,250,000	\$424,000	\$189,356	\$1,142,000	\$0	\$0	\$3,982,338	Orange	
MPO-Wide Total			\$11,875,000	\$1,510,000	\$165,000	\$273,000	\$278,657	\$879,883	\$1,733,080	\$473,000	\$1,724,000	\$1,844,000	\$273,000	\$273,000	\$273,000	\$2,375,000	Other	
Yearly Total				\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$4,197,819	\$7,452,536	\$1,855,387	\$2,148,000	\$3,849,356	\$1,415,000	\$273,000	\$273,000	\$42,591,906	Total Yearly	
STP DIRECT ATTRIBUTABLE				\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$56,388,767	Total STPDA	
MPO Reserve				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000		
FY BALANCE					(\$1,809,585)	\$1,333,419	\$3,156,459	(\$644,952)	(\$3,852,536)	\$1,744,613	\$1,152,000	(\$549,356)	\$1,885,000	\$3,027,000	\$3,027,000			
N/A = not available				\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$5,398,694	\$1,546,158	\$3,290,771	\$4,442,771	\$3,893,415	\$5,778,415	\$8,805,415	\$11,832,415			

Changes recommended by TCC Subcommittee.

Changes included in 07-13 MTIP

## Regional Travel Demand Management

Local share \$26,250 (20%), Federal share \$105,000 (80%)

1. **Regional Travel Demand Management Program.** The Durham-Chapel Hill-Carrboro MPO is contracting with the Triangle Transit Authority to support travel demand management activities with a benefit to our planning area. This year the activities in Durham and Orange counties will be continue to be conducted through a regional approach to travel demand management. Key activities will include the 2008 SmartCommute Challenge campaign; continuing the "Redefine the way you travel" campaign targeted at university students; continuing the regional Emergency Ride Home program; providing targeted information and incentives to newly hired employees; supporting employers in efforts to increase their percentage of employees biking, carpooling, vanpooling, telecommuting, or riding the bus to work, and; encouraging employers to achieve the Best Workplaces for Commuters recognition for their commuter benefits programs. For the upcoming year, we are also planning to contract for services to enhance the evaluation of regional TDM program activities.

During the first half of FY2007, the MPO's investment in the regional travel demand management program resulted in the following outcomes.

- SmartCommute Challenge, which ran from August 15th through September 30th. During the Challenge, 12,789 people pledged to try a commuting option, of which 51% reported that they had rarely or never used an mode other than driving themselves to work prior to the Challenge. In a follow-up survey, there were 4,528 respondents, or 35.4% of all individuals who pledged during the Challenge. This group had pledged to make 26,166 trips during the Challenge and reported making 43,941 trips. With an average commute trip length of 17 miles, there were nearly 1.5 million miles of auto travel avoided by these respondents during the Challenge.
- The "Redefine the Way You Travel" campaign aimed at increasing transit use, biking, and carpooling among university students at UNC, NCCU, NCSU, and Meredith continued with advertisements, PR, and on-site activities.. New, targeted materials were included in student orientations; updates were made to the student-focused website, [www.redefinetravel.org](http://www.redefinetravel.org). We also began a strategy aimed at informing students of apartment options that have excellent transit access to campus.
- Since July, 195 employees have registered for the regional Emergency Ride Home program. We have continued to promote the Emergency Ride Home program through the regional [www.GoTriangle.org](http://www.GoTriangle.org) website, to State Government employees, and through employer outreach.
- During the period, there were 1,038 new registrants to the regional ridematching database. Of the 5,713 rides attempted, 3,202 successful matches were made (56% success rate).
- More than 90% of large- and medium-sized employers in Durham County have surveyed their employees in compliance with the Durham CTR ordinance. They will be submitting their annual reports following the receipt of survey results.

## **Task Descriptions and Summary Narratives for Triangle J Council of Governments FY 2007-08 UPWP**

### **Task III-D-4: Regional and Statewide Planning**

TJCOG will continue to work with DCHC MPO, CAMPO, NCDOT, ITRE, TTA and RPOs in the region on critical coordination issues related to the intersection of land use, transportation and air quality related to development of the 2035 LRTPs, the 2009-15 TIP, SIP motor vehicle emission budgets, and the use and improvement of the Triangle Regional Model.

#### **Objectives:**

1. To ensure consistency and coordination in planning for land use, transportation and air quality across topic areas, across geographic boundaries and across institutional boundaries.
2. To provide information and support on land use, transportation and air quality issues.

#### **Previous Work:**

1. Unified conformity reports for the entire Non-attainment area covering all or portions of 3 MPOs and 3 RPOs were prepared for the 2030 LRTPs, 2004-10 TIP, 2006-12 TIP, amended 2030 LRTPs, and 2007-13 TIP.
2. Information was provided to all partners on the framework for development of SIP motor vehicle emission budgets.
3. Planners from local governments, TTA, ITRE, and MPOs worked together to develop SE data estimates and projections for the 2035 LRTPs.
4. Provided coordination support for ITRE Model Service Bureau during search for new director.
5. The triangleair.org website was created as a vehicle to share information.

#### **Proposed Activities:**

1. Work with partners on using land use data to consider land use scenarios in the development of 2035 LRTPs.
2. Collect and disseminate information on land use, transportation and air quality issues and ensure that conformity concerns are represented in transportation planning and modeling efforts.
3. Work with MPOs on responding to proposals for development of the Ozone SIP for the Triangle non-attainment area.
4. Continue facilitation of ITRE Model Service Bureau Executive Committee and support coordination between the service bureau and users of the TRM.
5. Assist MPOs in consistent, transparent, documented development of fiscal constraint mechanisms for the 2035 LRTPs.
6. Continue to participate in regional and statewide transportation planning efforts such as TriMAP, the Special Transit Advisory Commission, Joint MPO TAC, TTA projects and the Chapel Hill Transit Master Plan.
7. Prepare memos and reports documenting activities.
8. Work with individual MPO members as needed on regional-scale land use, transportation and air quality issues.

#### **Products:**

1. Memos and reports related to land use and land use scenarios, project-level consistency across boundaries, conformity and motor vehicle emission budget issues, and ITRE TRM service bureau executive committee concerns.
2. Clear documentation of all methods, assumptions and data.

**Relationship to Other Plans and MPO Activities:**

Land use projections and air quality conformity are requirements for TIPs and LRTPs; consistency on land use, fiscal constraint and transportation projects that cross boundaries are important considerations in developing high-quality plans and programs.

**Completion Date:**

This phase of work will be completed during the FY07-08 fiscal year.

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

Tasks will be undertaken by existing TJCOG staff.

**Funding Commitments from Other Entities:**

This is a cooperative project with CAMPO and TTA, which are also providing funding. TARPO funding for TJCOG staff time is also allocated to this task.

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

TJCOG is working with DCHC MPO, CAMPO, TTA, NCDOT and other partners to develop a Regional Transit Blueprint technical analysis for the Triangle that describes future transit corridors and any major planned or potential transit infrastructure investments in the corridors.

**Objectives:**

The objectives are to provide decision-makers and the public with information to understand transit corridors and investments and set realistic priorities among them:

1. show the location of transit corridors and type of major planned and proposed transit investments, including assumed alignment, technology, stations and service characteristics for analysis purposes
2. clearly articulate the mobility and community development purposes that transit investments in each corridor could serve (purpose and need of transit investments in each corridor)
3. track the status of transit investments in the planning and funding process
4. show how current and projected land use relates to transit infrastructure investments in corridors
5. provide clear, transparent, consistent information related to the cost of investments, the components of these costs, and the assumptions used in developing the costs
6. analyze travel results in the transit corridors (trip types, origins and destinations, characteristics, etc.)
7. document how travel results and infrastructure costs relate to eligibility for specific funding sources, particularly federal "new starts" or "small starts" funding, and what can be paid for with current revenue streams vs. what would require new or increased revenues.

**Previous Work:**

1. This project was started during FY06-07 and will conclude during FY07-08.

**Proposed Activities:**

1. Complete project tasks and documentation
2. Work with the Special Transit Advisory Commission; MPO TACs, TCCs and staff; local community boards and staffs; TTA Board and staff; and NCDOT staff on communication of results, incorporation into other transit planning efforts, and any needed follow-up work.

**Products:**

1. Reports and maps related to each of the major work tasks.
2. A transit infrastructure investment cost estimation tool.
3. GIS layers and related attributes associated with the project.
4. A project web page.
5. Clear documentation of all methods, assumptions and data.

**Relationship to Other Plans and MPO Activities:**

This project is designed to provide valuable information for development of the 2035 Long Range Transportation Plan (LRTPs), lowering the eventual cost and/or improving the quality of the work undertaken in preparing the list of projects in the LRTPs:

- the corridor and infrastructure descriptions will provide a set of potential transit projects for consideration in the LRTPs
- the corridor land use descriptions will provide valuable information on land use and socioeconomic conditions and trends in the transit corridors
- the travel analysis will provide an early overview of travel patterns for consideration in developing LRTP alternatives
- the cost analysis (level of detail still to be scoped) will provide consistent and transparent information for LRTP fiscal constraint considerations

**Completion Date:**

The project will be completed during the FY07-08 fiscal year.

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

Tasks will be undertaken by existing TJCOG; limited intern or contract support within the existing budget may be engaged for specialized expertise.

**Funding Commitments from Other Entities:**

This is a cooperative project with CAMPO, NCDOT and TTA, all of which are also providing funding and staff support.

Triangle J Council of Governments

Durham-Chapel Hill-Carrboro Urban Area  
 FY 2007-2008 Unified Planning Work Program  
 Proposed Funding Source Tables

TJCOG  
 3/23/2007 14:04

	Task Description	STP-DA		Section 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
<b>II A</b>	<b>Surveillance of Change</b>																	
1	Traffic Volume Counts																	
2	Vehicle Miles of Travel																	
3	Street System Changes																	
4	Traffic Accidents																	
5	Transit System Data																	
6	Dwelling Unit, Pop. & Emp. Change																	
7	Air Travel																	
8	Vehicle Occupancy Rates																	
9	Travel Time Studies																	
10	Mapping																	
11	Central Area Parking Inventory																	
12	Bike & Ped. Facilities Inventory																	
13	Bike & Ped. Counts																	
<b>II B</b>	<b>Long Range Transp. Plan</b>																	
1	Collection of Base Year Data																	
2	Collection of Network Data																	
3	Travel Model Updates																	
4	Travel Surveys																	
5	Forecast of Data to Horizon year																	
6	Community Goals & Objectives																	
7	Forecast of Future Travel Patterns																	
8	Capacity Deficiency Analysis																	
9	Highway Element of th LRTP																	
10	Transit Element of the LRTP			1,750	7,000										\$1,750		\$7,000	\$8,750
11	Bicycle & Ped. Element of the LRTP																	
12	Airport/Air Travel Element of LRTP																	
13	Collector Street Element of LRTP																	
14	Rail, Water or other mode of LRTP																	
15	Freight Movement/Mobility Planning																	
16	Financial Planning																	
17	Congestion Management Strategies																	
18	Air Qual. Planning/Conformity Anal.																	
<b>II C</b>	<b>Short Range Transit Planning</b>																	
1	Short Range Transit Planning																	
<b>III A</b>	<b>Planning Work Program</b>																	
1	Unified Planning Work Program																	
<b>III B</b>	<b>Transp. Improvement Plan</b>																	
1	Transportation Improvement Program																	

Triangle J Council of Governments

Durham-Chapel Hill-Carrboro Urban Area  
 FY 2007-2008 Unified Planning Work Program  
 Proposed Funding Source Tables

TJCOG  
 3/23/2007 14:04

	Task Description	STP-DA 133(b)(3)(7)		Section 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 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
		<b>III C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>															
1	Title VI																	
2	Environmental Justice																	
3	Minority Business Enterprise																	
4	Planning for the Elderly & Disabled																	
5	Safety/Drug Control Planning																	
6	Public Involvement																	
7	Private Sector Participation																	
<b>III D</b>	<b>Incidental Plng./Project Dev.</b>																	
1	Transportation Enhancement Plng.																	
2	Enviro. Analysis & Pre-TIP Plng.																	
3	Special Studies																	
4	Regional or Statewide Planning			6,250	25,000													
<b>III E</b>	<b>Management &amp; Operations</b>																	
1	Management & Operations																	
<b>Totals</b>				\$8,000	\$32,000										\$8,000		\$32,000	\$40,000



**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
- N.C. Department of  
Transportation
- County of Orange

**2007-2013 Metropolitan Transportation  
Improvement Program**

**January 8, 2007**

1. **DIVISION 5 – DURHAM COUNTY ..... 1**

    1A. **5: FUNDED (NON-TRANSIT) ..... 1**

    1B. **5: FUNDED (TRANSIT) ..... 12**

    1C. **5: UNFUNDED OR IN PROGRESS (NON-TRANSIT)..... 18**

    1D. **5: UNFUNDED OR IN PROGRESS (TRANSIT) ..... 25**

2. **DIVISION 7 – ORANGE COUNTY ..... 28**

    2A. **7: FUNDED (NON-TRANSIT) ..... 28**

    2B. **7: FUNDED (TRANSIT) ..... 37**

    2C. **7: UNFUNDED OR IN PROGRESS (NON-TRANSIT)..... 43**

    2D. **7: UNFUNDED OR IN PROGRESS (TRANSIT) ..... 47**

3. **DIVISION 8 – CHATHAM COUNTY ..... 52**

    3A. **8: FUNDED (NON-TRANSIT) ..... 52**

    3B. **8: FUNDED (TRANSIT) ..... 53**

    3C. **8: UNFUNDED OR IN PROGRESS (NON-TRANSIT)..... 53**

    3D. **8: UNFUNDED OR IN PROGRESS (TRANSIT) ..... 53**

**BLUE indicates changes in the adopted 2007-2013 STIP.**

**TRANSPORTATION PROGRAM**

**COUNTY**

ROUTE/CITY	ID NO./ BREAK	LOCATION-DESCRIPTION-MILEAGE-BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATE (THOU.)	SCHEDULE (FISCAL YEARS)
NC 00   <b>ROUTE NUMBER</b> Listed in order of I, US, NC, SR, CITY or NEW ROUTE	R-0000 *   A B	I-40 TO HOMETOWN. WIDEN ROADWAY TO A FOUR-LANE DIVIDED FACILITY WITH A BYPASS ON NEW LOCATION. (12.3 MILES)  INDICATES INTRASTATE PROJECT  I-40 TO NC 3 . NC 3 TO HOMETOWN. ——— <b>BREAK TERMINI</b>  PROJECT BREAKS	PLANNING/DESIGN MITIGATION RIGHT OF WAY CONSTRUCTION  <b>WORK TYPE</b> Phase of project implementation.  <b>FUNDING</b> The category of funds programmed for right of way, mitigation and construction. (See funding Key). Funding source not shown for Planning/Design.	(NHS) (NHS) (NHS)	150 4550 19350	IN PROGRESS FY 07 FY 08 FY 10  <b>SCHEDULE</b> Current status of project phase or proposed schedule. If work is not shown, phase is complete or not applicable.  <b>ESTIMATED COST</b> Right of way, mitigation and construction cost estimates by funding category in current dollars (cost may include one or more funding types)
<b>IDENTIFICATION NUMBER</b> Assigned to each project at conception and remains with project until completion.		<b>LOCATION-DESCRIPTION-MILEAGE</b> Project termini, general description of work and length in miles.				

**KEY TO HIGHWAY FUNDING SOURCES**

<b>APD</b> - Appalachian Development	<b>HP</b> - Federal-Aid High Priority	<b>S</b> - State Construction
<b>BIA</b> - Bureau of Indian Affairs	<b>IM</b> - Interstate Maintenance	<b>S (5)</b> - State (Highway) Transit Funds
<b>BRGI</b> - Bridge Inspection	<b>L</b> - Local	<b>SF</b> - Ferries
<b>C</b> - City	<b>NFA</b> - Bridge Replacement Off-Federal- Aid System	<b>SG</b> - Safety Grant
<b>CMAQ</b> - Congestion Mitigation	<b>NFAM</b> - Municipal Bridge Replacement Program	<b>SRTS</b> - Safe Routes to School
<b>DP</b> - Discretionary or Demonstration	<b>NHS</b> - National Highway System	<b>STP</b> - Surface Transportation Program
<b>FA</b> - Bridge Replacement On-Federal-Aid System	<b>NRT</b> - National Recreation Trails	<b>STPDA</b> - Surface Transportation Program, Direct Attributable
<b>FLP</b> - Federal Lands Program	<b>O</b> - Others	<b>STPE</b> - Surface Transportation Program, Enhancement
<b>HES</b> - High Hazard Safety	<b>PLF</b> - Personalized Automobile License Plate Funds	<b>T</b> - Highway Trust Fund
	<b>RR</b> - Rail-Highway Safety	

**KEY TO PUBLIC TRANSPORTATION FUNDING SOURCES**

<b>CMAQ</b> - Congestion Mitigation	<b>FNU</b> - Non Urbanized Area Formula Program (5311)	<b>RTAP</b> - Rural Transit Assistance Program
<b>EDTAP</b> - State Elderly and Disabled Transportation	<b>FSPR</b> - State Planning and Research	<b>RTCH</b> - Rural Technology
<b>FBUS</b> - Capital Program - Bus Earmark (5309)	<b>FUZ</b> - Urbanized Area Formula Program (5307)	<b>SFCP</b> - State Rural Facility Program
<b>FED</b> - Federal	<b>HSTM</b> - State Administrative Assit. - Human Services	<b>SMAP</b> - State Maintenance Assistance Program
<b>FEDPO</b> - Special Elderly and Disabled	<b>JARC</b> - Job Assistance and Reverse Commute (3037)	<b>STAT</b> - State
<b>FMPL</b> - Metropolitan Planning (5303)	<b>L</b> - Local	<b>STCP</b> - State Rural Capital Program
<b>FNF</b> - New Freedom Program	<b>OAWF</b> - Operating Assistance - Work First	<b>STP</b> - Surface Transportation Program
<b>FNS</b> - Capital Programs - New Start	<b>RGP</b> - Rural General Public Program	<b>UTCH</b> - Urban Technology
	<b>RIMA</b> - Regional and Inter-City Maintenance Assistance	

FUNDING SOURCE MAY CHANGE TO ACCOMMODATE REVENUE VARIATIONS

\* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

## 1. DIVISION 5 – DURHAM COUNTY

### 1a. 5: Funded (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>FEDERAL BRIDGE PROJECTS</b>						
B-3169	SR 1402 (RIVERMONT RD.) DURHAM	CREEK. REPLACE BRIDGE NO. 158	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	FA	174 <del>375</del> 550 549724	PRIOR YEARS IN PROGRESS 2008
B-3450	SR 1116 (GARRETT RD.) DURHAM	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	FA	268 <del>3300</del> 3800 35684068	PRIOR YEARS IN PROGRESS 2007
B-3528	SR 1839, SR 1906 (LEESVILLE RD.) WAKE DURHAM	SYCAMORE CREEK. REPLACE BRIDGE NO. 429	RIGHT-OF-WAY MITIGATION CONSTRUCTION <b>TOTAL</b>	NFA NFA NFA	310 200 27 <del>4450</del> 1300 16871837	PRIOR YEARS 2007 2007 2008
B-3638	US 70 BUSINESS DURHAM	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	FA FA	120 260 975 1355	PRIOR YEARS 2008 2009
B-4109	SR 1303 (PICKETT RD.) DURHAM	MUD CREEK. REPLACE BRIDGE NO. 120	RIGHT-OF-WAY MITIGATION CONSTRUCTION <b>TOTAL</b>	NFA NFA NFA	150 115 8 750 1023	PRIOR YEARS 2007 2007 2008
<b>CONGESTION MITIGATION PROJECTS</b>						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4402	NC 54 DURHAM	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.	RIGHT-OF-WAY	CMAQ	100	2007
			RIGHT-OF-WAY	L	25	2007
			CONSTRUCTION	CMAQ	728	2008
			CONSTRUCTION	L	182	2008
			<b>TOTAL</b>		<b>1035</b>	
C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON- ATTAINMENT AREA FOR THREE YEARS.  A: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).  B: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL- CARRBORO (DCHC).	IMPLEMENTATION		100	PRIOR YEARS IN PROGRESS 2007, 2008
			A: IMPLEMENTATION	CMAQ	80	
A			A: IMPLEMENTATION	L	20	2007, 2008
B			B: IMPLEMENTATION	CMAQ	80	2007, 2008
			B: IMPLEMENTATION	L	20	2007, 2008
			<b>TOTAL</b>		<b>300</b>	
C-4928	DURHAM	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	CONSTRUCTION	CMAQ	444	2009
			CONSTRUCTION	L	112	2009
			<b>TOTAL</b>		<b>556</b>	
C-4929	DURHAM	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	CONSTRUCTION	CMAQ	16	PRIOR YEARS 2007, 2008
			CONSTRUCTION	L	26	
			<b>TOTAL</b>		<b>48</b>	2007, 2008
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
EL-2921E	DURHAM	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I- 40. CONSTRUCT A MULTI- PURPOSE TRAIL. <u>PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY CITY.</u>	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	DP HP O STPDA	447442 <del>2013</del> 2012 768 1062 <b>42904284</b>	2007, 2008 2007, 2008 2007, 2008 2007, 2008
EB-4707	DURHAM CHAPEL HILL	<u>OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS-SR 2220 (OLD CHAPEL HILL ROAD)-SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. 2.5 MILE(S)</u>	CONSTRUCTION CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STP O STPDA	400 686 2742 <b>3828</b>	2009 2009, 2010 2009, 2010
<b>PASSENGER RAIL PROJECTS</b>						
P-2908	AMTRAK DURHAM	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	OPERATIONS OPERATIONS <b>TOTAL</b>	S(5)	26195 16800 <b>42995</b>	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
P-2918	AMTRAK DURHAM	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	OPERATIONS OPERATIONS  OPERATIONS  <b>TOTAL</b>	S(5)  T2001	<del>3115226352</del> 18200  28000  <del>7735272552</del>	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
<b>RURAL PROJECTS</b>						
R-2904	<a href="#">NC 54</a> SR 1973 (PAGE RD.) DURHAM	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40. WIDEN TO MULTI- LANES AND REPLACE RAILROAD STRUCTURE. <a href="#">PROJECT LET WITH U-4026.</a> <a href="#">COST ESTIMATE REFLECTS</a> <a href="#">PAYBACK IN FFY 2008</a>	CONSTRUCTION <b>TOTAL</b>	S	925 <del>53003358</del> <del>62254283</del>	PRIOR YEARS <a href="#">2008</a> <a href="#">IN</a> <a href="#">PROGRESS</a>
R-4752A	<a href="#">SR 1362-2602,</a> <a href="#">SR 1794 AND</a> -SR 1004 DURHAM	I-85 TO THE MERCK PHARMACEUTICAL PLANT. STRENGTHEN, RESURFACE, ADD TURN LANES AT THREE LOCATIONS AND INSTALL THERMO-PLASTIC PAVEMENT MARKINGS. <a href="#">DIVISION PROJECT</a>	CONSTRUCTION <b>TOTAL</b>	S	2075 <del>550900</del> <del>2625900</del>	<del>PRIOR YEARS</del> 2007
<b>HAZARD ELIMINATION PROJECTS</b>						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
SF-4905A	US 501 DURHAM	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.	CONSTRUCTION <b>TOTAL</b>	HES	8 90 <b>9998</b>	<a href="#">PRIOR YEARS</a> 2007
<b>URBAN PROJECTS</b>						
U-0071 A B C	DURHAM	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION.  A: SOUTHERN RAILWAY TO NORTH OF NC 98.  B: US 70 BUSINESS TO SOUTHERN RAILWAY.  C: NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS.  <a href="#">STRATEGIC HIGHWAY CORRIDOR</a>	PLANNING/DESIGN A: RIGHT-OF-WAY A: CONSTRUCTION B: RIGHT-OF-WAY B: CONSTRUCTION C: RIGHT-OF-WAY C: CONSTRUCTION <b>TOTAL</b>	T T T T T T	58496367  12500 22700 3825 18400 <a href="#">3003000</a> 32500 <b>9877499292</b>	PRIOR YEARS IN PROGRESS 2010 2012 2010 2012 2010 2012
U-2405	DURHAM	M.L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE <a href="#">FEASIBILITY STUDY RE-EVALUATION IN PROGRESS</a>	<del>INITIATE FEASIBILITY STUDY TO LOOK AT LOWER COST ALTERNATIVES RIGHT-OF-WAY CONSTRUCTION</del> <b>TOTAL</b>	<a href="#">STP</a> <a href="#">STP</a>	12000 13800 <b>25800</b>	<a href="#">UNFUNDED</a> <a href="#">UNFUNDED</a>

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-2708	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD. <del>WIDEN FOR PROVIDE</del> BICYCLE AND PEDESTRIAN FACILITIES. <del>STPDA FUNDING FROM U-4726</del> <u>PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY OTHERS</u>	<del>PLANNING/DESIGN</del> CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STPDA O	132 33 <b>165</b>	2008 2008
U-3308	DURHAM	NC 55 (ALSTON AVENUE), NC 147 (I.L. "BUCK" DEAN FREEWAY) TO US 70 BUS.-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK- SOUTHERN RAILROAD BRIDGES.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	<del>300325</del> 800 <del>1810923300</del> <del>1920024425</del>	PRIOR YEARS IN PROGRESS 2007 <u>20092010</u>
U-3309 A	DURHAM	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD). WIDEN TO A FOUR LANE DIVIDED FACILITY.  A: SR 1121 (CORNWALLIS RD.) TO EAST OF NC 147	PLANNING/DESIGN A: RIGHT-OF-WAY A: CONSTRUCTION <del>A: CONSTRUCTION</del> <b>TOTAL</b>	STP STP STPDA	4684 500 <del>56308500</del> <del>2270</del> <del>1308413684</del>	PRIOR YEARS IN PROGRESS 2008 2009 <u>2010</u>
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	<del>PLANNING/DESIGN E NGINEERING</del>  <del>PLANNING/DESIGN E NGINEERING</del> <b>TOTAL</b>	O STPDA	<del>27751032</del> <del>549548</del> 2194 <b>55183774</b>	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3804	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	PLANNING/DESIGN <u>RIGHT-OF-WAY</u> RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STPDA STP STP	248 <del>658</del> <del>23423000</del> 4500 <b>7748</b>	PRIOR YEARS IN PROGRESS <u>2007</u> <del>2008, 2009</del> <u>20092010</u>
U-4009	DURHAM	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD.	<u>PLANNING/DESIGN</u> <u>RIGHT-OF-WAY</u> CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	O S	<del>14263633</del> 200 <del>15001800</del> <b>31265633</b>	PRIOR YEARS IN PROGRESS 2008 2008
U-4010	DURHAM	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE.	<u>PLANNING/DESIGN</u> <u>RIGHT-OF-WAY</u> CONSTRUCTION <u>CONSTRUCTION</u> CONSTRUCTION <b>TOTAL</b>	<u>SS(M)</u>  <u>STP</u> <u>STPSTPD</u> <u>A</u>	1510 <del>540559</del> 405 <del>21602236</del> <b>42104710</b>	PRIOR YEARS IN PROGRESS <u>2007</u> 2007 2007
U-4011	DURHAM	SR 1959 (SOUTH MIAMI BOULEVARD), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE). WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE.	PLANNING/DESIGN RIGHT-OF-WAY <u>RIGHT-OF-WAY</u> MITIGATION <u>MITIGATION</u> CONSTRUCTION <b>TOTAL</b>	<u>S(M)</u> STPDA <u>S(M)</u> STPDA STP	150 <del>458</del> <del>22901832</del> 10 <del>5242</del> <del>15502900</del> <b>40425392</b>	PRIOR YEARS IN PROGRESS <u>2008</u> <del>20072008</del> <u>2008</u> <del>20072008</del> <u>20082009</u>

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4012	DURHAM	US 15-501, NORTH OF MT. MORIAH ROAD TO SOUTH OF GARRETT ROAD. ADD AN ADDITIONAL NORTH AND SOUTHBOUND LANE AND CONSTRUCT AN ADDITIONAL RIGHT TURN LANE IN THE SOUTHEAST QUADRANT OF INTERCHANGE AT I-40 (EXIT 270).	<del>PLANNING/DESIGN RIGHT-OF-WAY</del> CONSTRUCTION <b>TOTAL</b>	NHS	1309 <del>12300</del> <u>12900</u> <del>13609</del> <u>14209</u>	PRIOR YEARS IN PROGRESS 2007
U-4026  A  B	RESEARCH TRIANGLE PARK	SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES.  A: SR 3014 (MORRISVILLE-CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY).  B: SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY.	<del>PLANNING/DESIGN RIGHT-OF-WAY</del> A: CONSTRUCTION B: CONSTRUCTION B: CONSTRUCTION <b>TOTAL</b>	C O S	85184035  5300 4000 <del>23500</del> <u>28000</u> <del>413184</del> <u>1335</u>	PRIOR YEARS <del>IN PROGRESS</del> <del>IN PROGRESS</del> 2007 <u>IN</u> <u>PROGRESS</u> 2007 <u>IN</u> <u>PROGRESS</u>  2007 <u>IN</u> <u>PROGRESS</u>

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4720	DURHAM	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. <u>(COORDINATE WITH U-4721)</u> STRATEGIC HIGHWAY CORRIDOR <u>THE CROSS SECTION FOR THIS PROJECT WIL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.</u>	INITIATE PLANNING/DESIGN			
U-4721	DURHAM	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD. <u>(COORDINATE WITH U-4720)</u> STRATEGIC HIGHWAY CORRIDOR <u>THE CROSS SECTION FOR THIS PROJECT WIL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.</u>	INITIATE PLANNING/DESIGN			

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4724	DURHAM	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES. <u>PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS</u>	CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	<u>STPSTPD</u> A O	1816 454 <b>2270</b>	2009 2009
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION. <u>PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS</u>	PLANNING/DESIGN CONSTRUCTION  CONSTRUCTION <b>TOTAL</b>	O  STPDA	750 696  2783 <b>4229</b>	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION  CONSTRUCTION <b>TOTAL</b>	O  STPDA	631 <u>504500</u>  2004 <b>31363135</b>	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4763B	RESEARCH TRIANGLE PARK WAKE DURHAM	NEW ROUTE – TRIANGLE PARKWAY, I-540 TO I-40. MULTI-LANE FACILITY ON NEW LOCATION. <b><i>NORTH CAROLINA TURNPIKE AUTHORITY PROJECT</i></b>	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION <b><i>TOTAL</i></b>	O O	6703 20900 147100 <b><i>174703</i></b>	PRIOR YEARS IN PROGRESS 2007 2007

## 1b. 5: Funded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>CONGESTION MITIGATION PROJECTS</b>						
C-4927	DURHAM	PURCHASE 5 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL CAPITAL <b>TOTAL</b>	CMAQ L	1174 326 <b>1500</b>	2007, 2008 2007
<b>PUBLIC TRANSPORTATION PROJECTS</b>						
TE-4705B	TRIANGLE TRANSIT AUTHORITY	<del>PHASE I</del> REGIONAL RAIL SERVICE. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND WAKE COUNTIES. <b>UNFUNDED PROJECT</b>	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	<del>FNS</del> FED L STAT	416000 138000 138000 <b>692000</b>	<del>2007</del> 2010 <del>2007</del> 2010 <del>2007</del> 2010
TG-4737	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2190 547 <b>2737</b>	2007 2007
TG-4738	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2299 548 <b>2847</b>	2008 2008
TG-4739	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2414 604 <b>3018</b>	2009 2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4740	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2535 634 <b>3169</b>	2010 2010
TG-4812	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2007 2007
TG-4821	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2008 2008
TG-4822	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2009 2009
TG-4823	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2010 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4907	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2535 634 <b>3169</b>	2011 2011
TG-4908	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2535 634 <b>3169</b>	2012 2012
TG-4927	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2011 2011
TG-4928	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2012 2012
TG-4942	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2013 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4944	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS - SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2535 634 <b>3169</b>	2013 2013
TJ-4931	DURHAM COUNTY	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.	OPERATIONS <b>TOTAL</b>	OAWF	16 <b>16</b>	2007, 2008
TL-4931	DURHAM COUNTY	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.	OPERATIONS <b>TOTAL</b>	EDTAP	174 <b>174</b>	2007, 2008
TP-4725	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2007 2007 2007
TP-4732	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2008 2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TP-4733	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2009 2009 2009
TP-4734	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2010 2010 2010
TP-4914	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2011 2011 2011
TP-4915	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2012 2012 2012
TP-4922	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2013 2013 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TR-4931	DURHAM COUNTY	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.	OPERATIONS <b>TOTAL</b>	RGP	72 <b>72</b>	2007, 2008

## 1c. 5: Unfunded or In Progress (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>FEDERAL BRIDGE PROJECTS</b>						
B-2963	SR 1107 DURHAM	NEW HOPE CREEK. REPLACE BRIDGE NO. 111	CONSTRUCTION <b>TOTAL</b>	-	2094 <b>2094</b>	IN PROGRESS
B-4110	SR 1616 DURHAM	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	CONSTRUCTION <b>TOTAL</b>		13251594 <b>13251594</b>	PRIOR YEARS IN PROGRESS
B-4698	DURHAM	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO. 242	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	NFAM NFAM	40 400 <b>440</b>	UNFUNDED UNFUNDED
B-4943	SR 1616 DURHAM	SANDY CREEK. REPLACE BRIDGE NO. 20	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	NFA NFA	100 1000 <b>1100</b>	UNFUNDED UNFUNDED
<b>ENHANCEMENT PROJECTS</b>						
EB-2913B	TRIANGLE REGION WAKE DURHAM	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.	CONSTRUCTION <b>TOTAL</b>		900 <b>900</b>	PRIOR YEARS IN PROGRESS
E-4529	DURHAM	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION <b>TOTAL</b>		749569 <b>749569</b>	PRIOR YEARS IN PROGRESS
E-4530	DURHAM	FAYETTEVILLE STREET BETWEEN EXISTING END OF SIDEWALK JUST SOUTH OF CORNWALLIS ROAD AND BUXTON DRIVE. CONSTRUCT SIDEWALK ON WESTERN SIDE.	CONSTRUCTION <b>TOTAL</b>	-	264 <b>264</b>	COMPLETE

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4924	DURHAM	CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.	CONSTRUCTION <b>TOTAL</b>		40595 <del>40595</del>	<a href="#">PRIOR YEARS</a> IN PROGRESS
E-4999	DURHAM	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION. <a href="#">PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS</a>	<b>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY</b>			
EE-4905	VARIOUS DURHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	MITIGATION <b>TOTAL</b>		5167 <b>5167</b>	<a href="#">PRIOR YEARS</a> IN PROGRESS
<b>INTERSTATE PROJECTS</b>						
I-0306	I-85 DURHAM	ORANGE COUNTY LINE TO EAST OF MIDLAND TERRACE ROAD ON I-85 AND EAST OF CHEEK ROAD ON US 70 BYPASS. WIDEN TO EIGHT LANES FROM US 15-501 TO US 70 AND ADD LIGHTING. <a href="#">STRATEGIC HIGHWAY CORRIDOR</a>	CONSTRUCTION <b>TOTAL</b>		270352 <b>270352</b>	<a href="#">PRIOR YEARS</a> IN PROGRESS



ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
R-2000	I-540 WAKE DURHAM	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION.	CONSTRUCTION		757500	PRIOR YEARS
R-2906 C	NC 55 WAKE DURHAM	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES. <u><b>COST ESTIMATE REFLECTS \$17.567 MILLION PAYBACK IN FFY 2008</b></u>	CONSTRUCTION <b>TOTAL</b>		<b>63399</b>	IN PROGRESS
R-4404	<del>US 15-501, US 64, US 70, US 158, NC 147 PERSON GRANVILLE DURHAM WAKE</del>	<del>NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.</del>	<del>CONSTRUCTION <b>TOTAL</b></del>	<del>-</del>	<del>2040  2040</del>	<del>PRIOR YEARS IN PROGRESS</del>
<b>URBAN PROJECTS</b>						
U-2807  A  B	DURHAM CHAPEL HILL  DURHAM ORANGE	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. <u><b>STRATEGIC HIGHWAY CORRIDOR</b></u>  A: <del>DURHAM (FREEWAY UPGRADE)</del> B: <del>CHAPEL HILL</del>	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	1653  25000 98000 <b>124653</b>	PRIOR YEARS  UNFUNDED UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-2831B	DURHAM	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE).  TWO LANES ON MULTI-LANE RIGHT OF WAY.	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	S S	<del>58336185</del> 1200 3300 <del>4033310685</del>	PRIOR YEARS  UNFUNDED UNFUNDED
U-4445	DURHAM	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	CONSTRUCTION <b>TOTAL</b>		<del>21882000</del>  <del>21882000</del>	<del>PRIOR YEARS</del> IN PROGRESS
U-4446	DURHAM	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION <b>TOTAL</b>		1502  <b>1502</b>	<del>PRIOR YEARS</del> IN PROGRESS
U-4716	DURHAM	SR 1978 (HOPSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.	CONSTRUCTION <b>TOTAL</b>	RR	6500 <b>6500</b>	UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4722	DURHAM	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD. <u>STRATEGIC HIGHWAY CORRIDOR</u> <b>THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.</b>				
U-4729	DURHAM	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	PLANNING/DESIGN <b>TOTAL</b>		100 <b>100</b>	PRIOR YEARS IN PROGRESS
<u>U-4763</u>	<u>TRIANGLE PARKWAY WAKE DURHAM</u>	<u>I-40 TO MCCRIMMON PARKWAY. MULTI-LANE FACILITY ON NEW LOCATION.</u>	<u>PLANNING/DESIGN</u>	-	-	<u>IN PROGRESS</u>
<b>HAZARD ELIMINATION PROJECTS</b>						
W-4811	I-85, US 70, US 15-501, NC 147 DURHAM GRANVILLE	SECTIONS OF I-85 (DURHAM AND GRANVILLE COUNTIES), US 70, US 15-501 AND NC 147 (DURHAM COUNTY). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	CONSTRUCTION <b>TOTAL</b>		<u>200285</u> <b>200285</b>	PRIOR YEARS IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
W-4814	I-540, SR 3097 AVIATION PARKWAY DURHAM WAKE	I-540, I-40 EASTWARD TO EAST OF US 1 (CAPITAL BOULEVARD) AND SR 3097 (AVIATION PARKWAY), TERMINAL BOULEVARD NORTHWARD TO SR 1644 (GLOBE ROAD). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	CONSTRUCTION <b>TOTAL</b>		<del>450195</del> <del>150195</del>	PRIOR YEARS IN PROGRESS

## 1d. 5: Unfunded or In Progress (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>PUBLIC TRANSPORTATION PROJECTS</b>						
TA-4753	DURHAM	<a href="#">18</a> - REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	504 63 63 <b>630</b>	2007 2007 2007
TA-4754	DURHAM	<a href="#">6</a> - EXPANSION VANS	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	168 21 21 <b>210</b>	2007 2007 2007
TA-4755	DURHAM	<a href="#">13</a> - EXPANSION BUSES	CAPITAL CAPITAL CAPITA <b>TOTAL</b>	FED L STAT	3120 390 390 <b>3900</b>	2007 2007 2007
TA-4757	DURHAM	<a href="#">6</a> - EXPANSION VANS	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	180 23 23 <b>226</b>	2008 2008 2008
TA-4797	TRIANGLE TRANSIT AUTHORITY	<a href="#">15</a> - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">20463840</a> <a href="#">252480</a> <a href="#">252480</a> <b><a href="#">25204800</a></b>	2009 2009 2009
TA-4818	TRIANGLE TRANSIT AUTHORITY	<a href="#">37</a> - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">55449680</a> <a href="#">6931210</a> <a href="#">6931210</a> <b><a href="#">693012100</a></b>	2008 2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4819	TRIANGLE TRANSIT AUTHORITY	<a href="#">6</a> - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">37801536</a> <a href="#">473192</a> <a href="#">473192</a> <a href="#">47261920</a>	2011 2011 2011
TA-4923	DURHAM	<a href="#">11</a> - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	3080 385 385 <b>3850</b>	2011 2011 2011
TA-4945	TRIANGLE TRANSIT AUTHORITY	<a href="#">5</a> - REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">37801280</a> <a href="#">473160</a> <a href="#">473160</a> <b>4726</b>	<a href="#">20122010</a> <a href="#">20122010</a> <a href="#">20122010</a>
TE-4706B	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	1649 550 550 <b>2749</b>	2007 2007 2007
TM-4910	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	240 30 30 <b>300</b>	2007 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TM-4911	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	80112 4014 4014 <del>100140</del>	2007 2007 2007

## 2. DIVISION 7 – ORANGE COUNTY

### 2a. 7: Funded (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>FEDERAL BRIDGE PROJECTS</b>						
B-4216	SR 1002 (ST. MARY'S RD.) ORANGE	STROUDS CREEK. REPLACE BRIDGE NO. 66	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	FA FA	150 100 875 <b>1125</b>	PRIOR YEARS 2009 2010
B-4218	SR 1730 (TURKEY FARM RD.) ORANGE	NEW HOPE CREEK. REPLACE BRIDGE NO. 108	RIGHT-OF-WAY MITIGATION CONSTRUCTION <b>TOTAL</b>	NFA NFA NFA	150 70 55 675 <b>950</b>	PRIOR YEARS 2007 2007 2008
B-4592	SR 1561 (LAWRENCE RD.) ORANGE	ENO RIVER. REPLACE BRIDGE NO. 64	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	NFA NFA	200 80 <del>4475</del> <u>1525</u> <del>4455</del> <u>1805</u>	PRIOR YEARS 2008 2009
B-4962	US 70 ORANGE	ENO RIVER. REPLACE BRIDGE NO. 46	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	FA FA	300 3000 <b>3300</b>	<del>2010</del> <u>2013</u> <del>2011</del> <u>UNFUNDE</u> <u>D</u>
<b>CONGESTION MITIGATION PROJECTS</b>						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4924		TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.				
A		A: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).	IMPLEMENTATION	CMAQ	100	PRIOR YEARS IN PROGRESS
			A: IMPLEMENTATION		80	2007, 2008
			A: IMPLEMENTATION	L	20	2007, 2008
B	TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	B: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).	IMPLEMENTATION	CMAQ	80	2007, 2008
			B: IMPLEMENTATION		20	2007, 2008
			B: IMPLEMENTATION	L	20	2007, 2008
			<b>TOTAL</b>		<b>300</b>	
C-4932A	HILLSBOROUGH ORANGE COUNTY	CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.	CONSTRUCTION	CMAQ	22	2008
			CONSTRUCTION	L	6	2008
			OPERATIONS	CMAQ	123	2009, 2010, 2011
			OPERATIONS	L	123	2009, 2010, 2011
			<b>TOTAL</b>		<b>274</b>	
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
X- XXXXEB- 5021	CARRBORO CHAPEL HILL	<a href="#">SR1780</a> (ESTES DRIVE), <a href="#">SR 1772</a> -(NORTH GREENSBORO STREET) TO <a href="#">SR 1843</a> (SEAWALL SCHOOL ROAD), <a href="#">BICYCLE IMPROVEMENTS</a> <a href="#">ADD PAVED SHOULDERS TO ACCOMMODATE BICYCLES.</a>	CONSTRUCTION <b>TOTAL</b>	STP	650 <b>650</b>	2007
E-4545	CARRBORO ORANGE	OLD FAYETTEVILLE ROAD, JONES FERRY ROAD TO AUTUMN WOODS APARTMENTS AND CAROLINA SPRING APARTMENTS TO CARRBORO PLAZA PARK AND RIDE LOT. CONSTRUCT SIDEWALK ALONG EAST SIDE.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	O STP	9 18 73 <b>100</b>	PRIOR YEARS IN PROGRESS 2007 2007
EL-4601	CHAPEL HILL	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE. <a href="#">PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS</a>	PLANNING DESIGN CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STPDA O	89 640 160 <b>889</b>	PRIOR YEARS IN PROGRESS 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
EB-4707	DURHAM CHAPEL HILL	<a href="#">SR 2220 (OLD CHAPEL HILL ROAD)-SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. 2.5 MILE(S) OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS.</a>	CONSTRUCTION CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STP O STPDA	400 686 2742 <b>3828</b>	2009 2009, 2010 2009, 2010
E-4780	CARRBORO ORANGE	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.	CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	O STP	2 <a href="#">45</a> 18 <b>2425</b>	PRIOR YEARS 2007 2007
E-4781	CARRBORO ORANGE	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.	CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	O STP	9 <a href="#">4519</a> 74 <b>98102</b>	PRIOR YEARS 2007 2007
EL-4828	CARRBORO ORANGE	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY. <a href="#">PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY OTHERS</a>	CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STPDA O	480 120 <b>600</b>	2007 2007
EB-4980	SR 1006 (ORANGE GROVE RD.) ORANGE	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40. <a href="#">SCHEDULED FOR FEASIBILITY STUDY</a>	<a href="#">INITIATE FEASIBILITY STUDY</a>			

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
EL-4994	CARRBORO ORANGE	BOLIN CREEK GREENWAY. <u>PLANNING, DESIGN, AND CONSTRUCTION BY TOWN</u>	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STPDA O	70 590 148 <b>808738</b>	<u>PRIOR YEARS</u> IN PROGRESS 2008 2008
EL-4995	CHAPEL HILL ORANGE	DRY CREEK GREENWAY. <u>PLANNING, DESIGN, AND CONSTRUCTION BY OTHERS</u>	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STPDA O	80 560 140 <b>780700</b>	<u>PRIOR YEARS</u> IN PROGRESS 2008 2008
<b>FEASIBILITY STUDIES</b>						
FS-0307A	CHAPEL HILL ORANGE	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501. <b>FEASIBILITY STUDY IN PROGRESS</b>	<u>IDENTIFY WORK, FUNDING, COST ESTIMATES, AND SCHEDULE</u>			
<b>INTERSTATE PROJECTS</b>						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
I-0305 A B	I-85 ORANGE	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. <a href="#">STRATEGIC HIGHWAY CORRIDOR</a> A: <del>INTERCHANGE</del> <del>IMPROVEMENTS AT NC 86,</del> <del>SR 1009 (OLD NC 86), US</del> <del>70SR 1006 NEAR</del> <del>HILLSBOROUGH TO EAST OF</del> <del>SR 1709</del> B: <a href="#">WIDENING EAST OF SR 1709 TO DURHAM COUNTY LINE</a>	PLANNING/DESIGN MITIGATION MITIGATION  A: RIGHT-OF-WAY A: CONSTRUCTION A: CONSTRUCTION B: RIGHT-OF-WAY B: CONSTRUCTION B: CONSTRUCTION <b>TOTAL</b>	IM NHS  NHS IM NHS IM NHS	1800 359 538  <del>4240960</del> <a href="#">10800</a> <a href="#">16200</a> <a href="#">250</a> <a href="#">16000</a> <a href="#">24000</a> <b><a href="#">390770907</a></b>	PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED  <del>2010</del> , 2012 UNFUNDED UNFUNDED <a href="#">UNFUNDED201</a> <a href="#">0</a> UNFUNDED UNFUNDED
I-4716	I-40 ORANGE	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS. <a href="#">DIVISION PROJECT</a>	CONSTRUCTION <b>TOTAL</b>	IM	<a href="#">225</a> 1500 <del>4500</del> <b><a href="#">1725</a></b>	<a href="#">PRIOR YEARS</a> 2008
<b>RURAL PROJECTS</b>						
R-4403	US 15-501, US 29, US 158, US 220, US 421, NC 68 ROCKINGHAM CASWELL GUILFORD ORANGE	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS. <a href="#">DIVISION PROJECT</a>	CONSTRUCTION <b>TOTAL</b>	NHS	<a href="#">962</a> <del>4000</del> <a href="#">1400</a> <del>4000</del> <b><a href="#">2362</a></b>	<a href="#">PRIOR YEARS</a> 2007 IN <a href="#">PROGRESS</a>
<b>HAZARD ELIMINATION PROJECTS</b>						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
SF-4907A	SR 1567 (PLEASANT GREEN ROAD) ORANGE	SR 1569 (COLE MILL ROAD). IMPROVE SIGHT DISTANCE. <u>DIVISION PROJECT</u>	CONSTRUCTION <b>TOTAL</b>	HES	3 25 <b>2528</b>	<u>PRIOR YEARS</u> 2007
SI-4807	SR 1548 (SCHLEY ROAD) ORANGE	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN. <u>DIVISION PROJECT</u>	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	SG SG	56 5 <b>5560</b> <b>60121</b>	<u>PRIOR YEARS</u> 2007 2007
<b>URBAN PROJECTS</b>						
U-0624	CHAPEL HILL	NC 86 (SOUTH COLUMBIA STREET), SR 1906 PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	250 2555 2400 <b>5205</b>	PRIOR YEARS IN PROGRESS 2007 <u>20092010</u>
U-2803	CARRBORO	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. <u>WIDEN TO MULTI-LANES. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES AND SIDEWALKS.</u>	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	S S	<del>1825</del> 471 600 4300 <b>67255371</b>	PRIOR YEARS IN PROGRESS <u>20092010</u> <u>20102012</u>
U-3100B	CARRBORO	SR 1107 (OLD FAYETTEVILLE ROAD), <u>MCDOUGLE SCHOOL TO NC 54 TO SR 1106 (STROUD LANE). ADD BICYCLE LANES, TRANSIT FACILITIES, AND SIDEWALKS. PROVIDE BICYCLE AND PEDESTRIAN FACILITIES AND TRANSIT ACCOMMODATIONS.</u>	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	S S	4633 300 1500 <b>64331800</b>	<u>PRIOR YEARS</u> IN PROGRESS 2012 UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3306	CHAPEL HILL	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.	<u>PLANNING/DESIGN</u> RIGHT-OF-WAY MITIGATION CONSTRUCTION <u>CONSTRUCTION</u> <b>TOTAL</b>	STP STP STP STPDA	350 <del>4243</del> 4200 244241 874610800 <del>708</del> <b>1394115591</b>	<u>PRIOR YEARS</u> IN PROGRESS 2007 2008 <u>2011</u> <u>2009</u> <u>2011</u> <u>2010</u>
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	<u>PLANNING/DESIGN</u> <u>ENGINEERING</u>  <u>PLANNING/DESIGN</u> <u>ENGINEERING</u> <b>TOTAL</b>	O  STPDA	27751032 <del>549</del> 548  2194 <b>55183774</b>	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
U-3808	HILLSBOROUGH ORANGE	ELIZABETH BRADY ROAD EXTENSION, SOUTH OF US 70 BUSINESS TO NORTH OF US 70 BYPASS AT SR 1002 (ST. MARY'S ROAD). MULTI-LANES WITH A NEW CROSSING OF ENO RIVER.	PLANNING/DESIGN RIGHT-OF-WAY MITIGATION CONSTRUCTION <b>TOTAL</b>	STP STP STP	400 1400 598 20800 <b>23198</b>	PRIOR YEARS IN PROGRESS <u>2009</u> <u>2010</u> <u>2009</u> <u>2011</u> <u>2011</u> <u>2012</u>
U-4704	CHAPEL HILL	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	<u>CONSTRUCTION</u> CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STPDA <u>OC</u> STP	360 90450 <del>4200</del> 4550 <b>4650</b>	2009 <u>2009</u> <u>2011</u> <u>2009</u> <u>2011</u>

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION. <u>PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS</u>	PLANNING/DESIGN CONSTRUCTION	O	750 696	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
			CONSTRUCTION	STPDA	2783	2007, 2008, 2009, 2010, 2011, 2012, 2013
			<b>TOTAL</b>		<b>4229</b>	
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION	O	631 <del>504</del> 500	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
			CONSTRUCTION	STPDA	2004	2007, 2008, 2009, 2010, 2011, 2012, 2013
			<b>TOTAL</b>		<del>3136</del> 3135	

## 2b. 7: Funded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>CONGESTION MITIGATION PROJECTS</b>						
C-4930	CHAPEL HILL	PURCHASE <del>3</del> <u>2</u> HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL CAPITAL <b>TOTAL</b>	CMAQ L	940 <del>664</del> <u>192</u> <del>1604</del> <u>1132</u>	2007, 2008 2007, 2008
C-4931	CHAPEL HILL	PROVIDE SHARED FEEDER SERVICE TO AREAS NOT RECEIVING REGULAR BUS SERVICE. FUNDS TO BE TRANSFERRED TO FTA.	OPERATIONS OPERATIONS <b>TOTAL</b>	CMAQ L	27 27 <b>54</b>	2007, 2008 2007, 2008
<b>PUBLIC TRANSPORTATION PROJECTS</b>						
TD-4710A	CHAPEL HILL	PARK AND RIDE LOT--DESIGN, LAND ACQUISITION <del>AND</del> <u>CONSTRUCTION</u>	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FBUS L STAT	966 <del>424</del> <u>122</u> <del>424</del> <u>122</u> <del>1208</del> <u>1210</u>	<del>2007</del> , 2008, 2009 <del>2007</del> , 2008, 2009 <del>2007</del> , 2008, 2009
TD-4711D	CHAPEL HILL	MAINTENANCE FACILITY - CONSTRUCTION FUNDS TO BE RECEIVED FROM STP TRANSFER (U-4725)	<del>CAPITAL</del> CAPITAL CAPITAL <b>TOTAL</b>	<del>STAT</del> L <u>STPD</u> <u>AFUZ</u>	<del>209</del> <del>418</del> <u>209</u> 1670 <b>2088</b>	<del>2007</del> 2007 2007
TG-4730A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	1490 372 <b>1862</b>	2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4731A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	1669 417 <b>2086</b>	2008 2008
TG-4732	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	1869 467 <b>2336</b>	2009 2009
TG-4733	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2093 523 <b>2616</b>	2010 2010
TG-4812	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4821	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2008 2008
TG-4822	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2009 2009
TG-4823	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2010 2010
TG-4925A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2344 586 <b>2930</b>	2011 2011

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4926A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2626 656 <b>3282</b>	2012 2012
TG-4927	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	<u>CMAQFUZ</u> L	<u>4174118</u> <u>32630</u> <u>1500148</u>	2011 2011
TG-4928	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2012 2012
TG-4942	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	118 30 <b>148</b>	2013 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4945	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES	CAPITAL CAPITAL <b>TOTAL</b>	FUZ L	2944 735 <b>3676</b>	2013 2013
TP-4725	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2007 2007 2007
TP-4732	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2008 2008 2008
TP-4733	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2009 2009 2009
TP-4734	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2010 2010 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TP-4914	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2011 2011 2011
TP-4915	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2012 2012 2012
TP-4922	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN <b>TOTAL</b>	FUZ L STAT	800 100 100 <b>1000</b>	2013 2013 2013

## 2c. 7: Unfunded or In Progress (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>						
EB-3606	ORANGE	BICYCLE ROUTE MAPPING AND SIGNING.	CONSTRUCTION <b>TOTAL</b>		50 <b>50</b>	<a href="#">PRIOR YEARS IN PROGRESS</a>
E-3807B	CHAPEL HILL	LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDEWALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK.	CONSTRUCTION <b>TOTAL</b>		<del>484</del> 350 <b>484</b> 350	<a href="#">PRIOR YEARS IN PROGRESS</a>
EB-4008	CARRBORO	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH.	CONSTRUCTION <b>TOTAL</b>		268 <b>268</b>	<a href="#">PRIOR YEARS IN PROGRESS COMPLETE</a>
EB-4710	CHAPEL HILL	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE	CONSTRUCTION <b>TOTAL</b>	STP	2000 <b>2000</b>	UNFUNDED
E-4779	SR 1002 (ST. MARY'S RD.) ORANGE	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	ACQUISITION <a href="#">ACQUISITION</a> <b>TOTAL</b>	<u>0</u> STP	18 35 <del>169</del> 141 <b>169</b> 194	<a href="#">PRIOR YEARS 2007 2007 IN-PROGRESS</a>
E-4942	CARRBORO	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.	CONSTRUCTION <b>TOTAL</b>		<del>78</del> <b>78</b>	<a href="#">PRIOR YEARS IN PROGRESS</a>

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
EE-4907	VARIOUS ORANGE	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	MITIGATION <b>TOTAL</b>		7221 <b>7221</b>	<a href="#">PRIOR YEARS</a> IN PROGRESS
<b>INTERSTATE PROJECTS</b>						
I-3306 A B <a href="#">BA</a>	I-40 ORANGE DURHAM	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES.  A: I-85 TO DURHAM COUNTY LINE B: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM <a href="#">BA: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM— INTERCHANGE IMPROVEMENTS AT NC 54</a>	A: CONSTRUCTION A: CONSTRUCTION B: CONSTRUCTION <a href="#">BA: CONSTRUCTION</a> <b>TOTAL</b>	IM  NHS	  <a href="#">6445281452</a> 18800 28200  <a href="#">108452128452</a>	PRIOR YEARS UNFUNDED UNFUNDED IN PROGRESS <a href="#">IN PROGRESS</a>
<b>RURAL PROJECTS</b>						
R-2825	SR 1009 (S. CHURTON ST.) ORANGE	I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD.	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	4400 14900 <b>19300</b>	UNFUNDED UNFUNDED
R-3438	NEW ROUTE ORANGE	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION.	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	200 7250 <b>7450</b>	UNFUNDED UNFUNDED
<b>URBAN PROJECTS</b>						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-2805	CARRBORO CHAPEL HILL	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO <u>INCLUDE SIDEWALKS AND BICYCLE LANES-MULTI-LANES</u>	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	300 4000 6300 <b>10600</b>	PRIOR YEARS UNFUNDED UNFUNDED
U-2807	DURHAM CHAPEL HILL  DURHAM ORANGE	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. <u>STRATEGIC HIGHWAY CORRIDOR</u> <u>A: CHAPEL HILL</u> <u>B: DURHAM (FREEWAY UPGRADE)</u>	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	1653 25000 98000 <b>124653</b>	PRIOR YEARS UNFUNDED UNFUNDED
U-2909	CHAPEL HILL CARRBORO	SR 1780 (ESTES DRIVE), SR 1772 (GREENSBORO STREET) TO NC 86. <u>UPGRADE WITH BICYCLE LANES AND SIDEWALKS</u> <u>A: SR 1772 (GREENSBORO ST.) TO SEAWELL SCHOOL RD.</u> <u>B: SEAWALL SCHOOL RD. TO NC 86 WIDEN TO MULTI- LANES</u>	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	1000 1600 5000 <b>7600</b>	<u>PRIOR YEARS IN PROGRESS</u> <u>UNFUNDED</u> UNFUNDED
U-3436	HILLSBOROUGH	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.	RIGHT-OF-WAY CONSTRUCTION <b>TOTAL</b>	STP STP	600 1750 <b>2350</b>	UNFUNDED UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4008	CHAPEL HILL	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	CONSTRUCTION <b>TOTAL</b>		<del>53556220</del> <b>53556220</b>	<u>PRIOR YEARS</u> IN PROGRESS
U-4449	CHAPEL HILL	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	IMPLEMENTATION <b>TOTAL</b>		1248 <b>1248</b>	<u>PRIOR YEARS</u> IN PROGRESS
<del>U-4723</del>	<del>CHAPEL HILL</del>	<del>PUBLIC TRANSIT IMPROVEMENTS.</del>	<del>IMPLEMENTATION TOTAL</del>	-	<del>3625</del> <b>3625</b>	<del>IN PROGRESS</del>
<b>PASSENGER RAIL PROJECTS</b>						
Z-4007B	CARRBORO	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS. <b>FUNDED – CONSTRUCTION NOT AUTHORIZED</b>	IMPLEMENTATION <b>TOTAL</b>		95 <b>95</b>	<u>PRIOR YEARS</u> IN PROGRESS

## 2d. 7: Unfunded or In Progress (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>PUBLIC TRANSPORTATION PROJECTS</b>						
TA-4726A	CHAPEL HILL	<a href="#">3</a> - EXPANSION BUSES	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">2490822</a> <a href="#">27089</a> <a href="#">24079</a> <a href="#">3000990</a>	2009 2009 2009
TA-4745B	CHAPEL HILL	<a href="#">3</a> - REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	96 12 12 <b>120</b>	2007 2007 2007
TA-4746A	CHAPEL HILL	<a href="#">1</a> - EXPANSION VAN	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	37 5 5 <b>47</b>	2007 2007 2007
TA-4746C	CHAPEL HILL	<a href="#">1</a> - EXPANSION VAN	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	37 5 5 <b>47</b>	2008 2008 2008
TA-4748A	CHAPEL HILL	<a href="#">1</a> - REPLACEMENT VAN	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	36 5 5 <b>46</b>	2010 2010 2010
TA-4748C	CHAPEL HILL	<a href="#">8</a> - REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	288 36 36 <b>360</b>	2009 2009 2009
TA-4797	TRIANGLE TRANSIT AUTHORITY	<a href="#">15</a> - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">20463840</a> <a href="#">252480</a> <a href="#">252480</a> <a href="#">25204800</a>	2009 2009 2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4818	TRIANGLE TRANSIT AUTHORITY	<a href="#">37</a> - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">55449680</a> <a href="#">6931210</a> <a href="#">6931210</a> <a href="#">693012100</a>	2008 2008 2008
TA-4819	TRIANGLE TRANSIT AUTHORITY	<a href="#">6</a> - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">27801536</a> <a href="#">473192</a> <a href="#">473192</a> <a href="#">47261920</a>	2011 2011 2011
TA-4940	CHAPEL HILL	<a href="#">4</a> - REPLACEMENT VAN	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	144 18 18 <b>180</b>	2011 2011 2011
TA-4941	CHAPEL HILL	<a href="#">1</a> - REPLACEMENT VAN	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	37 5 5 <b>47</b>	2012 2012 2012
TA-4945	TRIANGLE TRANSIT AUTHORITY	<a href="#">5</a> - REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">30241280</a> <a href="#">378160</a> <a href="#">378160</a> <a href="#">37801600</a>	<a href="#">20122010</a> <a href="#">20122010</a> <a href="#">20122010</a>
TA-4976B	CHAPEL HILL	<a href="#">6</a> - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">3741650</a> <a href="#">44171</a> <a href="#">36159</a> <a href="#">4511980</a>	<a href="#">20072010</a> <a href="#">20072010</a> <a href="#">20072010</a>
TA-4977A	CHAPEL HILL	<a href="#">8</a> - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<a href="#">32872258</a> <a href="#">356245</a> <a href="#">347217</a> <a href="#">39602720</a>	2011 2011 2011

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4977B	CHAPEL HILL	6 - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	2258 245 217 <b>2720</b>	2012 2012 2012
TA-4978	CHAPEL HILL	REPLACEMENT BUSES (FOR REHABILITATED BUSES)	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	3561 386 343 <b>4290</b>	2011 2011 2011
TA-4979	CHAPEL HILL	REPLACEMENT VANS - <u>7</u>	CAPITAL CAPITAL <b>TOTAL</b>	FED L	168 34 <b>202</b>	2010 2010
TA-4981	CHAPEL HILL	SEDANS/WAGONS/4X4 - <u>2</u>	CAPITAL CAPITAL <b>TOTAL</b>	FED L	48 12 <b>60</b>	2010 2010
TA-4982	CHAPEL HILL	REPLACEMENT VANS - <u>4</u>	CAPITAL CAPITAL <b>TOTAL</b>	FED <u>L</u> STAT	160 15 <b>175</b>	2011 2011
TA-4983	CHAPEL HILL	REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	269 29 26 <b>324</b>	2013 2013 2013
TD-4709A	CHAPEL HILL	MULTI-MODAL TRANSPORTATION CENTER-- DESIGN AND LAND ACQUISITION	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	960 120 120 <b>1200</b>	2007 2007 2007
TD-4709B	CHAPEL HILL	MULTI-MODAL TRANSPORTATION CENTER-- CONSTRUCTION	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	6400 800 800 <b>8000</b>	2008 2008 2008
TD-4710B	CHAPEL HILL	PARK AND RIDE LOT-- CONSTRUCTION	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	1600 200 200 <b>2000</b>	20082009 20082009 20082009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TD-4909A	CHAPEL HILL	PARK AND RIDE LOT EXPANSION NC 54--DESIGN AND LAND ACQUISITION	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	1600 200 200 <b>2000</b>	2011 2011 2011
TD-4909B	CHAPEL HILL	PARK AND RIDE LOT EXPANSION NC 54--CONSTRUCTION	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	1600 200 200 <b>2000</b>	2012 2012 2012
TE-4706B	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	1649 550 550 <b>2749</b>	2007 2007 2007
TG-4730B	CHAPEL HILL	<u>2</u> - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL <b>TOTAL</b>	FED L	34 8 <b>42</b>	2007 2007
TG-4731B	CHAPEL HILL	<u>2</u> - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL <b>TOTAL</b>	FED L	34 8 <b>42</b>	2008 2008
TG-4925B	CHAPEL HILL	<u>2</u> - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL <b>TOTAL</b>	FED L	38 9 <b>47</b>	2011 2011
TG-4926B	CHAPEL HILL	<u>3</u> - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL <b>TOTAL</b>	FED L	70 17 <b>87</b>	2012 2012
TG-4945	CHAPEL HILL	<del>PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES</del>	<del>CAPITAL CAPITAL <b>TOTAL</b></del>	<del>FED L</del>	<del>2944 735 <b>3676</b></del>	<del>2013 2012</del>

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TM-4910	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	240 30 30 <b>300</b>	2007 2007 2007
TM-4911	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL <b>TOTAL</b>	FED L STAT	<del>80112</del> <del>4014</del> <del>4014</del> <del>1000140</del>	2007 2007 2007

### 3. DIVISION 8 – CHATHAM COUNTY

#### 3a. 8: Funded (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>						
EB- 2921F	CHATHAM	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI- PURPOSE TRAIL.	CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	STP DP	<del>4700</del> 1900 496 <b>2196</b> 2392	2007 2007
<b>URBAN PROJECTS</b>						
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	<u>PLANNING/DESIGN</u> <u>ENGINEERING</u> <u>ENGINEERING</u> <u>PLANNING/DESIGN</u> <b>TOTAL</b>	O STPDA	<del>2775</del> 1032 <del>549</del> 548 2194 <b>5518</b> 3774	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION. <u>PLANNING, DESIGN, RIGHT- OF-WAY, AND</u> <u>CONSTRUCTION BY OTHERS</u>	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION <b>TOTAL</b>	O STPDA	750 696 2783 <b>4229</b>	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
			PLANNING/DESIGN CONSTRUCTION	O	631	PRIOR YEARS IN PROGRESS
			CONSTRUCTION	STPDA	501	2007, 2008, 2009, 2010, 2011, 2012, 2013
					2004	2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	<b>TOTAL</b>		<b>3136</b>	

**3b. 8: Funded (transit)**

*There are no funded transit projects in the DCHC MPO area of Chatham County.*

**3c. 8: Unfunded or In Progress (non-transit)**

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
<b>MITIGATION PROJECTS</b>						
					8756	PRIOR YEARS IN PROGRESS
EE-4908	VARIOUS CHATHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	MITIGATION <b>TOTAL</b>		<b>8756</b>	

**3d. 8: Unfunded or In Progress (transit)**

*There are no unfunded transit projects in the DCHC MPO area of Chatham County.*

## MEMORANDUM

**TO:** Transportation Coordinating Committee (TCC)  
DCHC MPO

**FROM:** Lead Planning Agency (LPA)

**DATE:** March 28, 2007

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

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### Background

At the TAC meeting on March 14, 2007, the TCC recommended that the TAC approve the Southwest Durham/Southeast Chapel Hill Collector Street Plan and adjustments to the alignment of Southwest Durham Drive as illustrated in Attachment 7A. A citizen proposed an alternative to the TCC recommendation, as illustrated in Attachment 7B, and the TAC directed the TCC to consider the alternative and bring their recommendation to the TAC at their April 11, 2007 meeting.

The citizen alternative departed from the TCC recommendation at two key points:

Key Point	TCC Recommendation	Citizen Alternative
<u>Kilkenny Drive</u> collector extension	Collector street crosses George King Road using four-leg intersection	Collector street misaligned at George King Road to form two T-intersections
<u>Lancaster Drive</u> collector extension	Lancaster Drive connects to George King Road and Southwest Durham Drive via five-leg roundabout	Lancaster Drive intersects future Southwest Durham Drive, while Southwest Durham Drive and George King Road intersect via four-leg roundabout

### LPA Recommendation

After considering the citizen alternative, the Lead Planning Agency (LPA) recommends that the TCC maintain its recommendation for the Southwest Durham/Southeast Chapel Hill Collector Street Plan and the Southwest Durham Drive alignment adjustment. Attachment 7C is a close-up map of the LPA recommendation. The LPA makes this recommendation on the following basis:

### Kilkenny Drive

The TCC recommendation is preferred to the citizen alternative for three principal reasons:

- The North Carolina Department of Transportation (NCDOT), which sets roadway standards for arterials such as Southwest Durham Drive, requires an average of 1,200 feet between the breaks in the median of divided arterials. The TCC recommended alignment meets this standard (i.e., the median break of the four-leg intersection would be approximately 2,200 feet south of Ephesus Church Road and 1,800 feet north of the Lancaster/George King/Southwest Durham Drive roundabout. The T-intersections in the citizen alternative will only be 800 feet apart, and thereby will not meet the standard.
- The TCC recommended alignment is curvilinear to help slow traffic, and the stop at George King Rd/Southwest Durham Drive will slow traffic, as well. Thus, the citizen alternative presents no advantage in traffic calming.
- The citizen alternative will require the through movements (i.e., straight ahead) of automobile, pedestrian and bicycle traffic on the collector street to make turns at the two T-intersections. The same traffic on George King/Southwest Durham Drive will have to negotiate two T-intersections instead of a single four-leg intersection.

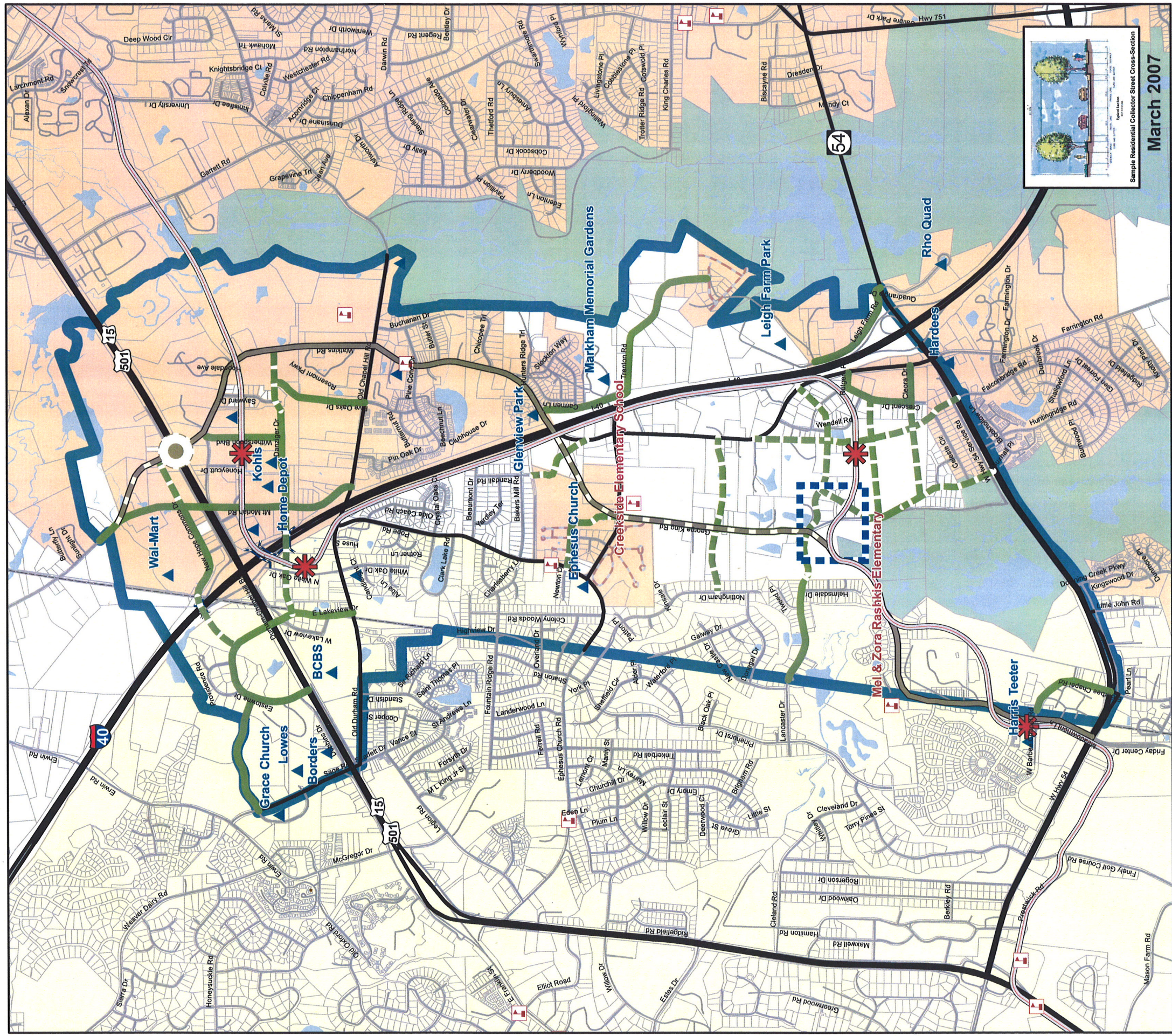
See Attachment 7C for an illustration of this discussion.

### Lancaster Drive

The TCC recommendation is preferred to the citizen alternative. There is reason to assume that Lancaster Drive and George King Road will intersect to form a four-leg intersection before Southwest Durham Drive is extended to connect to Meadowmont Lane. Under the citizen alternative, the property developer immediately west of the proposed four leg roundabout would have to build a collector extension from Lancaster Drive that curves to the south and also build the extension of Southwest Durham Drive (a two-lane divided roadway) that would intersect with the extended collector street. This extensive street network could be a prohibitive cost for developing the area west of the roundabout. In addition, throughout the public input process of this project there has been much speculation that Southwest Durham Drive will not be connected to Meadowmont Lane. If this speculation proves true, then the small section of Southwest Durham Drive built under the citizen alternative would be overbuilt. See Attachment 7D for a map illustrating this scenario.

Under the TCC Recommendation, the property developer would have to build a collector street extension from Lancaster Drive and dedicate property for the future Southwest Durham Drive. If Southwest Durham Drive is not connected to Meadowmont Lane, then the intersection remains a four-leg roundabout. See Attachment 7E for a map illustrating this scenario.

**TCC Action:** Review staff recommendation, provide comments, and make a recommendation to the TAC.



March 2007

## Southwest Durham - Southeast Chapel Hill Collector Street Plan

### Final CSP Network

**Kimley-Horn and Associates, Inc.**

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

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

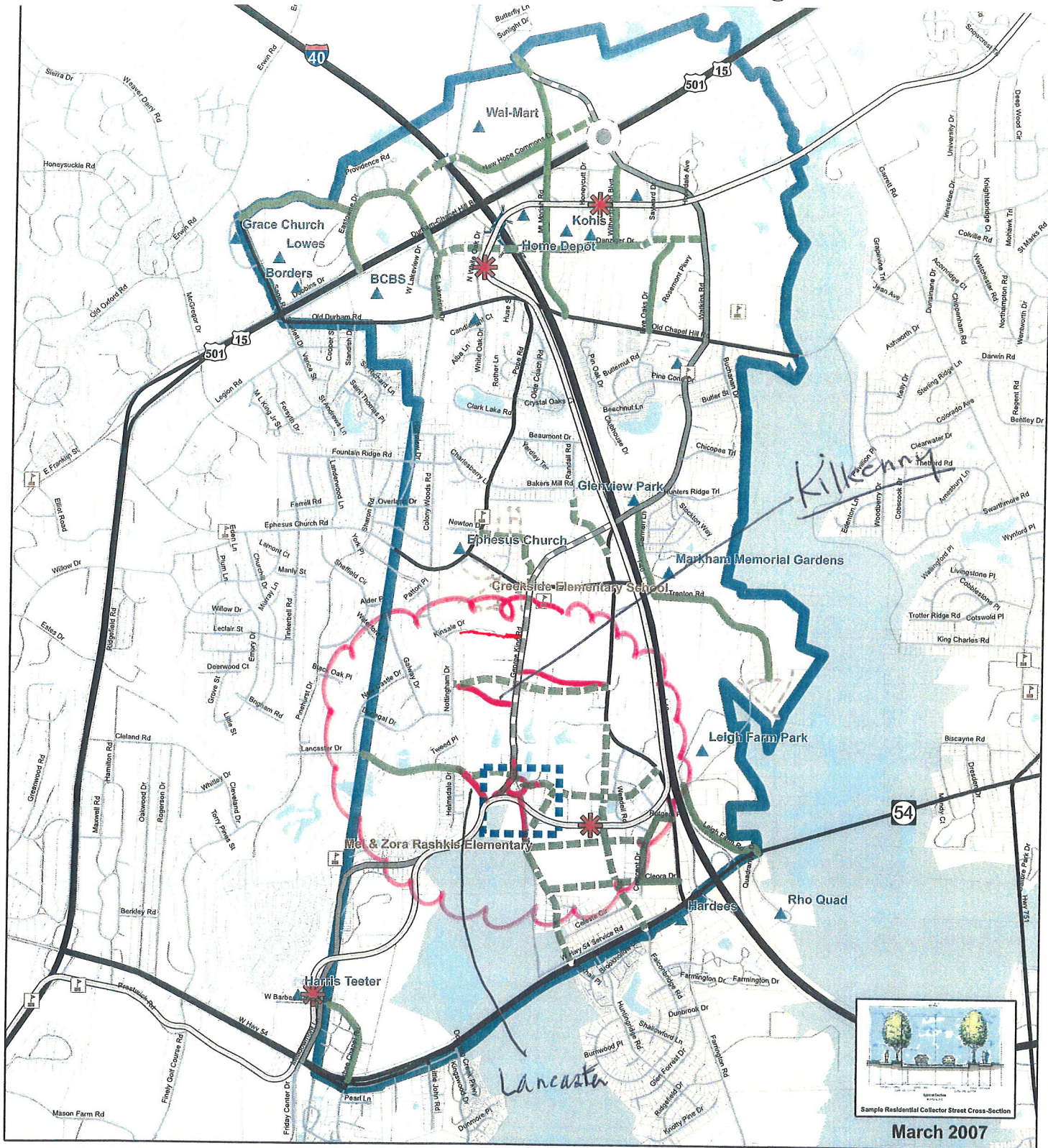
Scale: 0 0.125 0.25 0.5 Miles

View: 10' Durham County and SE1 Chapel Hill

# Alternative Submitted by Citizen (Phil Post)

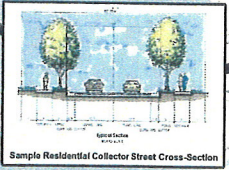
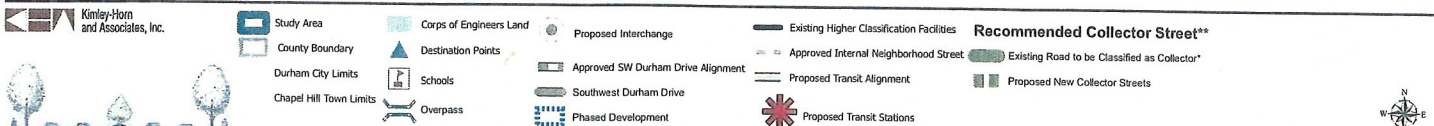
From March 14, 2007 TAC Meeting

TCC 3/28/07 Attachment 7B



Southwest Durham - Southeast Chapel Hill Collector Street Plan

## Final CSP Network



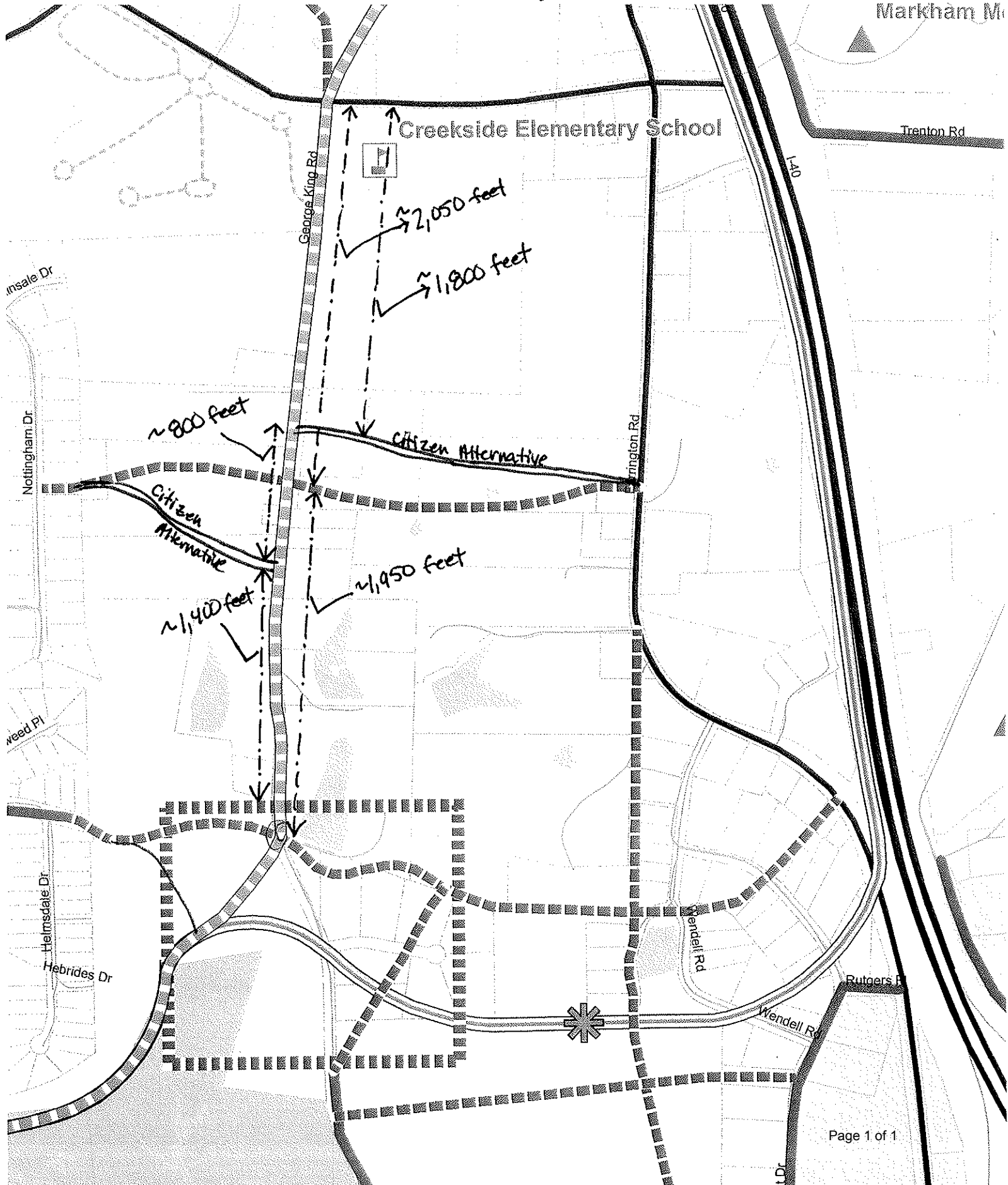
March 2007

\* 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.

# Collector Street Plan

TCC 3/28/07 Attachment 7C

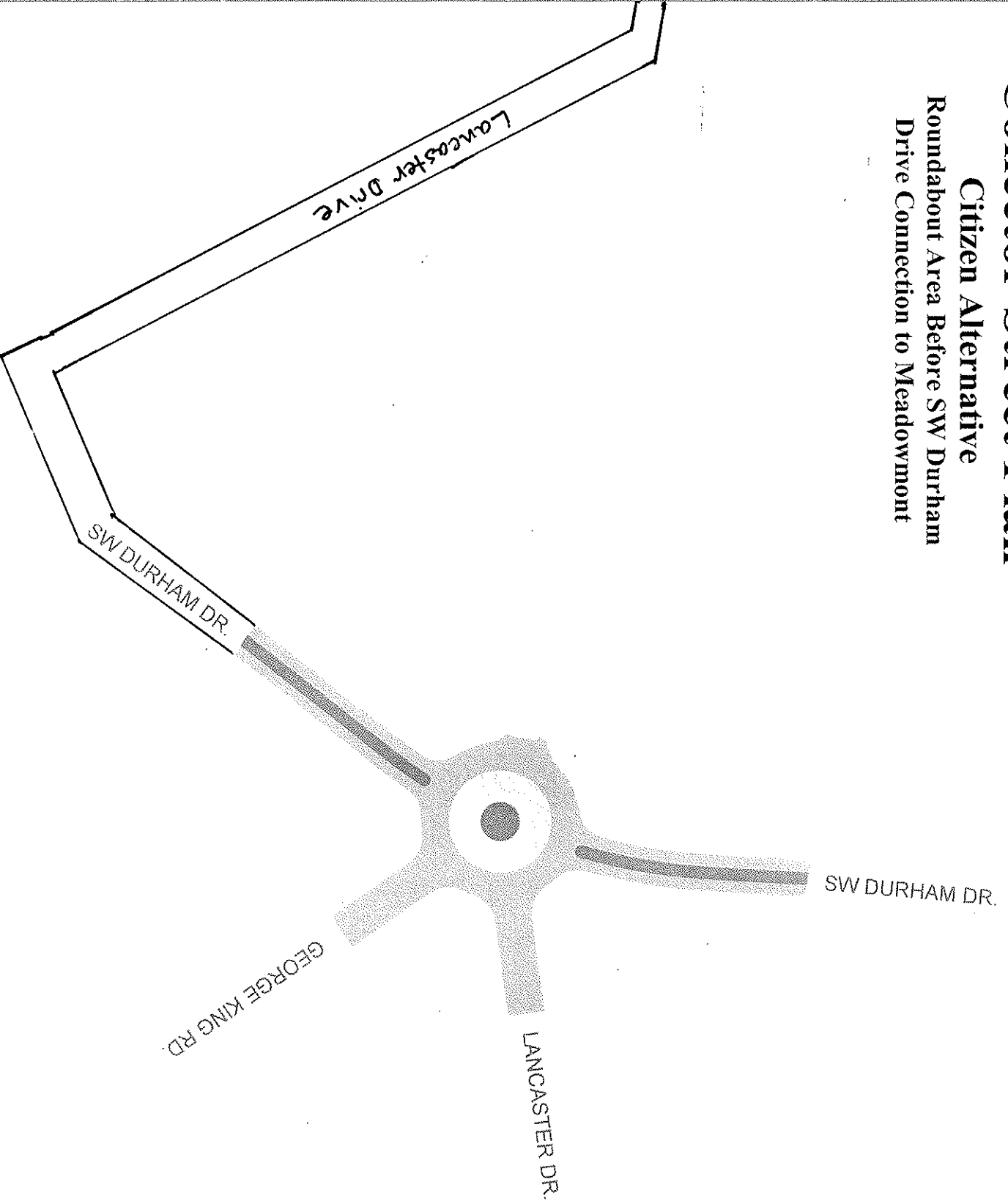
## Comparison of TCC Recommendation and Citizen Alternative For Kilkenny Drive



# Collector Street Plan

## Citizen Alternative

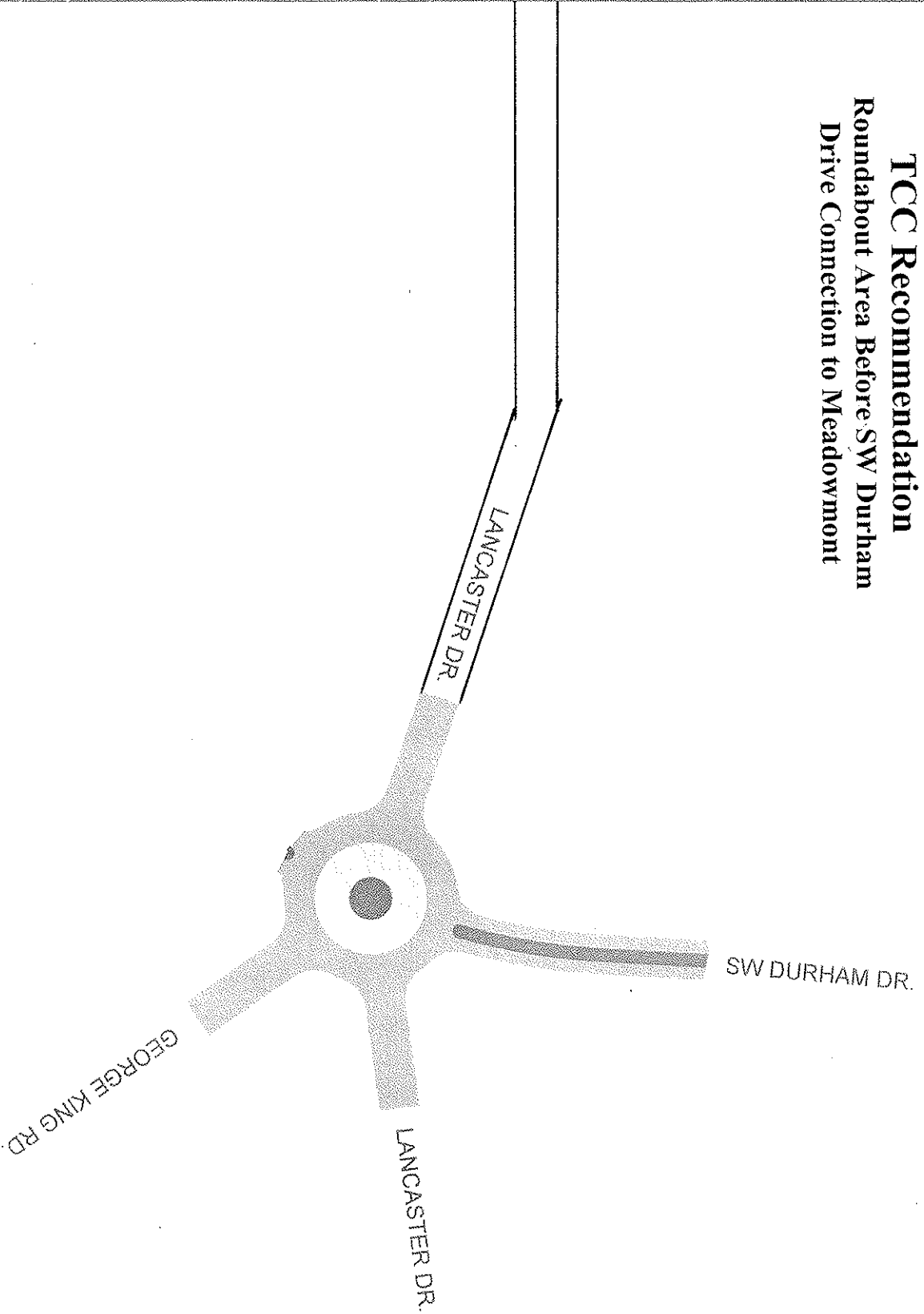
Roundabout Area Before SW Durham Drive Connection to Meadowmont



# Collector Street Plan

## TCC Recommendation

Roundabout Area Before SW Durham Drive Connection to Meadowmont



1  
North

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

## **Proposed Amendment to the 2030 Long Range Transportation Plan (LRTP) (March 26, 2007)**

### **Purpose**

The purpose of this document is to notify the public that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) proposes to amend the 2030 Long Range Transportation Plan (LRTP). This document describes the 2030 LRTP and its importance, lists the proposed changes to transportation projects, describes how the public may become involved and provide comments to the DCHC MPO, and provides a proposed resolution for adoption.

### **Information and Contact**

Additional information on the DCHC MPO and the proposed amendment to the 2030 LRTP is provided on the MPO's Web site:

[www.dhcmpo.org](http://www.dhcmpo.org)

Questions and comments can be directed to Andy Henry, (919) 560-4366,  
[andrew.henry@durhamnc.gov](mailto:andrew.henry@durhamnc.gov).

### **Background -- 2030 LRTP**

The 2030 Long-Range Transportation Plan (LRTP) is the guide for major transportation investments in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) area. The DCHC-MPO area covers the entire Durham County and the urbanized portions of Orange and Chatham Counties. The 2030 LRTP recommends major transportation projects, policies and strategies designed to maintain existing transportation systems and serve the region's future travel needs. The 2030 LRTP is also designed to support land use and air quality goals for the urban area, and was prepared in accordance with Federal requirements in order to obtain endorsements from the DCHC-MPO Transportation Advisory Committee (TAC), United States Department of Transportation (USDOT), and the United States Environmental Protection Agency (USEPA). These endorsements are pre-requisites for receiving Federal funds for the transportation improvement program defined in the 2030 LRTP, thus a transportation project cannot receive federal funding unless it is adequately represented in the 2030 LRTP.

The DCHC MPO adopted the 2030 LRTP on April 13, 2005, and subsequent federal agency review validated the Plan on June 15, 2005.

The main components of the 2030 LRTP include:

- Plan Development – A description of the quantitative methodology, such as the use of Socioeconomic data, travel demand modeling and deficiency analysis, and public involvement process used to develop the LRTP.
- Project Descriptions – A table of highway, transit, fixed guideway, bicycle, pedestrian, Intelligent Transportation Systems (ITS), Transportation System Management (TSM) and Transportation Demand Management projects that the MPO plans to implement in the study period. The table includes descriptions, costs, completion dates and other important data.
- Financial Plan – An analysis to demonstrate that the expected future revenues will meet the expected project costs.

## **Proposed Amendment**

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) proposes to amend their 2030 Long Range Transportation Plan (LRTP) to ensure that the implementation schedule of the transportation projects in the Fiscal Year 2007-2013 State Transportation Improvement Program (STIP) agree with the project completion and descriptions in the 2030 LRTP. More specifically, recent funding constraints have delayed several projects in the FY 2007-2013 State Transportation Improvement Program (STIP), and policy changes, such as the delay of the TTA Phase I Rail System and the proposed tolling of the Triangle Parkway, require changes in the 2030 LRTP.

The proposed changes to the project descriptions and completion schedules in the LRTP are listed in Table 1 on page 3:

- The first seven columns of Table 1 provide key data for each project from the 2030 LRTP;
- The second-to-last column provides the implementation status for each project from the FY 2007-2013 State Transportation Improvement Program (STIP) information on each project; and,
- The last column summarizes the proposed amendment to that project.

It is important to note that this is a proposed amendment in which changes only to specific projects are to be made rather than an update in which the analysis and evaluation methodology is conducted again for the entire LRTP. There will not be any change to the Plan's Goals and Objectives, Socioeconomic Data, air quality base year (2002) and horizon years (2010, 2020, and 2030), and financial plan, and no new facilities are being added.

L RTP No.	Project	Project Limits	TIP No.	County	Regional Significant?	AQ year	FY07-13 STIP	Proposed Amendment
1	Alexander Dr	Cornwallis Rd to NC 147	U-3309	Durham	No	2010	Completely funded by FY09.	Change AQ Year to 2020.
30	Hillandale Rd	I-85 to Carver St.	U-3804	Durham	No	2009	Completely funded by FY10.	Change AQ Year to 2020 Reconcile description.
66	NC 147 (Triangle Parkway)	I-40 to County Line	U-4763	Durham	Yes	2020	Not funded.	Change AQ Year to 2010
75	NC 55 (Alston Ave.)	NC 147 to NC 98	U-3308	Durham	No	2010	Completely funded by FY10	Change AQ Year to 2020
97	Smith Level Rd	Rock Haven Rd to NC 54 bypass	U-2803	Orange	No	2010	Completely funded by FY12.	Change AQ Year to 2020 Reconcile description.
98	South Columbia St	NC 54 to Manning Dr.	U-624	Orange	Yes	2010	Completely funded by FY10.	Change AQ Year to 2020
119	Weaver Dairy Rd	NC 86 to Erwin Rd	U-3306	Orange	No	2010	Completely funded by FY10.	Change AQ Year to 2020
Fixed Guideway	TTA Phase I Rail	Raleigh/RTP/Durham		Durham	Yes	2010	Unfunded Project.	Change AQ Year to 2020

## Public Involvement

The public can provide comments through the public involvement process:

- Public Comment Period – The public can provide comments to the DCHC MPO on the proposed amendment to the 2030 LRTP during the 30-day public comment period, from March 24, 2007 through April 23, 2007.
- Public Hearing – The board of elected officials that makes the DCHC MPO policy decisions, the Transportation Advisory Committee (TAC), will conduct a public hearing at their April meeting to permit any citizens to provide comments directly to the TAC. The meeting is April 11, 2007, 9AM to 11AM, in the Committee Room, 2<sup>nd</sup> Floor of Durham City Hall.
- Submit Comments – Citizens can submit comments to the DCHC MPO during the public comment period to Andy Henry, Transportation Planner, 101 City Hall Plaza, Durham, NC 27701; or, by contacting Mr. Henry by e-mail or telephone, [andrew.henry@durhamnc.gov](mailto:andrew.henry@durhamnc.gov), and, (919) 560-4366.

## Air Quality Conformity Determination

The 2030 LRTP must comply with the provisions of the *Clean Air Act Amendments* and the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). The 2030 LRTP (and, any amendments) must demonstrate that the plan implementation will eliminate or reduce violation of the national ambient air quality standards (NAAQS) in the Triangle Area and accomplishes the intent of the North Carolina State Implementation Plan (SIP) for air quality. The 2030 LRTP demonstrated compliance with these measures, however, some of the changes in the proposed amended 2030 LRTP are regionally significant projects (such as Phase I of the TTA Rail project and the Triangle Parkway). As a result, an Air Quality Conformity Determination will need to be conducted for the amended 2030 LRTP.

The DCHC MPO plans to conduct the public review and MPO approval process for the Air Quality Conformity Determination Report in conjunction with the 2030 LRTP amendment. The DCHC MP intends to release, review and approve these two documents together.

**RESOLUTION APPROVING THE  
AMENDED 2030 LONG RANGE TRANSPORTATION PLAN  
FOR THE  
DURHAM-CHAPEL HILL-CARRBORO (DCHC)  
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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**, the Transportation Advisory Committee is the duly recognized  
transportation decision making body for the 3-C transportation planning process (i.e.,  
continuous, cooperative, and comprehensive) of the Durham–Chapel Hill–Carrboro  
Metropolitan Planning Organization (DCHC MPO); and,

**WHEREAS**, the Transportation Advisory Committee approved the DCHC MPO 2030  
Long Range Transportation Plan (LRTP) on April 13, 2005; and,

**WHEREAS**, the DCHC MPO has amended the 2030 Long Range Transportation Plan  
(LRTP) to ensure that the Plan conforms to the intent and purpose of the North Carolina  
State Implementation Plan in accordance with the Clean Air Act Amendment (CAAA);  
and,

**WHEREAS**, the Amended 2030 Long Range Transportation Plan (LRTP) meets the  
planning requirements of 23 CFR Part 134 and the public involvement policies of the  
DCHC MPO; and,

**WHEREAS**, the Air Quality Conformity Determination Analysis and Report  
demonstrate that the Amended 2030 Long Range Transportation Plan (LRTP) conform to  
the intent and purpose of the North Carolina State Implementation Plan in accordance  
with the Clean Air Act Amendment (CAAA); and,

**NOW THEREFORE, BE IT RESOLVED:** that the Amended 2030 Long Range  
Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning  
Organization (DCHC MPO) be approved and adopted.

\_\_\_\_\_  
TAC Chair

STATE of: North Carolina  
COUNTY of:

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that \_\_\_\_\_ personally appeared before me on the \_\_\_\_\_ day of \_\_\_\_\_, 2007 to affix his/her signature to the foregoing document.

\_\_\_\_\_

(Seal)

Notary Public  
101 City Hall Plaza  
Durham, NC 27701  
My Commission Expires: \_\_\_\_\_

## **PUBLIC REVIEW DRAFT**

# **Conformity Analysis and Determination Report**

### **Amended 2030 Long Range Transportation Plans:**

- **Capital Area Metropolitan Planning Organization,**
- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**

### **Projects from the FY 2007-2013 Transportation Improvement Program:**

- **The portions of Chatham County, Franklin County, Granville County, Johnston County, Orange County and Person County that are within the Triangle Ozone Non-Attainment Area but Outside the Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas**

March 19, 2007

Prepared by:

The Triangle J Council of Governments for the  
Capital Area Metropolitan Planning Organization,  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization,  
Burlington-Graham Metropolitan Planning Organization,  
Triangle Area Rural Planning Organization,  
Kerr-Tar Rural Planning Organization,  
Upper Coastal Plain Rural Planning Organization  
and  
The NCDOT Transportation Planning Branch

In cooperation with:

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

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## List of Acronyms

BG MPO:	Burlington-Graham Metropolitan Planning Organization
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CFR:	Code of Federal Regulations
CMAQ:	Congestion Mitigation/Air Quality
CO:	Carbon Monoxide
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization
DENR:	Department of Environment and Natural Resources (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
I/M:	Inspection/Maintenance
ISTEA:	Intermodal Surface Transportation Efficiency Act
ITRE:	Institute for Transportation Research and Education
KT RPO:	Kerr-Tar Rural Transportation Planning Organization
LRTP:	Long Range Transportation Plan
MPO:	Metropolitan Planning Organization
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO <sub>x</sub> :	Nitrogen Oxides
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
TAC:	Transportation Advisory Committee
TAZ:	Traffic Analysis Zone
TARPO:	Triangle Area Rural Transportation Planning Organization
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TEA-21:	Transportation Efficiency Act for the 21 <sup>st</sup> Century
TIP:	Transportation Improvement Program
TRM:	Triangle Regional Model
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
USEPA:	United States Environmental Protection Agency
VKT:	Vehicle Kilometers of Travel
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compounds

# Conformity Analysis and Determination Report

## Amended 2030 Long Range Transportation Plans:

- Capital Area Metropolitan Planning Organization,
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

## Projects from the FY 2007-2013 Transportation Improvement Program:

- The portions of Chatham County, Franklin County, Granville County, Johnston County, Orange County and Person County that are within the Triangle Ozone Non-Attainment Area but Outside the Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas

## Overview

**Transportation conformity** ("conformity") is a way to ensure that Federal funding and approval goes to transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "non-attainment areas" or "maintenance areas," respectively.

A conformity determination demonstrates that the total emissions projected for a plan or program are within the emissions limits ("budgets") established by the State Implementation Plan (SIP) for air quality, and that transportation control measures (TCMs) – specific projects or programs enumerated in the SIP that are designed to improve air quality – are implemented in a timely fashion. Counties within the Triangle were designated non-attainment for the 8-hour ozone standard and the effective date of the designation was June 15, 2004. The conformity rule (40 CFR Part 93) required that FHWA/FTA make the conformity determination by June 15, 2005 on the entire non-attainment area; FHWA/FTA made this determination with an effective date of June 15, 2005. The Capital Area MPO (CAMPO) and Durham-Chapel Hill-Carrboro MPO (DCHCMPO) are making amendments to their transportation plans, requiring a new emissions analysis and conformity determination. This document addresses these plan amendments and the new 2007-13 Transportation Improvement Program (TIP).

### *Determining Conformity*

Regional emissions are estimated based on highway and transit usage according to transportation plans and TIPs. The projected emissions for the plan and TIP must not exceed the emissions limits (or "budgets") established by the SIP (or the base year emissions, in areas where no SIP has yet been approved or found adequate by the U.S. Environmental Protection Agency (EPA)). Where TCMs are included, responsible MPOs and the North Carolina Department of Transportation (NCDOT) are required to demonstrate that TCMs are implemented in a timely fashion.

### *The Decision Process*

A formal interagency consultation process involving the Environmental Protection Agency (EPA), FHWA, FTA and state and local transportation and air quality agencies is required in developing SIPs, TIPs, and transportation plans, and in making conformity determinations. Metropolitan Planning Organization (MPO) policy boards make initial conformity determinations in metropolitan areas, while the NCDOT does so in areas outside of MPOs, in consultation with affected Rural Planning Organizations (RPOs).

Four organizations are responsible for making the conformity determinations in four distinct parts of the Triangle Ozone Non-attainment Area:

- a. the Capital Area MPO within the CAMPO metropolitan area boundary – all of Wake County, and parts of Franklin, Granville, and Johnston counties.
- b. the DCHC MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
- c. the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
- d. the NCDOT in a rural area that is comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.

Each of these responsible organizations must make a conformity determination for its respective area in order for all of the areas to be designated in conformity.

The final conformity determination is made at the Federal level by FHWA/FTA. These determinations must be made at least every four years, or when transportation plans or TIPs are amended or updated, or within one year of the effective date of a non-attainment designation. Conformity determinations must also be made within two years after the approval of a State Implementation Plan (SIP) containing motor vehicle emission budgets or determination of adequacy of those budgets.

The conformity analyses are made available to the public as part of the MPO and/or State DOT planning processes. MPOs are required to make transportation plans, TIPs, and conformity determinations available to the public, accept and respond to public comments, and provide adequate notice of relevant public meetings. Project sponsors of specific transportation projects within the transportation plans and TIPs must also include appropriate public involvement during project development.

### ***Emissions Budget***

The SIP places limits on emissions of each pollutant for each source type (mobile, stationary and area sources). Projected emissions from highway and transit usage must be less than or equal to the emissions limits for on-road mobile vehicles that are established by the SIP, or be less than baseline emissions where no SIP has yet been adopted. These limits on motor vehicle emissions sources are called "budgets." Budgets are developed as part of the air quality planning process by State air quality/ environmental agencies, and approved by EPA. Transportation agencies participate in this process.

### ***Transportation Control Measures (TCMs)***

Areas can include TCMs in their SIPs. TCMs are specific programs designed to reduce emissions from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. These programs can include:

- developing high occupancy vehicle (HOV) facilities
- ordinances to promote non-motor vehicle travel
- transit improvements
- signal timing
- bicycle and pedestrian facilities
- land use planning

## Executive Summary

The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. It demonstrates that the financially constrained long-range transportation plans (LRTPs) and the transportation improvement programs (TIPs) eliminate or reduce violations of the national ambient air quality standards (NAAQS) in the following areas:

- The Capital Area Metropolitan Planning Organization (CAMPO),
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO),
- The portion of Orange County within the Burlington-Graham Metropolitan Planning Organization (BG MPO).
- The portions of the Triangle Area Rural Planning Organization (TARPO) which are in the Triangle Ozone Non-Attainment Area (Orange County and four townships in Chatham County: Baldwin, Center, New Hope and Williams Townships),
- The portions of the Kerr-Tar Rural Planning Organization (Kerr-Tar RPO) which are in the Triangle Ozone Non-Attainment Area (Franklin, Granville and Person Counties), and
- Johnston County in the Upper Coastal Plain Rural Planning Organization.

The plan accomplishes the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on a regional emissions analysis that uses the transportation networks approved by each of the above-named Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) for the amended 2030 long-range transportation plans, and the emissions factors developed by the North Carolina Department of Environment and Natural Resources (DENR). The above-named MPOs and RPOs combine to form a region known as the Research Triangle, or "Triangle." Based on this analysis, the amended 2030 Long-Range Transportation Plans for the CAMPO and the DCHC MPO and their respective Transportation Improvement Programs conform to the purpose of the North Carolina SIP. The respective FY 2007-2013 TIPs are subsets of the applicable 2030 long-range transportation plans. The BG MPO is not amending its 2030 LRTP; its 2007-13 TIP in its portion of Orange County is a subset of its existing plan. The conformity analysis for the relevant portions of the RPOs during the TIP years is specifically addressed by the North Carolina Department of Transportation (NCDOT). The NCDOT analysis also showed the Transportation Improvement Programs conform to the purpose of the North Carolina SIP.

The United States Environmental Protection Agency (USEPA) originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O<sub>3</sub>) and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established. The USEPA designated the entire Triangle area as a "basic" non-attainment area for eight-hour ozone with an effective date of June 15, 2004.

The non-attainment designation covers the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

The conformity determination is based on the following Long Range Transportation Plans (LRTPs):

- *Amended 2030 Transportation Plan for the Capital Area MPO*
- *Amended 2030 Transportation Plan for the Durham-Chapel Hill-Carrboro MPO*
- *2030 Transportation Plan for the Burlington-Graham MPO (conforming plan from 2005).*

These three LRTPs, taken together, and with projects from the most recent TIP in the rural areas outside of the urban areas, form in effect a Triangle Regional Transportation plan. Each plan has three analysis years: 2010, 2020, and 2030. Each analysis year includes expected population and employment data and roadway and transit projects that should be open. The plans are fiscally constrained; funding sources for roadway and transit projects are identified.

Table 1 lists the projects that constitute the amendments to the CAMPO and DCHC MPO 2030 LRTPs; all other information in the plans remains unchanged.

**Table 1. Amended 2030 LRTP Projects**

<b>TIP Project #</b>	<b>Description</b>	<b>Previous LRTP Interim/Horizon Year</b>	<b>New LRTP Interim/Horizon Year</b>
<b><i>Capital Area MPO</i></b>			
R-3600	US 1A widening, Wake Forest	2010	2020
U-4432	Tryon Road improvements, Raleigh	2010	2020
U-4763	Triangle Parkway, Research Triangle Park (scope change)	2020	2010
R-2635	Western Wake Freeway	2010	2020
U-2918	Westgate Road widening, Raleigh (scope change)	2020	2020
R-2000	Northern Wake Freeway (part scope change)	2010	2010
	TTA Phase I Rail System	2010	2020
	Southern Wendell Bypass/Wendell Falls Parkway	2030	2010
<b><i>Durham-Chapel Hill-Carrboro MPO</i></b>			
U-624	NC 86 S. Columbia Street bike/ped improvements, Chapel Hill	2010	2020
U-3306	Weaver Dairy Road, Chapel Hill	2010	2020
U-3308	NC 55 Alston Avenue, Durham	2010	2020
U-3309	Alexander Drive widening, Research Triangle Park	2010	2020
U-3804	Hillandale Road widening, Durham	2010	2020
U-4763	Triangle Parkway, Research Triangle Park (scope change)	2020	2010
U-2803	Smith Level Road, Carrboro	2010	2020
	TTA Phase I Rail System	2010	2020

DENR prepared base and future emission rates for the vehicle fleet using MOBILE6.2. These rates were applied to VMT from the Triangle Regional Model (TRM). Only Durham and Wake Counties and Dutchville Township in Granville County have emissions budgets. No transportation projects are contained in the 2007-13 TIP in Dutchville Township; therefore no new emissions analysis is required and the existing 2005 Conformity Determination remains in effect.

Table 2 summarizes the conformity requirements of 40 CFR Part 51 and 93 and gives the status of each long range transportation plan in relation to each of these requirements. Tables 3 and 4 contain results from the budget comparisons for Durham County and Wake County. There are no new projects in Dutchville Township in Granville County so the 2005 Conformity Finding remains valid.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the May 6, 2005 Federal Register and effective May 23, 2005. Earlier drafts of this report showed two additional CO budget scenarios to document that plan emissions would be below budgets for any of the three conditions: the CO budgets from the Federal Register notice of August 2, 1995, with an effective date of September 18, 1995 and the CO budgets from the Federal Register notice of November 7, 1995, which apparently never received final approval (see Appendix A). The recent Maintenance Plan update supplements the pre-existing 2005 CO budgets with a 2015 budget for each county. Under the update, the existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards.

Tables 5 through 10 provide the summary for the remaining areas that do not have emissions budgets. Details are included in Section 5 of the report. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the long-range plans and TIPs are less than the emissions budgets established in the SIP or the baseline emissions where no SIP budget is available. Table 11 contains a cross-reference index for the report.

**Table 2. Status of Conformity Requirements**

Criteria (√ indicates the criterion is met)	Burlington-Graham MPO	Durham-Chapel Hill-Carrboro MPO	Capital Area MPO	Rural Area of the Triangle
Less Than Emissions Budget(s) or Baseline	Plan unchanged	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	Plan unchanged	√	√	√
Latest Emissions Model	Plan unchanged	√	√	√
Latest Planning Assumptions	Plan unchanged	√	√	√
Fiscal Constraint	Plan unchanged	√	√	√

**Table 3. Durham County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>		VOC		CO	
	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions
2002 <sup>2</sup>		18,938		8,271		
2007 <sup>3</sup>	13,871	13,009	7,530	5,845	N/A	N/A
2009 <sup>3</sup>	13,871	10,673	7,530	5,138	N/A	N/A
2010 <sup>3</sup>	10,297	9,399	6,142	4,850	145,794	92,691
2012 <sup>3</sup>	8,246	7,375	5,389	4,255	N/A	N/A
2015 <sup>3</sup>	5,888	5,045	4,772	3,594	160,771	79,836
2020	5,888	3,248	4,772	2,966	160,771	76,479
2030 <sup>4</sup>	5,888	2,716	4,772	3,034	160,771	91,032

**Table 4. Wake County Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>		VOC		CO	
	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions
2002 <sup>2</sup>		50,487		22,683		
2007 <sup>3</sup>	37,539	36,258	18,180	16,255	N/A	N/A
2009 <sup>3</sup>	37,539	30,218	18,180	14,417	N/A	N/A
2010 <sup>3</sup>	27,125	26,551	15,749	14,922	347,570	261,373
2012 <sup>3</sup>	22,144	21,652	14,188	12,347	N/A	N/A
2015 <sup>3</sup>	16,239	15,003	13,018	11,041	348,604	236,099
2020	16,239	10,095	13,018	9,600	348,604	237,588
2030 <sup>4</sup>	16,239	9,220	13,018	10,416	348,604	301,454

1. To obtain tons per day, divide kilograms per day by 907.2.
2. Baseline year.
3. Budget year; 2009 is also the attainment year for ozone.
4. Horizon year.

**Table 5. Granville County (excluding Dutchville Township) Emissions Comparison Summary (kg/day)**

Year	NO <sub>x</sub>		VOC	
	Baseline (2002) Emissions	Long Range Plan or TIP Emissions	Baseline (2002) Emissions	Long Range Plan or TIP Emissions
2010	4,613	1,935	1,720	835
2020	4,613	585	1,720	473
2030	4,613	429	1,720	443

**Table 6. Franklin County Emissions Comparison Summary (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	3,143	1,663	2,468	1,264
2020	3,143	754	2,468	825
2030	3,143	537	2,468	733

**Table 7. Johnston County Emissions Comparison Summary (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	12,534	10,032	8,129	4,710
2020	12,534	3,877	8,129	2,851
2030	12,534	2,347	8,129	2,499

**Table 8. Orange County Emissions Comparison Summary (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	14,391	7,159	4,405	2,607
2020	14,391	2,043	4,405	1,686
2030	14,391	1,382	4,405	1,355

**Table 9. Person County Emissions Comparison Summary (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	1,837	1,099	1,655	1,042
2020	1,837	594	1,655	661
2030	1,837	474	1,655	588

**Table 10. Chatham County (part) Emissions Comparison Summary (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	1,783	1,255	1,211	476
2020	1,783	603	1,211	589
2030	1,783	448	1,211	562

In the event that the regional emissions analysis for the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) 2030 long range transportation plan (LRTP) amendments cannot be completed in a timely fashion prior to June 30, 2007, a transportation conformity determination will be made only for those projects in the 2007-2013 State/Metropolitan Transportation Improvement Programs (TIPs) that are direct subsets of the currently conforming CAMPO and DCHC MPO 2030 LRTPs.

<b>Table 11. Cross-Reference Index</b>	
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# Conformity Analysis and Determination Report

## Amended 2030 Long Range Transportation Plans:

- Capital Area Metropolitan Planning Organization,
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

## Projects from the FY 2007-2013 Transportation Improvement Program:

- the portions of Chatham County, Franklin County, Granville County, Johnston County, Orange County and Person County that are within the Triangle Ozone Non-Attainment Area but Outside the Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas

## 1. Introduction

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and authorizes USEPA to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it violates the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NC DENR/DAQ). The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, which links transportation and air quality planning activities within a non-attainment area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within the non-attainment area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the state air quality plan.

In order to ensure the conformity requirements are met, Section 176 (c) of the Clean Air Act authorizes the USEPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

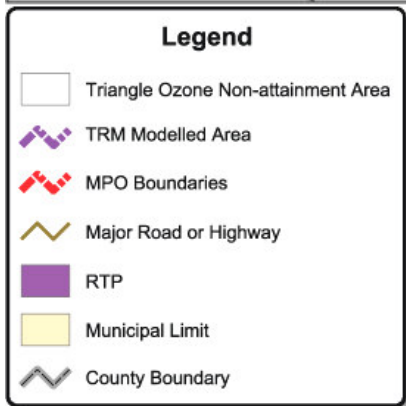
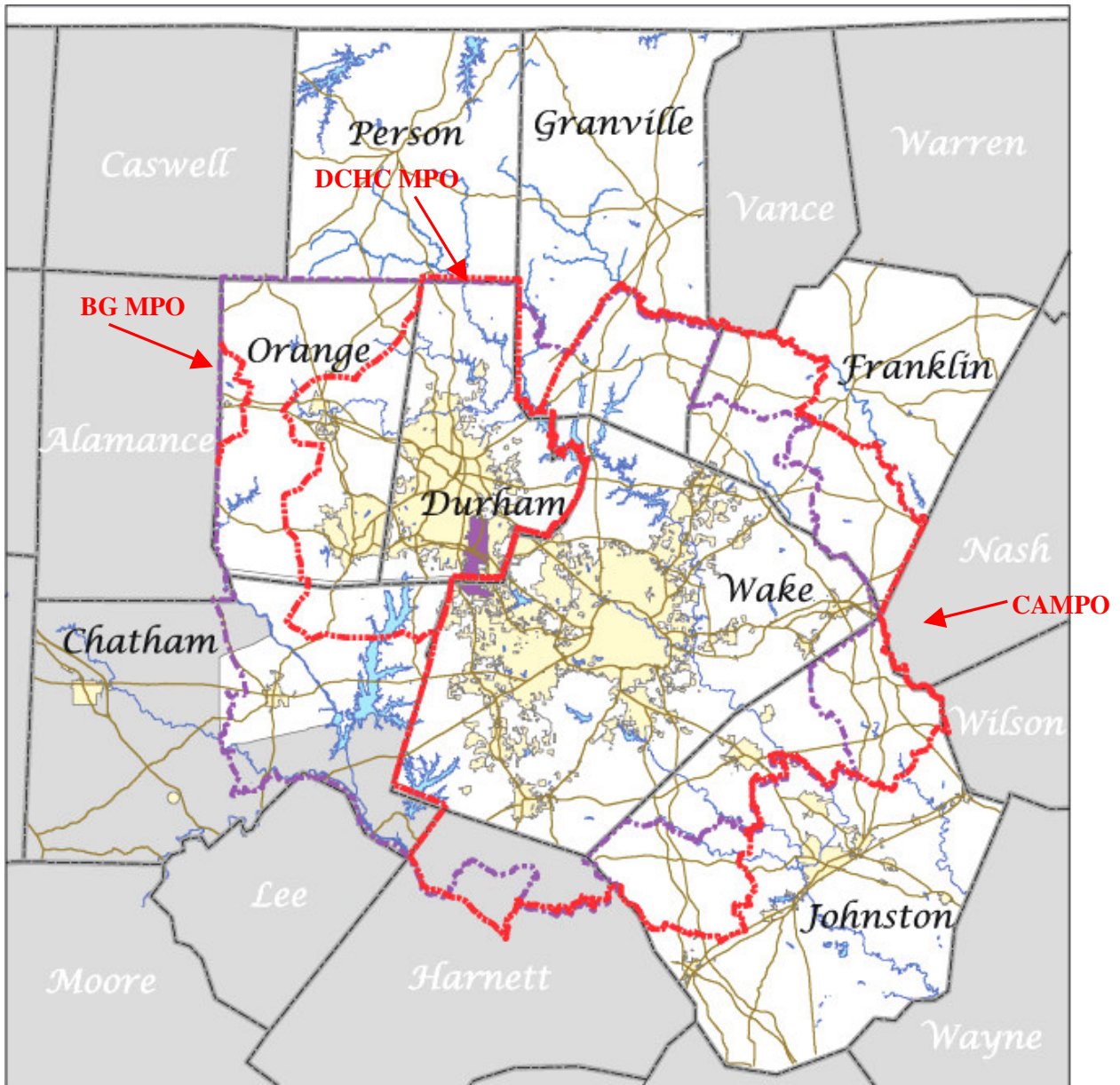
The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 in concurrence with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in TEA-21). It demonstrates that the financially constrained long-range transportation plans and the transportation improvement programs (TIPs) eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the following jurisdictions:

- The Capital Area Metropolitan Planning Organization (CAMPO),
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO),
- The Burlington-Graham Metropolitan Planning Organization (BG MPO).
- The portions of the Triangle Area Rural Planning Organization (TARPO) which are in the Triangle Ozone Non-Attainment Area (Orange County and four townships in Chatham County),
- The portions of the Kerr-Tar Rural Planning Organization (Kerr-Tar RPO) which are in the Triangle Ozone Non-Attainment Area (Franklin, Granville and Person Counties), and
- Johnston County in the Upper Coastal Plain Rural Planning Organization.

The plan accomplishes the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on a regional emissions analysis that uses the transportation network approved by each of the above-named Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) for the 2030 long-range transportation plan, and the emissions factors developed in cooperation with the North Carolina Department of Environment and Natural Resources (DENR). The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle non-attainment region is shown as a map on Figure 1.

All Federally funded projects and regionally significant projects, regardless of funding source, in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming long-range transportation plan and transportation improvement program (TIP). The Triangle region is required by 40 CFR 51 and 93 to make a conformity determination on any newly adopted or amended fiscally constrained long-range transportation plan and TIP. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on the three MPO Plans in the Triangle region and the related TIPs in all non-attainment and maintenance areas.

Figure 1. Triangle Ozone Non-Attainment Area



BG MPO is Burlington-Graham MPO (small part of Orange County in the non-attainment area).

CAMPO is Capital Area MPO (all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties)

DCHC MPO is Durham-Chapel Hill-Carrboro MPO (all of Durham and parts of Orange and Chatham Counties)

In order to assist the Triangle region in making a conformity determination on the adopted 2030 fiscally constrained long-range transportation plans, the following agencies shared leading roles composing substantial portions of this document pertaining to specific areas:

<i>Agency</i>	<i>Counties</i>
CAMPO	Wake
DCHC MPO	Durham, Orange (part), Chatham (part)
BG MPO	Orange (part)
NCDOT, with RPO input	Chatham (part), Franklin, Granville, Johnston, Orange (part), Person

These analyses are consistent with the set of amendments to 40 CFR Part 93, published in the July 1, 2004 **Federal Register**, *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes; Final Rule*, effective on August 2, 2004. Based on the regional emissions budget tests and interim tests documented in this report, the following Transportation Plans conform to the purpose of the North Carolina SIP:

- Capital Area MPO amended 2030 LRTP
- Durham-Chapel Hill-Carrboro amended MPO 2030 LRTP
- 2007-2013 TIP in the other portions of the Triangle Non-Attainment Area

This report documents the regional emissions budget test, the interim emissions test, interagency consultation process, public involvement process, and analysis methodology used to demonstrate transportation conformity for each MPO and rural county and thus for the Triangle region.

40 CFR Part 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (*40 CFR Part 93.118*).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (*40 CFR Part 93.113b*).
- The MPO must make the conformity determination according to the consultation procedures of *40 CFR Part 93.105*.
- The conformity determination must be based on the latest emissions estimation model available (*40 CFR Part 93.111*).
- The conformity determination must be based on the latest planning assumptions (*40 CFR Part 93.110*).
- The Transportation Plan, TIP, or FHWA/FTA project must meet the interim emissions tests where applicable (*40 CFR Part 93.119*).

This report shows that each MPO's amended 2030 Transportation Plan and the TIP in other areas meets each condition. Each condition is discussed in the following sections of this report.

## 2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O<sub>3</sub>) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>) mix together in the atmosphere with sunlight. NO<sub>x</sub> and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995. The ozone redesignations were based on monitoring data from 1990 through 1992 and a demonstration of maintenance of the standard until 2004. The CO redesignations were based on monitoring data from 1991 through 1994 and a demonstration of maintenance of the standard until 2005.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that is designed to replace the one-hour standard. The USEPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covers the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

As a “Basic” non-attainment area, the Triangle is subject to Subpart I standards of the Clean Air Act. The USEPA direct final rule from the Federal Register for CO is found in Appendix A. The USEPA direct final rule for ozone is provided in Appendix B.

### 2.1 Emissions Budgets and Baseline Emissions

DENR prepared emissions budgets as part of their CO and 1-hour ozone maintenance plans for those areas subject to budgets. All of Durham and Wake Counties, and Dutchville Township in southwest Granville County, are maintenance areas under the 1-hour ozone standard and have emission budgets.

SIPs for the 8-hour ozone standard have not yet been submitted by the State and found adequate or approved by USEPA. Therefore, in the remaining areas of the Triangle Ozone Non-Attainment Area (outside of Durham and Wake Counties, and Dutchville Township in southwest Granville County), future long range transportation plan and TIP emissions can not be compared to a budget, but are instead compared to emissions estimated from travel during the 2002 baseline year. Section 4 of this report provides these comparisons.

Durham and Wake Counties have CO maintenance requirements under an existing SIP; a recent SIP Maintenance Plan update has been found adequate by USEPA. The recent Maintenance Plan update

supplements the pre-existing 2005 CO budgets with a 2015 budget for each county. Under the update, the existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the May 6, 2005 Federal Register and effective May 23, 2005. Earlier drafts of this report showed two additional CO budget scenarios to document that plan emissions would be below budgets for any of the three conditions: the CO budgets from the Federal Register notice of August 2, 1995, with an effective date of September 18, 1995 and the CO budgets from the Federal Register notice of November 7, 1995, which apparently never received final approval (see Appendix A).

Tables 12, 13 and 14 list the motor vehicle emission budgets for those portions of the Triangle subject to SIP budgets.

**Table 12. VOC Budget for Durham and Wake Counties and Dutchville Township**

VOC				
Area	motor vehicle emissions budget (tons/day)			
	2007	2010	2012	2015*
Durham	8.30	6.77	5.94	5.26
Wake	20.04	17.36	15.64	14.35
Granville (Dutchville Twp.)	0.55	0.46	0.41	0.37

\* emission budgets have not been established beyond 2015; all subsequent years are compared to the 2015 budget.

**Table 13. NOx Budget for Durham and Wake Counties and Dutchville Township**

NOx				
Area	motor vehicle emissions budget (tons/day)			
	2007	2010	2012	2015*
Durham	15.29	11.35	9.09	6.49
Wake	41.38	29.90	24.41	17.90
Granville (Dutchville Twp.)	1.46	1.13	0.89	0.62

\* emission budgets have not been established beyond 2015; all subsequent years are compared to the 2015 budget.

**Table 14. CO Budget - Durham and Wake Counties**

CO: from State Implementation Plan (SIP)		
Area	motor vehicle emissions budget (tons/day)	
	August 2, 1995 Federal Register -- Maintenance Plan (2005 budget)*	May 6, 2005 Federal Register -- Maintenance Plan Update (2015 budget)*
Durham County	163.6	177.22
Wake County	389.2	384.27

\* the SIP emission budget from 1995 established budgets out to 2005; all subsequent years are compared to the 2005 budget until superseded by a subsequent budget; the recent SIP update established a new budget for 2015; all years subsequent to 2015 are compared to the 2015 budget.

### **3. Long-Range Transportation Plans**

The 2030 Transportation Plans were developed between 2003 and 2004 and a conformity determination made with an effective date of June 15, 2005. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the horizon years for the transportation plans are no more than ten years apart. The CAMPO and DCHC plans are being amended through changes in the scope of some projects and changed construction years for some projects.

The CAMPO area includes all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties. The DCHC MPO area includes all of Durham and parts of Orange and Chatham Counties. The BGMPO area includes a small portion of Orange County within the 8-hour non-attainment area for ozone. The remaining portions of the non-attainment area are rural areas within the Triangle Area, Kerr-Tar and Upper Coastal Plain RPOs.

#### **3.1 Consultation**

The 2030 Transportation Plans are consistent with consultation requirements discussed in *40 CFR 93.105*.

Consultation on the development of this conformity determination was accomplished through interagency consultation meetings held on October 13, 2006, November 3, 2006, December 1, 2006, January 12, 2007, January 25, 2007, March 2, 2007 and March 9, 2007. A summary of the topics discussed and a list of the attendees at each of these meetings is included in Appendix C.

#### **3.2 Financial Constraint Assumptions**

The Transportation Plans are fiscally constrained as discussed in *40 CFR 93.108*. The DCHC MPO, Capital Area MPO and Burlington-Graham Long Range Transportation Plans are fiscally constrained to the year 2030. All projects included in the current 2007-2013 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in each MPO long range transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are described in the respective 2030 Long-Range Transportation Plans. Projects amended for this conformity determination are listed in Appendix D.

#### **3.3 Latest Planning Assumptions**

The plan amendments use the same planning assumptions as the original 2030 Transportation Plans and were developed with the latest adopted planning assumptions as discussed in *40 CFR 93.110*. A single travel demand model was developed for the urbanized portion of the Triangle non-attainment area. A single set of population, housing and employment projections was developed. In addition, a set of highway and transit projects that was consistent across jurisdictional boundaries was developed and refined through MPO cooperation. This collection of socioeconomic data, highway and transit networks and travel forecast tools, representing the latest planning assumptions, was finalized through the adoption of the draft Long Range Transportation

Plans by the Capital Area MPO and Durham-Chapel Hill-Carrboro MPO in September 2004. Additional detail on these planning assumptions is provided below.

Land use and demographic data were collected by regional planning agencies and staff members of DCHC MPO and CAMPO. A regional methodology was agreed upon that included updating residential and employment data to the end of 2002, and preparing growth forecasts to 2030. Residential data included population, dwelling units, households, median income and university-related group quarters population (dormitories, fraternities and sororities). Residential data were based on Census 2000 data from Summary File 1, except that median income data were based on the Census Transportation Planning Package part 1. Housing and Population data were updated to 2002 by collecting new certificates of occupancy from local jurisdictions and applying household size and occupancy rates from Census 2000 to new housing units. University-related population was corrected to 2002 with information supplied by area universities. Median income was interpolated for missing zones based on nearby zones with similar residential development patterns. Residential data were checked for consistency against tax maps and were reviewed by local planning department staff.

Employment data were collected from Employment Security Commission records and data maintained by InfoUSA. These lists were merged, and large employers were contacted directly to verify work location and number of employees. The results were verified for each county against employment benchmark totals obtained from the Bureau of Economic Analysis and from Woods and Poole. Zonal employment data were checked for consistency against existing land use maps and were reviewed by local planning department staff.

Forecasts were prepared by local planning department staff with guidance from staff at the two MPO's. A regional methodology was applied to maintain consistency between residential and employment forecasts and adopted land use plans. Data and forecasts were submitted for public review by each MPO, and adopted for use in developing travel demand and air quality forecasts by each MPO's Transportation Advisory Committee.

The Triangle Regional Travel Demand Model (TRM) uses the basic four-step process (trip generation, trip distribution, mode choice and assignment). All four steps of the process are discussed in greater detail in the sections below. The Triangle Regional Model was calibrated to 1995 conditions in December 1998 and was updated and validated to reflect December 2002 conditions in March 2004. Because some of the amended projects are proposed toll roads, the TRM TRANPLAN model was updated to include toll capability in order to estimate travel changes associated with tolling on these facilities.

The Triangle Regional Model's TRANPLAN model is housed at the Institute for Transportation Research and Education (ITRE) at NC State University and NCDOT. The TRANPLAN model covers all of Durham, Wake and Orange Counties (including the portions within the BG MPO and the Triangle Area RPO), all of the portion of Chatham County that is in the Triangle ozone non-attainment area, all of Dutchville Township in Granville County, and portions of Franklin, Granville and Johnston counties (which are non-attainment) along with a portion of Harnett County (which is in attainment).

Outside of the modeled area, NCDOT utilizes a spreadsheet that incorporates the vehicle-miles traveled (VMT) universe file and historical trends to project the VMT in future years at the county level. The spreadsheet calculates speed based on a model originally developed by the Texas Transportation Institute but modified by NCDOT. Speeds generated by the spreadsheet are incorporated into the MOBILE6.2 emissions program. Then, emission factors developed by Mobile6.2 are imported into the spreadsheet and multiplied by forecasted VMT to generate emissions. The rural spreadsheet model is used for all of Person County and is factored based on population percentage for those portions of non-attainment counties not covered by the TRANPLAN model. This methodology has been used to demonstrate conformity in other areas and has received approval from interagency partners.

There are no court orders or special agreements that apply to conformity (*40 CFR 93.109*).

### **3.4 Future year roadway projects**

Roadway improvements used for conformity modeling were developed in the 2030 Transportation Plan process in each MPO. Outside of the MPO boundaries, TIP projects from the 2007-2013 TIP served as the future year roadway projects. For the 2030 Plans, lists of needed projects were developed based on modeled congestion and identified local needs. Improvements were coded into the TRM and analyzed. Intermediate analysis for the years 2010, and 2020 were performed to assist in prioritizing the 2030 roadway needs. The final 2010, 2020, and 2030 networks are fiscally constrained. Projects were added from MPO priority lists until estimated project costs equaled the expected funding available. The base network (2002) and the three future networks (2010, 2020, and 2030) used for the conformity determination are the same as the networks used for the 2030 Transportation Plans. Throughout the process to develop the roadway networks, the MPOs and NCDOT identified any initial inconsistencies in project timing and characteristics (e.g. cross-section) for those projects crossing jurisdictional boundaries and reached consensus on consistent solutions.

The interagency partners also jointly developed lists of regionally significant and exempt projects. The checklist below was used to guide the identification of regionally significant projects. After the MPOs, RPOs and NCDOT generated initial lists, the lists were reviewed by DENR, EPA, FTA and FHWA. The regional, state and federal agencies reached concurrence on the lists.

#### *Regionally Significant Project Checklist*

1. The facility serves regional transportation needs (i.e. facilities that provide access to and from the region or that provide access to major destinations in the region).
2. The facility is functionally classified higher than a minor arterial (minor arterials may be regionally significant if their main purpose is to provide access to major facilities in the region).
3. The facility is a fixed guideway transit facility.
4. The facility is included in the travel model for the region (in many cases collector streets are modeled and not regionally significant).

To be regionally significant a facility should meet one or more criteria in this checklist. 40 CFR Part 93.101

Appendix D includes lists of the future year roadway projects in the Triangle area as indicated below, including indications of which projects are regionally significant and which projects are exempt. There are no future roadway projects within the portion of Orange County within the Burlington-Graham MPO, therefore no list of projects is included.

Area	Location of Roadway Project List in Appendix D
Durham-Chapel Hill-Carrboro MPO	2030 LRTP amendment (Appendix D1) 2007-2013 TIP (Appendix D2)
Capital Area MPO	2030 LRTP amendment (Appendix D3) 2007-2013 TIP (Appendix D4)
Burlington-Graham MPO	no future year projects in 2030 LRTP or it's TIP subset
Triangle Area RPO (portions of Chatham and Orange Counties in non-attainment area)	2007-2013 TIP (Appendix D5)
Kerr-Tar RPO (Franklin, Person and Granville Counties)	2007-2013 TIP (Appendix D6)
Upper Coastal Plain RPO (Johnston County)	2007-2013 TIP (Appendix D7)

In the event that the regional emissions analysis for the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) 2030 long range transportation plan (LRTP) amendments cannot be completed in a timely fashion prior to June 30, 2007, a transportation conformity determination will be made only for those projects in the 2007-2013 State/Metropolitan Transportation Improvement Programs (TIPs) that are direct subsets of the currently conforming CAMPO and DCHC MPO 2030 LRTPs.

### **3.5 Transit networks**

As with the roadway projects, each MPO developed transit projects for its LRTP. The base year network was modeled from existing routes and fares for the transit systems in 2002. Future year networks were based on fiscally-constrained projected new or expanded services from regional transit plans, local bus system short range plans, corridor transit plans and other projected bus service expansion estimates, where available. As with the roadway networks, the MPOs and NCDOT identified and rectified any initial inconsistencies in project characteristics or implementation years where transit projects crossed jurisdictional boundaries.

Appendix D includes the amended future year transit projects in the Triangle MPOs (TTA Phase I project) and transit TIP projects as indicated below. There are no future transit projects within the portion of Orange County within the Burlington-Graham MPO, therefore no list of projects is included. The table at the top of the next page indicates where transit projects are listed in this report.

Area	Location of Transit Project List in Appendix D
Durham-Chapel Hill-Carrboro MPO	2030 LRTP amendment (Appendix D1) 2007-2013 TIP (Appendix D2)
Capital Area MPO	2030 LRTP amendment (Appendix D3) 2007-2013 TIP (Appendix D4)
Burlington-Graham MPO	no future year projects in 2030 LRTP or it's TIP subset
Triangle Area RPO (portions of Chatham and Orange Counties in non-attainment area)	only projects are operations and maintenance for community transportation systems
Kerr-Tar RPO (Franklin, Person and Granville Counties)	only projects are operations and maintenance for community transportation systems
Upper Coastal Plain RPO (Johnston County)	only projects are operations and maintenance for community transportation systems

### **3.6 Congestion Mitigation/Air Quality (CMAQ) Projects**

The NC Department of Transportation has established an allocation and review process for CMAQ projects. Each MPO and RPO in a non-attainment or maintenance area receives an allocation of CMAQ funds based on population and air quality status. In addition, a statewide pool of CMAQ funds will be allocated to projects serving more than one non-attainment area on a competitive basis. MPO and RPO project priorities and project applications for statewide funding were submitted to NC DOT by January 31, 2005. Appendix E includes a listing of funded CMAQ projects in the Triangle Area.

### **3.7 Trip generation**

The trip generation module of the Triangle Regional Model is a cross-classification model using household size and income group. In addition to being stratified by size and income, the trip rates were also stratified by area type and trip purpose. Trip purposes used in the model for the trip generation and trip distribution steps were home based work (HBW), home based shopping, home based other (HBO), and non-home-based (NHB). The home based shopping trip purpose is collapsed into the home based other trip purpose for the mode split step. In addition to stratification by various trip purposes, the TRM also stratifies Home Based Work, Home Based Shopping, and Home Base Other trips based on whether the household is in an area designated as either urban or non-urban. Non Home Based trips are not stratified in this manner as these trips do not originate at the household. This stratification is applied during the trip generation and trip distribution steps. Prior to mode choice, all stratifications are collapsed such that 3 trip purposes are carried forward in the process: Home Based Work, Home Based Other (which includes shopping), and Non Home Based. Due to a lack of data on school enrollment, home based school trips were included in the home based other category. Several employment types were identified

as special generators for the Triangle Region. This classification was based on employment centers that exhibited unique trip attraction characteristics as demonstrated by the travel behavior survey data. Universities, regional shopping centers, regional hospitals and the RDU airport were all identified as special generators. Special generator rates were developed for those groups. Trip tables were also built for commercial vehicles, internal – external trips, and through trips.

The travel behavior survey was used to determine where the trips would be ‘attracted to’. Regression coefficients were developed for industrial, retail, highway retail, office and service employment, as well as total dwelling units.

### **3.8 Trip distribution**

The Triangle Regional Model uses a standard gravity model to distribute trips. The model builds zone-to-zone trip tables (by purpose) using a weighted sum of travel time and distance. For assignment purposes the individual trip tables are aggregated into a single trip table for each LRTP analysis year (2002, 2010, 2020, and 2030).

### **3.9 Mode choice and transit assignment**

The mode choice for the Triangle Regional model is based on a nested LOGIT model. This approach creates a predictive model that is responsive to changes in mode service variables such as travel time and cost. The different ‘nests’ of the model reflect a traveler’s choice between drive-to transit, walk-to transit, single occupancy vehicles, and multiple occupancy vehicles. The coefficients for the mode choice model were developed from the Triangle Travel Behavior survey and the Triangle On-Board transit survey. The constants were derived through the calibration process. A bike/walk zone walk element was also introduced into the Triangle Regional Model through the use of GIS tools and the Travel Behavior survey data. Bike/walk zone interchanges were removed from the trip tables by identifying high-density zones with a high degree of pedestrian friendly characteristics. The percentage of trips removed was determined from the travel behavior survey.

### **3.10 Highway assignment and vehicle miles traveled**

Once the total number of trips has been determined, and the mode by which the trip is made has been chosen, the trips are assigned to the network. For the Triangle Regional Model, this is done using an equilibrium loading. In an equilibrium loading, trips are loaded in a series of ‘all or nothing’ loadings. After each ‘all or nothing’ loading, travel times are recalculated. This process continues until the network is in equilibrium. The network is considered to be in equilibrium when further travel time reductions for an individual traveler cannot be achieved by changing the selected path. To better capture the effects of congestion, the Triangle model was loaded separately for the a.m., p.m. and off-peak time periods. Peak periods are 4-hour periods.

### **3.11 Method of reporting VMT and speed**

The Triangle regional model has the capability to provide output by peak period in addition to daily output. Since the TRM can model peak period volumes and speeds, these must be used in the air quality analysis. The vehicle kilometers of travel (VKT), is converted to vehicle miles of travel (VMT). Vehicle miles traveled (VMT) used in the conformity determination are from the last iteration of the model. Each link in the roadway network carries a functional classification. The

VMT for each functional class is multiplied by an emissions factor. The North Carolina Division of Air Quality (DAQ) provides the emissions factors based on MOBILE6.2 output.

The MOBILE6.2 model requires as an input the weighted speeds by functional classification. This information can be derived directly from the model link data output. This first requires the separation of the model link data into functional classification. The congested link speed in mph can then be determined by converting the link distance to miles and dividing by travel time. The congested speed is then weighted by the ratio of the link VMT to the system VMT for each of the functional classifications. This input is then used for MOBILE6.2.

Congested and uncongested speeds are calculated using the model output. The congested speeds are sent to DAQ to determine actual emissions factors.

## 4. Regional Emission Tests

Baseline and action scenarios were developed to use in the emissions tests. The Baseline and action scenarios were agreed to through the interagency consultation process. The Baseline scenario is the set of highway, transit, pedestrian/bicycle and travel demand management facilities and services, and accompanying socioeconomic conditions, in place as of December 2002. The Baseline scenario includes the 2002 highway and transit networks as described in the previous section. The action scenarios include all of the Baseline scenario components, plus those facilities and services resulting from implementation of the transportation plans in each analysis year, including the 2009 attainment year, the 2010 and 2020 interim years and the 2030 horizon year.

In areas with an USEPA approved attainment demonstration or maintenance plan, an emissions budget comparison satisfies the emissions test requirement of 40 CFR Part 93.118. For pollutants for which an emissions budget has been submitted, the estimated emissions from the transportation plan must be less than or equal to the emissions budget values. Emissions factors were provided by DENR.

Table 15 illustrates what parts of the Triangle Ozone Non-Attainment Area have emissions budgets, what parts are covered by the Triangle Regional Model (TRM) and how each part was analyzed for each pollutant in each comparison year.

Four counties in the non-attainment area are completely within the Triangle Regional travel demand Model (TRM) boundary: Chatham (Baldwin, Center, New Hope and Williams Townships which are designated non-attainment), Durham, Orange and Wake. Person County is completely outside of the TRM boundary. The other 3 counties, Granville, Franklin and Johnston, have parts that are within the modeled area and parts that are outside of the modeled area.

### 4.0.1. Sub-area emission budgets

All of Durham and Wake Counties, and Dutchville Township in SW Granville County, are maintenance areas under the 1-hour ozone standard and have emission budgets. Dutchville Township is not part of this conformity determination since there are no new transportation projects in the township; therefore the 2005 conformity finding remains valid. The Durham and Wake budgets were used in performing the emissions analysis.

### 4.0.2 Emissions analysis source

Vehicle Miles of Travel (VMT) and speeds for the emissions analysis were derived from the TRM where it is available. Person County VMT and speeds came from the NCDOT rural spreadsheet; VMT and speeds for the portions of Franklin, Granville and Johnston outside the modeled area came from the NCDOT rural spreadsheet factored by the percentage of each county's population in the rural area, a method that has been used in prior analyses.

### 4.0.3 Emissions comparison years (ozone)

For areas with budgets under the 1-hour standard (Durham and Wake Counties and Dutchville Township in Granville County), emissions must be analyzed for years where there is a 1-hour emission budget, the attainment year, the horizon year and intermediate years such that intervals do not exceed 10 years. The attainment year for the Triangle area is 2009. The following years

were analyzed to meet the requirements: 2007 (1-hour budget), 2009 (attainment year), 2010 (1-hour budget year), 2012 (1-hour budget year), 2015 (1-hour budget year), 2020 (intermediate year), and 2030 (LRTP horizon year).

Analysis years where there is a budget and no LRTP model runs, do not require additional runs; interpolation was used to derive data for the non-matching years (2007, 2012, 2015). Also, in accordance with 40 CFR 93.118, since there was no budget for the required analysis years 2009, 2020 and 2030, the 2007 budgets were used for 2009 and the 2015 budgets were used for 2020 and 2030.

For *areas without budgets under the 1-hour standard*, emissions must be calculated for a baseline year (2002), an interim year not more than 5 years from the year in which conformity is determined (i.e. within 5 years of 2005), the horizon year (2030 in all cases), and intermediate years such that intervals do not exceed 10 years. In order to meet these conditions, the years 2002 (baseline), 2010, 2020 and 2030 (LRTP horizon) were analyzed.

**Table 15. Triangle Area Transportation Conformity Analysis Matrix (2007 LRTP amendment)**

County	Area model status	Area emissions budget status	Emissions analysis source	Emissions comparison years							
				2002 baseline	2007 <sup>1</sup>	2009 <sup>1</sup>	2010 <sup>1</sup>	2012 <sup>1</sup>	2015 <sup>1</sup>	2020	2030 horizon
Person	rural area (all)	no emissions budget	rural spreadsheet	O3			O3			O3	O3
Granville <sup>2</sup> (excluding Dutchville Township)	modeled area	no emissions budget	TRM	O3			O3			O3	O3
	rural area	no emissions budget	rural spreadsheet (factored) <sup>3</sup>	O3			O3			O3	O3
Franklin	modeled area	no emissions budget	TRM	O3			O3			O3	O3
	rural area	no emissions budget	rural spreadsheet (factored) <sup>3</sup>	O3			O3			O3	O3
Johnston	modeled area	no emissions budget	TRM	O3			O3			O3	O3
	rural area	no emissions budget	rural spreadsheet (factored) <sup>3</sup>	O3			O3			O3	O3
Chatham (part)	modeled (all) <sup>4</sup>	no emissions budget	TRM	O3			O3			O3	O3
Orange	modeled (all)	no emissions budget	TRM	O3			O3			O3	O3
Durham	modeled (all)	emissions budget	TRM	O3	O3	O3	CO O3	O3	CO O3	CO O3	CO O3
Wake	modeled (all)	emissions budget	TRM	O3	O3	O3	CO O3	O3	CO O3	CO O3	CO O3

TRM: Triangle Regional Model

O3: Ozone

CO: Carbon Monoxide

<sup>1</sup> Areas with emissions budgets from the 1-hour ozone SIP are required to do comparisons for 2007, 2009, 2010, 2012 and 2015; interpolation, rather than model runs, was used for 2007, 2012 and 2015.

<sup>2</sup> Dutchville Township in Granville County has an emissions budget under the former 1-hour ozone standard, but is not part of this conformity determination since there are no new projects in the Township; the 2005 determination remains valid.

<sup>3</sup> where part of a county is covered by the regional model, the remainder of the county was analyzed using the NCDOT rural spreadsheet, factored by the percentage of county's population that lives outside of the modeled area.

<sup>4</sup> a sensitivity analysis was performed to clarify the effect of the small portion of the non-attainment area in Chatham County that is outside of the current TRM boundary; it was determined to be insignificant.

#### **4.0.4 Emission comparison years (CO)**

Durham and Wake Counties have CO maintenance requirements under a recently updated SIP. This Maintenance Plan update supplements the existing 2005 budgets with a 2015 budget for each county. Under the update, the pre-existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards. Both counties are entirely within the modeled area and have emissions budgets under the recently updated SIP; the TRM was used as the analysis tool. Listed below is specific CO budget and comparison year information:

- SIP Budget Years: 2005, 2015 (Durham and Wake Counties)
- Comparison Years for CO SIP – 2010, 2015, 2020, 2030 (Durham and Wake Counties)

The use of different analysis methods in different parts of the non-attainment area does not preclude future unified conformity efforts in the region.

#### **4.1 Emissions Model**

MOBILE 6.2 was used to develop the emissions factors. Motor vehicle emissions controls considered in the MOBILE6.2 model include the following:

<b><u>Strategy</u></b>	<b><u>Methodology/Approach</u></b>
<i>I/M Program (per NC SIP)</i>	<i>Ran Model in Place</i>
<i>Tier 2 vehicle's Emission Standards</i>	<i>Ran Model in Place</i>
<i>Low Sulfur Gasoline and Diesel fuels</i>	<i>Ran Model in Place</i>
<i>Heavy Duty Vehicle Rules 2004 and 2007</i>	<i>Ran Model in Place</i>
<i>Low RVP Gasoline</i>	<i>Ran Model in Place</i>
<i>On board vapor recovery</i>	<i>Ran Model in Place</i>

Also, area specific information is used for such items as vehicle age distribution and vehicle type distribution rather than national default values, as documented below.

##### **4.1.1 Development of Emissions Factors**

A critical element of any emissions analysis or estimate is the development and utilization of the emissions factors applied to the travel estimates. In order to assure that the emissions factors used in the conformity analysis were compatible with those used in the development of the North Carolina SIP, DENR provides emission factors and model inputs for each non-attainment and maintenance area in North Carolina. The MOBILE6.2 emissions factor model was used to develop the emissions factors in December 2004 for the Triangle. These factors are shown in Appendix F.

NCDENR provides motor vehicle emissions factors by federal functional classification of the roadway system. In addition the percentage of motor vehicles subject to the inspection and maintenance program is estimated from accident data. The scope of North Carolina's motor vehicle inspection and maintenance program is set to expand from nine counties to forty-eight counties by 2007. The phase-in of the I/M program is reflected in Table 16.

**Table 16. Percentage of Vehicles Subject to Inspection and Maintenance Programs**

Location	2002	2007-2030
Wake County	81%	95%
Durham County	83%	91%
Johnston County	0%	88%
Chatham County	0%	96%
Granville County	0%	79%
Orange County	72%	89%
Person County	0%	15%
Franklin County	0%	88%

#### ***4.1.2 Development of VMT Mix by Vehicle Type***

The North Carolina Department of Transportation (NCDOT) provides data on VMT for six urban and six rural road types; vehicle mix data are available for the same road types. Automatic traffic recording stations and selected Highway Performance Monitoring System (HPMS) locations were used and counts taken throughout 1999 - 2001 are used to determine the percentage of vehicles, by vehicle type, for various road types. Vehicle classification data was used in conjunction with MOBILE6.2 default vehicle mix to estimate fleet distribution by functional class. The classification data was iteratively adjusted to replicate MOBILE6.2's national classification default within the analysis area. The final numbers reflect the change in the mix (i.e. increase in the number of SUVs and pick-ups) for each year using MOBILE6.2 projection and variation of mix across the different road type using NC data. This reflects 16 vehicle classes per road type.

#### ***4.1.3 Vehicle Age Distributions***

The vehicle age distribution is based on the North Carolina Department of Motor Vehicles' 2002 (DMV) registration records for the in-use fleet in the Triangle area. DMV provided the information. The data was modified and arranged to comply with MOBILE6.2

### **4.2 Transportation Control Measures**

The North Carolina State Implementation Plan lists no transportation control measures pertaining to the Triangle.

### **4.3 Estimation of Vehicle Starts**

A component of the emissions rates for each functional class is an estimate of the start-based emissions. This rate is based on an assumed number of starts per vehicle and is added to running emissions to produce a single rate to apply to vehicle miles traveled. Mobile 6 defaults are 7.28 starts for passenger cars and 8.06 starts for light duty trucks. However, the use of default rates isn't the best practice for heavily urbanized areas with an updated Travel Demand Model. Area-specific rates were calculated by dividing the total number of trips from the travel demand model by the total number of registered vehicles. Appendix G contains additional information. This methodology has been previously endorsed by USEPA for use in Mecklenburg County, another urban area with a travel demand model.

### **4.4 Off-model Analysis**

The Triangle Regional Model (TRM) does not include algorithms that can calculate the effects on

VMT and speeds (and hence air quality) of certain transportation related activities designed to influence people's travel modes or affect the supply of or demand for transportation services. Examples of such activities that currently exist in the Triangle include:

- Transportation Demand Management (TDM) programs such as the Triangle Best Workplaces for Commuters program and the SmartCommute@RTP program which cover approximately 10% of the region's workforce,
- Land use strategies, such as compact, mixed-use, pedestrian- and transit-oriented development and design initiatives, over and above those reflected in the Traffic Analysis Zone (TAZ) socioeconomic data,
- The provision of park-and-ride lots to facilitate the use of transit and ridesharing,
- Commuter Services Programs operated by the Triangle Transit Authority, such as the Guaranteed Ride Home program, rideshare matching software and the vanpool program, and
- Incident management programs conducted on the region's Interstate highways and other freeways in Wake and Durham Counties, including surveillance cameras, the Motorist Assistance Patrols, and traveler information activities.

In order to accurately account for the impacts of such activities, they are reflected through "off-model" analyses. Although these and other programs are suitable for off-model analysis, this conformity determination included off-model analysis only for the last of these listed activities, the interstate incident management program. Once more experience is gained in other activities, they may be reflected in future conformity analyses. FHWA Region IV's *Off-Model Air Quality Analysis: A Compendium of Practice* provided guidance on estimating these emissions effects. Appendix H includes the calculations for this off-model analysis in Durham and Wake Counties.

#### **4.5 Emissions Comparison Tests by Location and Pollutant**

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment under the 1-hour standard for ozone (O<sub>3</sub>) and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

Both volatile organic compounds (VOCs) and oxides of nitrogen (NO<sub>x</sub>) are precursors of ozone. In the approved maintenance plans for ozone for Durham County, Wake County, and Dutchville Township, the North Carolina Department of Environment and Natural Resources (DENR) prepared emissions budgets for both VOC and NO<sub>x</sub>. USEPA approved the second ten-year update of these emissions budgets on September 20, 2004 with an effective date of November 19, 2004. The last year for VOC and NO<sub>x</sub> emissions budgets is 2015; therefore, analysis years beyond 2015 were compared to the 2015 emissions budget. The USEPA approval and promulgation rulings for CO and ozone containing the budgets are in Appendices A and B.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an

eight-hour ozone standard was established. The USEPA designated the entire Triangle area as a “basic” non-attainment area for eight-hour ozone with an effective date of June 15, 2004.

The non-attainment designation covers the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

Four organizations are responsible for conformity determinations; each must make a conformity determination for its respective area in order for all of the areas to be designated in conformity:

- the Capital Area MPO within the CAMPO metropolitan area boundary – currently all of Wake County, with expansion into parts of neighboring counties anticipated in 2005.
- the DCHC MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
- the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
- the NCDOT in a rural area that is comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.

For this report, emissions were calculated and reported at the County level, or for part of a county if only a part is in a non-attainment area (Chatham County) or where only part of a county is subject to this conformity determination (Granville County excluding Dutchville Township). Table 17 summarizes the emissions test used and decision-making responsibility for conformity findings in each County.

**Table 17. Emissions Test and Responsibility for Conformity Findings**

Location	Pollutant(s)	Emissions Test	Conformity Finding Responsibility
Wake County	O3, CO	budget	Capital Area MPO
Durham County	O3, CO	budget	Durham-Chapel Hill-Carrboro MPO
Johnston County	O3	less-than-baseline	NC DOT (consultation with Upper Coastal Plain RPO)
Chatham County ( <i>Baldwin, Center, New Hope, Williams Townships</i> )	O3	less-than-baseline	Durham-Chapel Hill-Carrboro MPO NC DOT (consultation with Triangle Area RPO)
Granville County ( <i>excluding Dutchville Township</i> )	O3	less-than-baseline	NC DOT (consultation with Kerr-Tar RPO)
Orange County	O3	less-than-baseline	Durham-Chapel Hill-Carrboro MPO Burlington-Graham MPO NC DOT (consultation with Triangle Area RPO)
Person County	O3	less-than-baseline	NC DOT (consultation with Kerr-Tar RPO)
Franklin County	O3	less-than-baseline	NC DOT (consultation with Kerr-Tar RPO)

The results of the emission comparisons are summarized by County in Tables 18 through 26. Detailed emissions analysis results by county are contained in Appendix I.

Emissions from vehicles are expected to show dramatic decreases, even with continuing increases in vehicle miles of travel (VMT), for several reasons.

- Fleet turnover. Older, more polluting vehicles (gasoline and diesels) continue to be retired and replaced with newer, cleaner vehicles.
- Newer vehicles will continue to get cleaner with each subsequent model year over the next four years. The new Federal tailpipe standards are set at an average standard of 0.07 grams per mile for nitrogen oxides for all classes of passenger vehicles beginning in 2004. This includes all light-duty trucks, as well as the largest SUVs. For more detail, including phase-in by vehicle type, see USEPA's Tier 2 Vehicle Standard Final Rule at: <http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm>

- Gasoline fuels are improving. Refiners and importers of gasoline are required to meet stricter sulfur content requirements by 2006. Low sulfur gasoline enables better emission controls, and can lead to further emission reductions from today's catalyst-equipped fleet. See USEPA's Gasoline Sulfur Program Final Rule at: <http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm>
- Emissions from heavy-duty on-highway vehicles are expected to decrease due to USEPA's Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements. Stricter NOx emission standards will be phased in between 2007 and 2010 for diesel engines. New standards for on-road diesel fuel (15 ppm sulfur content) have been phased in at the terminal level by July 15, 2006 and at the retail stations by September 1, 2006. See: <http://www.epa.gov/otaq/diesel.htm#hd2007>
- Expansion of vehicle inspection and maintenance programs to more counties in North Carolina so that more polluting vehicles are identified and repaired, thus lowering emissions.

The combination of the technology/fuel improvements/vehicle maintenance and resulting emission reductions exceeds the effect of increased VMT in the Triangle area. The trend in the Triangle area is not uncommon. On a national level this trend is also seen in data gathered by the Federal Highway Administration (FHWA). For additional detail, see the FHWA web site on vehicle miles traveled and vehicle emissions at: <http://www.fhwa.dot.gov/environment/vmtems.htm>

**Table 18. Durham County Emissions Comparison Summary (kg/day)<sup>1</sup>**

Year	NO <sub>x</sub>		VOC		CO	
	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions
2002 <sup>2</sup>		18,938		8,271		
2007 <sup>3</sup>	13,871	13,009	7,530	5,845	N/A	N/A
2009 <sup>3</sup>	13,871	10,673	7,530	5,138	N/A	N/A
2010 <sup>3</sup>	10,297	9,399	6,142	4,850	145,794	92,691
2012 <sup>3</sup>	8,246	7,375	5,389	4,255	N/A	N/A
2015 <sup>3</sup>	5,888	5,045	4,772	3,594	160,771	79,836
2020	5,888	3,248	4,772	2,966	160,771	76,479
2030 <sup>4</sup>	5,888	2,716	4,772	3,034	160,771	91,032

**Table 19. Wake County Emissions Comparison Summary (kg/day)<sup>1</sup>**

Year	NO <sub>x</sub>		VOC		CO	
	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions
2002 <sup>2</sup>		50,487		22,683		
2007 <sup>3</sup>	37,539	36,258	18,180	16,255	N/A	N/A
2009 <sup>3</sup>	37,539	30,218	18,180	14,417	N/A	N/A
2010 <sup>3</sup>	27,125	26,551	15,749	14,922	347,570	261,373
2012 <sup>3</sup>	22,144	21,652	14,188	12,347	N/A	N/A
2015 <sup>3</sup>	16,239	15,003	13,018	11,041	348,604	236,099
2020	16,239	10,095	13,018	9,600	348,604	237,588
2030 <sup>4</sup>	16,239	9,220	13,018	10,416	348,604	301,454

1. To obtain tons per day, divide kilograms per day by 907.2.
2. Baseline year.
3. Budget year; 2009 is ozone attainment year.
4. Horizon year.

**Table 21. Granville County (excluding Dutchville Township) Emissions Comparison (kg/day)**

Year	NO <sub>x</sub>		VOC	
	Baseline (2002) Emissions	Long Range Plan or TIP Emissions	Baseline (2002) Emissions	Long Range Plan or TIP Emissions
2010	4,613	1,935	1,720	835
2020	4,613	585	1,720	473
2030	4,613	429	1,720	443

\* excluding Dutchville Township

**Table 22. Franklin County Emissions Comparison (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	3,143	1,663	2,468	1,264
2020	3,143	754	2,468	825
2030	3,143	537	2,468	733

**Table 23. Johnston County Emissions Comparison (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	12,534	10,032	8,129	4,710
2020	12,534	3,877	8,129	2,851
2030	12,534	2,347	8,129	2,499

**Table 24. Orange County Emissions Comparison (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	14,391	7,159	4,405	2,607
2020	14,391	2,043	4,405	1,686
2030	14,391	1,382	4,405	1,355

**Table 25. Person County Emissions Comparison (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	1,837	1,099	1,655	1,042
2020	1,837	594	1,655	661
2030	1,837	474	1,655	588

**Table 26. Chatham County (part) Emissions Comparison (kg/day)**

Year	Baseline (2002)	NO <sub>x</sub>	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	1,783	1,255	1,211	476
2020	1,783	603	1,211	589
2030	1,783	448	1,211	562

## 5. Public Involvement and Interagency Consultation

The amended 2030 Transportation Plans are consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington-Graham MPO, the Triangle Area RPO, the Kerr-Tar RPO, the Upper Coastal Plain RPO, the North Carolina Department of Transportation and the Federal Highway Administration. The process was administered by the Triangle J Council of Governments on behalf of the partners and was organized according to the sections in the document titled *Triangle Region Transportation Conformity: Pre-Analysis Consensus Plan*, a document agreed to at the initial interagency consultation meeting on October 13, 2006 and updated periodically. Subsequent interagency consultation meetings were held on November 3, 2006, December 1, 2006, January 12, 2007, January 25, 2007, March 2, 2007 and March 9, 2007.

A copy of the latest version of the Consensus Plan, together with summaries of the interagency consultation meetings are included in Appendix C.

Public review of this report is being handled in accordance with each MPO and RPO public participation policy for Transportation Plans. A copy of the public participation policies are included in Appendix J. Comments from the public participation process will be incorporated into the final Conformity Analysis and Determination Report. Those comments will be included in Appendix K of the final report.

## 6. Conclusion

Based on the analysis and consultation discussed above the following transportation plans and TIPs conform to the purpose of the North Carolina State Implementation Plan. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the long-range plans and TIPs are less than the emissions budgets established in the SIP or the baseline emissions where no SIP budget is available.

**Table 27: Summary of Conformity Status of Triangle Transportation Plans**

Criteria (√ indicates the criterion is met)	Burlington-Graham MPO 2030 LRTP & 2007-13 TIP*	Durham-Chapel Hill-Carrboro MPO amended 2030 LRTP & 2007-13 TIP*	Capital Area MPO amended 2030 LRTP & 2007-13 TIP*	Rural Area of the Triangle 2007-13 TIP
Less Than Emissions Budget(s) or Baseline	plan unchanged	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	plan unchanged	√	√	√
Latest Emissions Model	plan unchanged	√	√	√
Latest Planning Assumptions	plan unchanged	√	√	√
Fiscal Constraint	plan unchanged	√	√	√

\* The 2007-13 TIPs are subsets of the amended 2030 LRTPs

Specific conformity findings for each of these areas are listed below:

**Burlington-Graham MPO Ozone Conformity Finding for the 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Burlington-Graham MPO 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Burlington-Graham MPO 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are in conformity with the 8-hour ozone standard.

**Capital Area MPO Ozone and Carbon Monoxide Conformity Finding for the amended 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO amended 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Capital Area MPO 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub>, VOC and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

**Durham-Chapel Hill-Carrboro MPO Ozone and Carbon Monoxide Conformity Finding for the amended 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO amended 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are less than the applicable budgets for NO<sub>x</sub>, VOC and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

**NCDOT Triangle Rural Area Ozone Conformity Finding for the 2007-2013 Transportation Improvement Program**

Based on the analysis and consultation and involvement processes described in this report, the 2007-2013 Transportation Improvement Programs for the rural counties in the Triangle are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2007-2013 Transportation Improvement Program are less than baseline emissions in the rural area of the county not covered by a SIP budget; therefore the TIP is in conformity with the 8-hour ozone standard.

In the event that the regional emissions analysis for the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) 2030 long range transportation plan (LRTP) amendments cannot be completed in a timely fashion prior to June 30, 2007, a transportation conformity determination will be made only for those projects in the 2007-2013 State/Metropolitan Transportation Improvement Programs (TIPs) that are direct subsets of the currently conforming CAMPO and DCHC MPO 2030 LRTPs.

## **Overview of the FHWA/FTA Final Rule on Statewide and Metropolitan Transportation Planning and Programming**

**Background:** The former rules on statewide and metropolitan transportation planning and programming (based on ISTEA) were more than 13 years old. Since ISTEA, Congress has added detailed requirements in areas such as public involvement/participation, interagency coordination, and environmental considerations in transportation planning. Further, because there were no regulations promulgated after TEA-21, the former rules do not reflect the provision in section 1308 of TEA-21 calling for the elimination of the Major Investment Study (MIS) as a stand-alone requirement. See below for additional information on this provision.

### **Notice of Proposed Rulemaking (NPRM)**

The FHWA/FTA issued the NPRM in the Federal Register on June 9, 2006. The NPRM comment period closed on September 7, 2006. Approximately 150 sets of comments were submitted to the docket, including more than 1,600 separate comments from partner and stakeholder groups.

Major issues raised in the NPRM comments focused largely on:

- Fiscal constraint;
- The phase-in schedule to meet the July 1, 2007 SAFETEA-LU implementation deadline;
- Linking the transportation planning and project development/NEPA processes; and
- Coordinated Public Transit-Human Services Transportation Plans.

Over the past four months, FHWA and FTA staffs have reviewed, analyzed, and responded to the docket comments, as well as developed the Final Rule. To ensure that State DOTs, MPOs, and public transportation operators have ample time and opportunity to meet the July 1, 2007 SAFETEA-LU implementation deadline, timely issuance of the Final Rule is critical.

### **General Information on the Final Rule:**

- This Final Rule was published in the February 14, 2007 Federal Register, and takes effect on March 16, 2007.
- Like the rules promulgated following ISTEA enactment, the new rules are codified in 23 CFR Part 450 (with the counterpart FTA cross-reference contained in 49 CFR Part 613). In addition, this rulemaking contains a revision in 23 CFR 500.109 related to congestion management processes (formerly congestion management systems) in Transportation Management Areas.

## Key New Provisions:

### Fiscal Constraint

- As of December 11, 2007, revenue and cost estimates for the STIP, metropolitan transportation plan, and TIP must use an inflation rate(s) to reflect “year of expenditure dollars” [see 23 CFR 450.216(l), 23 CFR 450.322(f)(10)(iv), and 23 CFR 450.324(h), respectively].
- The financial plans that support the metropolitan transportation plan and TIP (and, by default, the metropolitan portions of the STIP) shall include financial information containing systems-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by 49 U.S.C., Chapter 53) [see 23 CFR 450.216(m), 23 CFR 450.322(f)(10)(i), and 23 CFR 450.324(h), respectively].
- In air quality nonattainment and maintenance areas, projects included in the first two years of the STIP and TIP shall be limited to those for which funds are “available” or “committed” [see 23 CFR 450.216(m) and 23 CFR 450.324(i), respectively].
- MPOs may use “cost ranges/cost bands” for the outer years of the metropolitan transportation plan [see 23 CFR 450.322(f)(10)(v)].

### Transportation Planning and Project Development/NEPA

- The Final Rule fulfills the intent of TEA-21 section 1308, particularly the elimination of the stand-alone MIS requirement [see 23 CFR 450.212(a) and 23 CFR 450.318(a), respectively].
- Final Rule contains a provision on metropolitan transportation planning linkages to project development involving FTA’s Alternatives Analysis [see 23 CFR 450.318(d)].
- Appendix A (Linking the Transportation Planning and NEPA Processes) provides additional, non-binding explanations of these linkage opportunities that reflects the spirit and intent of SAFETEA-LU sections 6001-6002.

### Phase-In Schedule

- Phase-in schedules for implementing these new regulatory provisions for statewide and metropolitan transportation planning are based largely on the May 2, 2006 FHWA/FTA clarifying guidance on transition/implementation of SAFETEA-LU planning provisions [see 23 CFR 450.224 and 23 CFR 450.338, respectively].
- **Any amendments or updates** to long-range statewide transportation plans, STIPs, metropolitan transportation plans, or TIPs on or after July 1, 2007 shall be based on the provisions and requirements of the Final Rule. **However, administrative modifications** may be made to long-range statewide transportation plans, STIPs, metropolitan transportation plans, or TIPs on or after July 1, 2007 without meeting Final Rule requirements.

**Key Issues/Actions:**

- FHWA must make a STIP finding for all areas by 6/30/07 (for project approvals good through 9/30/08-depending on circumstances FHWA can extend the STIP approval for 180 days (beyond the 9/30/07 date)).
- For the AQ areas (i.e., Metrolina and Triangle) we will need to consider a contingency strategy if for some reason we see that an LRTP amendment/conformity determination will not be completed before 6/30/07. The contingency strategy will consist of not doing a LRTP amendment and move forward with a STIP/TIP that is a subset of the current conforming LRTP (this would require excluding any project that is not consistent with the current conforming LRTP). Steps for accomplishing this are:
  - Inform Interagency consultation partners of this approach and seek concurrence
  - MPO resolution adopting this approach (optional)
  - Make sure this approach is included in the public review and comment period
  - The rest of the process is identified in the conformity process schedule.

**After July 1, 2007**

- No STIP/TIP/LRTP amendments\* will be allowed after June 30, 2007 until SAFETEA-LU compliant LRTP updates are completed. LRTPs are in a “planning freeze”, meaning no changes (moving projects across horizon years) can be made to the document until a new SAFETEA-LU compliant LRTP is updated.
- 2009-2015 STIP can be approved providing there is consistency with projects in approved LRTPs (TEA-21).

**Options after October 1, 2008:**

- Extend (up to 180 days) the 2007-2013 STIP

**\*Amendments vs. Administrative Modifications**

- ***Any amendments or updates*** to long-range statewide transportation plans, STIPs, metropolitan transportation plans, or TIPs on or after July 1, 2007 shall be based on the provisions and requirements of the Final Rule (SAFETEA-LU).
- ***Examples of Amendments:***
  - any additions or deletions to major (regionally significant type) projects listed in first 3 years of STIP.
  - significant project cost increases (that affect overall fiscal constraint). Changes that affect fiscal constraint must take place by amendment of the STIP (450.216(n))
  - moving of projects from years 1-3 to years 4+ or vice versa
  - moving projects across LRTP horizon years
- ***Administrative modifications*** may be made to long-range statewide transportation plans, STIPs, metropolitan transportation plans, or TIPs on or after July 1, 2007 without meeting Final Rule requirements (SAFETEA-LU).
- ***Examples of Administrative Modifications:***
  - any changes to projects listed in STIP year 4 and later
  - administrative changes/corrections to projects listed in first 3 years of STIP, such as minor project description changes
  - minor funding changes to a project

\*\* These examples are intended to serve as a guide to decision-making. Any specific project changes where there is uncertainty (whether it’s considered an amendment or modification) will be discussed on a case by case basis.

**Next steps:**

- Meeting on 2/23/07 with NCDOT (Planning and TIP Unit) to discuss these implications.
- Provide this 1 page summary via e-mail to MPOs, NCDOT
- Make presentation at the next MPO/RPO Quarterly Meetings in April and answer questions.

## 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**

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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

- ✓ 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

- 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.

- 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 I (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.

**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

### 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 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 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/>

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO** Attachment 14

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 <b>4/30/07</b>
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. <b>7/31/07</b>
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	<b>FA Construction by 7/31/07</b>
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	<b>Revised Bid opening 3/15/07</b> 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	<b>Signal on flash 2/28/07</b>
Orange	41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	<b>FA construction by 10/5/07</b>
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	MA w/ Town of Chapel Hill; <b>Signal operating and railroad crossing gates installed</b>
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	<b>FA construction by 4/5/08</b>
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

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO** TC 01/22/07 Attachment 14

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 <b>6/30/07</b>
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>					
<b>County</b>	<b>TIP #</b>	<b>Route</b>	<b>Location Description</b>	<b>TIP Est.</b>	<b>Est. Let Date</b>
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 <b>6/29/07</b>

## 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 Sicheloff can be reached at 829-4527 or [bruce.sicheloff@newsobserver.com](mailto:bruce.sicheloff@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 above all." 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.

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## 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-efficient 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.

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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:

Published: Feb 27, 2007 12:30 AM

Modified: Feb 27, 2007 03:01 AM

## 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."

Published: Mar 06, 2007 12:30 AM

Modified: Mar 06, 2007 04:21 AM

## 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](mailto:jdeconto@newsobserver.com).

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 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
 

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**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

March 13, 2007

Mr. Lyndo Tippett  
 Secretary of Transportation  
 N.C. Department of Transportation  
 1501 Mail Service Center  
 Raleigh, NC 27699-1501

RE: Alston Avenue Widening (TIP Project U-3308)

Dear Secretary Tippett:

Staff from the City of Durham and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) have been working closely with NCDOT staff on the environmental study and design of the Alston Avenue widening project in Durham. While we are generally supportive of the widening project, we are concerned that certain aspects of NCDOT's preliminary design will have a significant adverse impact on the community served by this project.

The sensitive nature of the community through which this project passes and the need to maintain the interconnectedness of the community have been repeatedly emphasized. The high level of pedestrian activity in this corridor and the need to incorporate pedestrian friendly features into the design of the project to accommodate pedestrians traveling along both sides of Alston Avenue and crossing Alston Avenue have also been stressed. We remain concerned that the preliminary design does not safely accommodate pedestrians and is not sensitive to the context in which the project is located.

Various initiatives underway to enhance economic development in East Durham have been noted and it has been requested that the roadway project support these economic development initiatives and enhance economic development in the corridor as well. We are concerned that the project may actually have an adverse impact on economic development in the corridor, particularly between NC 147 and Morning Glory Avenue.

In particular, the provision of exclusive right turn lanes at several intersections along the project is dangerous for pedestrians and will impede safe pedestrian movement at these intersections. These right turn lanes also create conflicts for bicyclists on Alston Avenue. Provision of a right turn lane on Alston at Angier also results in the roadway shifting farther west than would otherwise be required. We request that the exclusive right turn lanes be eliminated from this project except at Holloway Street and NC 147.

The current plans call for an 11' inside lane and 14' outside lane (to be shared by bicyclists) plus a 2' gutter. We request that the 14' outside lane be striped for an 11'

travel lane and a 3' bike lane (plus the 2' gutter) to provide a more comfortable environment for bicyclists and a traffic calming effect by narrowing the travel lane.

The current plans for the project include relatively short landscaped medians with exclusive left turn lanes and associated tapers at intersections. To provide more median space for landscaping we request that the length of the exclusive left turn lanes and associated tapers be reduced.

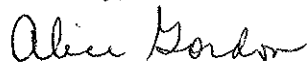
The grade of Alston Avenue is to be lowered 6.5' at the railroad bridge to maintain a minimum 15.5' vertical clearance. We are concerned with the "tunnel effect" this grade change will create and request consideration of alternate designs to limit this grade change to no more than three feet.

The current design of the project will take the neighborhood grocery store at the intersection of Alston Avenue and Main Street. We are concerned about the adverse effect the loss of this grocery store will have on the surrounding neighborhood and request that provisions be made to relocate a grocery store to another site in the immediate vicinity of the existing store. This should include the necessary land acquisition for the grocery store and/or a new building and associated relocation/start up costs. We believe this is an environmental justice issue.

The current design of the Alston Avenue widening project is unacceptable to the City of Durham and the DCHC MPO. Accordingly, we request a meeting with you and other NCDOT staff deemed appropriate to discuss design changes that will ensure that this project is sensitive to and has a positive impact on the community in which it is located.

Please contact Mark Ahrendsen, City of Durham Transportation Manager and DCHC MPO Technical Coordinating Committee Chair, at 560-4366 or by email at [mark.ahrendsen@durhamnc.gov](mailto:mark.ahrendsen@durhamnc.gov) to arrange such a meeting.

Sincerely,



Alice Gordon  
Chair, DCHC MPO TAC

Cc: DCHC MPO TAC Members  
Ken Spaulding, Board of Transportation  
Patrick Baker, Durham City Manager  
Theodore L. Voorhees, Deputy City Manager  
Kathryn R. Kalb, Public Works Director  
Mark Ahrendsen, Durham Transportation Manager



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT  
SECRETARY

March 14, 2007

Mr. Mark Ahrendsen, Chair  
Technical Coordinating Committee  
Durham/Chapel Hill/Carrboro  
Metropolitan Planning Organization  
101 City Hall Plaza  
Durham, North Carolina 27701

Dear Mr. Ahrendsen:

Thank you for your letter regarding the recent Congressional continuing appropriations resolution and the pending rescission order. The Department is awaiting guidance from the Federal Highway Administration as to how the rescission is to be applied and whether it will impact obligation authority. We will be in a better position to evaluate distribution of funding reductions at that time.

Thank you for taking the time to share your concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Lyndo Tippett".

Lyndo Tippett

LT/ms

cc: Doug Galyon, Member, Board of Transportation  
Ken Spaulding, Member, Board of Transportation  
G. R. Kindley, Member, Board of Transportation  
Wally Bowman, Division 5 Engineer  
Mike Mills, Division 7 Engineer  
Tim Johnson, Division 8 Engineer  
Mark Foster, Chief Financial Officer  
Calvin Leggett, Program Development Branch