

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

**February 27, 2008
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of January 23, 2008 TCC Meeting Minutes
(Attachment 4)**

A copy of the January 23, 2008 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the January 23, 2008 TCC meeting.

**5. Section 5307 and 5340 Distribution
(Attachment 5)
Felix Nwoko, LPA Staff**

The MPO's transit operators have developed a recommendation on the distribution formula for Section 5307 and 5340 funds. Section 5307 funds are Federal Transit Administration funds provided directly to urbanized areas above 200,000 in population. Section 5340 funds are a supplement to the 5307 funds provided for rapidly growing and high density states. Attachment 5 is a letter to be sent to NCDOT from the TAC Chair that outlines the distribution for Section 5307 and 5340 funds. The transit operators have reviewed and endorsed this distribution.

TCC Action: Recommend that the TAC endorse the distribution formula for Section 5307 funds and that the Chair send a letter to NCDOT regarding this distribution.

**6. 2008-2009 Unified Planning Work Program
(Attachment 6, 6A)
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.

The Public Transportation Division (PTD) has asked that a draft UPWP be submitted to them by March 1, 2008. The TAC will be asked to release the draft UPWP for public comment at their March meeting and approve it at the April meeting.

Attachment 6 is a staff memo which provides additional information. Attachment 6A is a draft UPWP including the information the MPO has presently. If more information is provided by February 27, it will be handed out at the TCC meeting.

TCC Action: Recommend that the TAC release the draft FY 2008-2009 Unified Planning Work Program for public comment

7. STP-DA Call for Projects
(Attachment 7, 7A, 7B, 7C)
Ellen Beckmann, LPA Staff

STP-DA Projects have been solicited. The MPO received \$53 million of requests for STP-DA funds for years FY 2009 through FY 2015. These projects include bicycle and pedestrian projects, travel demand management, transit, and LPA staff and planning activities. Assuming that the MPO receives approximately \$4 million in STP-DA per year, the MPO only has about \$28 million of STP-DA for years FY 2009 through FY 2015.

Attachment 7 is a staff memo on a proposed STP-DA funding proposal. This proposal has been reviewed by the STP-DA subcommittee several times. Attachments 7A and 7B are a series of spreadsheets that represent two different scenarios for the distribution of STP-DA. Both scenarios have the same basic structure of a series of linked spreadsheets.

In order to complete the STP-DA proposal, the TCC needs to make a recommendation on two issues. The first is to recommend funding for the Routine Planning and LPA Staff, and the Extra Planning requests. Attachment 7C is an explanation of the LPA staff proposal. The second is to endorse one of the funding scenarios (Attachment 7A or 7B).

Once the TCC makes these recommendations, staff will work with the STP-DA subcommittee to recommend funding projects for the other categories: the Annual Reserve for FY 2009, Transit, Regional Bicycle, and Local. A complete STP-DA proposal will be brought to the TCC in March and the TAC in April. A TCC STP-DA subcommittee meeting could be scheduled for Wednesday March 5 or Monday March 10.

TCC Action: 1) Recommend that the TAC approve STP-DA funding for the Routine Planning and LPA Staff, and the Extra Planning requests; 2) Recommend a STP-DA funding scenario and request that the STP-DA subcommittee make a recommendation for the Annual Reserve for FY 2009, Transit, Regional Bicycle, and Local.

8. CMAQ Call for Projects**(Attachment 8)****Ellen Beckmann, LPA Staff**

The TAC approved funding four projects with the MPO's Congestion Mitigation Air Quality (CMAQ) funds at the January 9, 2008 TAC meeting. CMAQ funds were approved for transit and travel demand management programs (Attachment 8). LPA staff were informed in late-January that the Energy Independence and Security Act signed in December 2007 established a minimum 80 percent federal share for all CMAQ funded projects in 2008 and 2009. Two of the recently approved projects, the purchase and operation of hybrid buses in Chapel Hill and Durham, do not meet this minimum requirement. The TCC subcommittee recommends that the two transit agencies revise their project descriptions to decrease the total project cost so that the approved federal share meets the minimum 80 percent requirement. The TAC approved federal funding levels will not be changed. Chapel Hill Transit and DATA are requested to revise their applications and forward these to the LPA by March 3, 2008. The revised applications will be shared with the TAC in March but the TAC will not be asked to change their funding recommendation.

TCC Action: Request that Chapel Hill Transit and DATA revise their CMAQ project requests to meet the 80% minimum federal requirement for CMAQ projects.

9. FY 2009-2015 Transportation Improvement Program – Air Quality Conformity**Determination Report****(Attachment 9)****John Hodges-Copple, TJ COG**

The purpose of the Air Quality Conformity Determination report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. The conformity determination for the 2009–2015 Transportation Improvement Program (TIP) is based on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2030 Long Range Transportation Plans (LRTPs) and the emissions factors developed by the North Carolina Department of Environment and Natural Resources (NCDENR). All regionally significant federally funded projects in areas designated by the United States Environmental Protection Agency (USEPA) as air quality nonattainment or maintenance areas must come from a conforming LRTP and TIP.

The draft report is included as Attachment 9. There are several appendixes available on the Triangle Air Quality Partnership website: <http://www.triangleair.org/topics.htm#transconf>. The TAC is asked to release the report for public comment at the March TAC meeting with approval of the report scheduled to occur with the approval of the 2009-2015 STIP and MTIP.

TCC Action: Recommend that the TAC release the draft Air Quality Conformity Report for the FY 2009-2015 Transportation Improvement Program for public comment and schedule a public hearing for the April TAC meeting.

10. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan - Update**Andy Henry, LPA Staff**

The TCC received a presentation on the Deficiency Analysis and Needs Assessment at the January TCC meeting. Staff is working on updating this analysis with new information from the model. A LRTP Subcommittee meeting is scheduled for Monday, March 3, 2008, 1pm to 3pm in the Transportation Conference Room to make the changes recommended by the TCC in January. A presentation to the TAC will be provided at the March TAC meeting.

TCC Action: Receive an update on the 2035 LRTP/CTP.

REPORTS FROM STAFF:

- 11. Reports from Staff**
(Attachment 11)
Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

- 12. Report from the Chair**
Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

- 13. NCDOT Report**
(Attachment 13)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

- 14. Recent News Articles**
(Attachment 14)

UPCOMING SUBCOMMITTEE MEETINGS

LRTP Subcommittee
Monday, March 3, 2008, 1pm – 3pm
Transportation Conference Room

STPDA Subcommittee
Suggested Dates: Wednesday, March 5, 2008 or Monday, March 10, 2008

Adjourn

Next meeting: March 26, 2008

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TECHNICAL COORDINATING COMMITTEE

January 23, 2008

MINUTES OF MEETING

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *Jamal Alavi NCDOT – TPB
- *David Bonk Town of Chapel Hill (TCC Vice-Chair)
- *Stanley Buff NCDOT – Division 7 Engineer
- *Andy Henry City of Durham/Transportation
- *John Hodges-Copple Triangle JCOG
- *Tom King Town of Hillsborough
- *Mike Kneis NCDOT – Division 5 Engineer
- *Karen Lincoln Orange County Planning
- *Adena Messinger Town of Carrboro
- *Felix Nwoko City of Durham/Transportation
- *Pierre Osei-Owusu City of Durham/DATA
- Ellen Beckmann City of Durham/Transportation
- Joseph Carley Durham City-County Planning Department
- Joe Huegy ITRE
- Dale McKeel City of Durham/Transportation
- Xiaodan “Dawn” Qiu City of Durham/Transportation
- Brian Rhodes 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

Andy Henry requested to discuss agenda item 9 before item 6.

Public Comments

There were no public comments.

ACTION ITEMS:

Approval of December 19, 2007 TCC Meeting Minutes (Attachment 4)

33 A motion was made by John Hodges-Copple and seconded by Felix Nwoko to approve
34 the December 19, 2007 TCC Meeting Minutes. The motion carried unanimously.

35 **FY 2008-2009 Unified Planning Work Program (UPWP) Development Update and**
36 **Schedule (Attachment 5)**

37
38 Felix Nwoko provided an update on the FY 2008-2009 Unified Planning Work Program
39 (UPWP) Development Update and Schedule, along with the attachment.

40 There are no new initiatives and staff will continue to emphasize projects, except for
41 maybe the NC-54 project. David Bonk stated that Durham City/County Planning doesn't have
42 the resources to do it now and it is not high on the priority list. Felix suggested flagging this
43 item on the TAC agenda. John Hodges-Copple stated that perhaps the TCC should send a letter
44 to the Planning Commission stating this is a project that has had interest and we are not clear on
45 the status of the project. Mark Ahrendsen stated if it is done now, we will need consultants to
46 perform the work particularly if they want the work done within the next twelve months.

47 Attachment 5 needs to have the dates corrected to reflect 2008-2009.

48 **STP-DA – Funding for Revenue Element of 2035 LRTP (Attachment 9)**

49 Andy Henry provided an update on the STP-DA – Funding for Revenue Element of 2035
50 LRTP, along with the attachment.

51 Mark Ahrendsen stated that we need to be consistent and as reasonable and rational in
52 our revenue projections this time. Particularly as it relates to all the work going on with the
53 STAC and what they are doing with revenue projections. David Bonk asked if the consultant
54 will go any further with the revenue, such as making recommendations for new revenue sources.
55 Andy Henry stated the consultant will not make recommendations, they will break it down by
56 county, MPO, funding source, and what the funding can be used for. Mark Ahrendsen stated the
57 focus on this is existing revenue sources. David Bonk stated he hopes they will look beyond

58 what we currently have in place. There may be some innovative ways to get at additional
59 revenue sources. Jamal Alavi stated agrees that we need to look for additional revenue sources.

60 John Hodges-Copple stated the scope says it will be delivered by March 15th; but Andy
61 Henry says it will be the end of March. John also stated the inconsistencies in the scope need to
62 be corrected.

63 A motion was made by John Hodges-Copple and seconded by Karen Lincoln to
64 recommend to the TAC that they approve the allocation of STP-DA funding as indicated. The
65 motion carried unanimously.

66 **FY 2007-2008 Unified Planning Work Program (UPWP) Amendment #2 (Attachment 6**
67 **and 6A)**

68
69 Felix Nwoko provided an introduction for the FY 2007-2008 Unified Planning Work
70 Program (UPWP) Amendment #2, along with the attachments.

71 Karen Lincoln and David Bonk stated that Orange County will complete and pay for the
72 Orange County Greenhouse Gas Emissions study by June 30, 2008. On attachment 6, number 4
73 will be deleted.

74 A motion was made by David Bonk and seconded by Karen Lincoln to recommend that
75 the TAC adopt the Resolution with the deletion of number 4 and addition of STP-DA funds
76 approved previously. The motion carried unanimously.

77 **2035 LRTP and CTP – Targets (Attachment 7, 7A, and 7B)**

78 Andy Henry provided an update on the 2035 LRTP and CTP – Targets, along with the
79 attachments.

80 Andy Henry recommends deleting 2.4, Transit Trip Transfer Percentage. Staff had a
81 difficult time calculating it using model data. Another one is 4.3, Volatile Organic Compounds –
82 VOC. There is not a budget for this pollutant. Another one is 5.2, Cost effectiveness – it is

83 difficult to calculate and does not offer a large benefit. 5.3, Fixed-Guideway Transit Cost
84 Indicator – Andy can't figure out how to calculate the data. Joe Huegy stated it is very difficult
85 to calculate and will be very involved. John Hodges-Copple stated he sees this more valuable as
86 a comparison metric between alternatives than as a target. John has a similar concern with 6.1,
87 percent of population within ¼ mile of transit because it doesn't address the quality of the transit
88 service. David Bonk suggested coding the transit service. This can be discussed at the
89 subcommittee meeting next week.

90 A motion was made by Karen Lincoln and seconded by David Bonk recommending the
91 target but deleting the VOC's and Transit Trip Transfer targets; modifying the EJ targets to be
92 more focused on the coverage for EJ traffic analysis zones, deleting the cost effective measure as
93 a target; recognizing the need to develop something to compare alternatives; and deferring to the
94 subcommittee to develop a transit service intensity measure and bring it forward to the TAC.
95 The motion carried unanimously.

96 **2035 LRTP and CTP – Deficiency Analysis and Needs Assessment (Attachment 8)**

97 Andy Henry provided a Power Point presentation on the 2035 LRTP and CTP –
98 Deficiency Analysis and Needs Assessment, along with the attachment.

99 We can show the mode share in certain TAZ's that are well served by transit. Felix
100 Nwoko stated we need to identify the deficiencies and begin generating a list; clarifying the
101 tables, and getting transit quality checked. We need to start looking at alternatives. We also
102 need to run the model again.

103 Mark Ahrendsen stated the Power Point presentation should be compressed to 10-20
104 minutes with the new model for the TAC March 2008 meeting with a question and answer
105 period. John Hodges-Copple suggested putting the three maps on one page. John also suggested

106 showing the 2035 SE data on the existing plus committed network and the 2035 SE data on the
107 2030 amended LRTP network so that toll roads are included. There should be no 2035 SE data
108 on 2005 network because it is not what is on the street. Andy Henry stated we need to get the
109 V/C ratios set at the level of service levels.

110 **STP-DA and CMAQ Call for Projects (Attachments 10, 10A, 10B, and 10C)**

111 Ellen Beckmann provided a review of the STP-DA and CMAQ Call for Projects, along
112 with the attachments.

113 David Bonk stated there is a proposal from the LRTP staff for a way in which we might
114 approach the distribution of the STP-DA funds. The subcommittee has not reviewed it. David
115 suggests focusing on the staff/planning activities and referring the balance of the proposal to the
116 subcommittee for further discussion. It was decided that the staffing issue will be discussed in
117 greater detail at the subcommittee next week. David Bonk asked if this violates the federal
118 prohibition on sub-allocation of STP-DA funds.

119 John Hodges-Copple stated he liked the way the spreadsheets were set up. Ellen
120 Beckmann stated some of the items, especially for planning, need to be adjusted to reflect the
121 UPWP amendment.

122 The next TCC subcommittee meeting is scheduled for January 31, 2008 at 12:30 p.m.
123 The LRTP subcommittee meeting will be rescheduled.

124 **Farrington Road/Stagecoach Road/Farrington Mill Road Study**

125 Kimley-Horn and Associates was not present at the meeting.

126 David Bonk suggested scheduling a meeting as part of the LRTP subcommittee to see
127 Community VIS.

128 **REPORTS FROM STAFF:**

129 **Reports from Staff (Attachment 12)**

130 Pierre Osei-Owusu of DATA stated that Denese Lavender with NCDOT is requesting
131 that the DCHC MPO send a letter to NCDOT-PTD stating that the City of Durham-DATA is the
132 designated recipient for JARC/NF funds and the PMP.

133 **Report from the Chair**

134 Mark Ahrendsen stated the STAC continues to work and they hope to wrap up at the
135 February 4, 2008 meeting which will involve homing in on costs associated with major
136 investments.

137 Staff is continuing to work with NCDOT on the East End Connector project. The City of
138 Durham officials are still having discussions on the widening of Alston Avenue.

139 The NCDOT public meetings have been scheduled for the 2009-2015 TIP for February
140 20th and February 21, 2008. The NCDOT Division 5 one-on-one meeting will be held on
141 February 25, 2008 at 1:30 p.m. City Hall. The DCHC MPO has a public hearing on the Draft
142 2009-2015 TIP February 13, 2008 at 7 p.m.

143 **NCDOT Reports (Attachment 14)**

144 Stanley Buff, NCDOT Division 7 Engineer, provided an update on projects. The
145 Superstreet opened on January 8, 2008. However, they are still working on it and it is behind
146 schedule. Andy Henry asked if they are going to do a before and after study to see what the
147 impact of the Superstreet was. Karen Lincoln asked if Stanley has heard anything about the
148 design or replacement bridge on Turkey Farm Road. Stanley hasn't heard anything and
149 suggested she call John Hunsinger for an update.

150 Mike Kneis, NCDOT Division 5 Engineer, provided an update on projects. There are
151 two projects that are not listed. One is the 2008 annual resurfacing and we have some Senate

152 Bill 1005 money which is for primary routes. There is enough money to resurface US 70 from
153 the Miami Blvd project into Wake County.

154 Mike Kneis got an estimate on resurfacing Farrington Road, extending the right turn lane.
155 Mr. Kneis did an estimate and the widening is less than \$150,000, so they are going to ask the
156 board member for small construction money.

157 **INFORMATIONAL ITEMS**

158 **Recent News Articles (Attachment 15)**

159 The recent news articles are attached.

160 **NCDOT Public Hearing Schedule for the Draft FY 09-15 STIP (Attachment 16)**

161 Attached is the NCDOT Public Hearing Schedule for the Draft FY 09-15 STIP.

162 **Adjournment**

163 There being no further business before the Technical Coordinating Committee, the
164 meeting was adjourned at 11:41 a.m.



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

March 12, 2008

Ms. Yvette G. Taylor, Regional Administrator
 Federal Transit Administration
 Atlanta Federal Center
 230 Peachtree Street, NW, Suite 800
 Atlanta, GA 30303-8917

Attention: Marie Lopez, Transportation Program Specialist

Subject: FY 2008 Section 5307/5340 Apportionment for Durham NC UZA

Dear Ms. Taylor:

We have been advised that the FY2008 apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$6,016,212. Distribution of the FY2008 5307/5340 apportionment in the Durham UZA includes apportionment to three transit operators and is shown in the table below. Although Transit Enhancement apportionments and Safety and Security apportionments are shown, the Federal Transit Administration no longer requires the 1% expenditure. If an agency certifies that 1% of its annual apportionment will be utilized for either transit enhancements or safety and security, the certifying agency will be required to report these expenditures. This table reflects the total 5307 and 5340 apportionment but only calculates the 1% allocations for enhancement and safety and security using the 5307 base amount.

<u>Transit System</u>	<u>Total FY 2008 Apportionment</u>	<u>Transit Enhancement (1%)</u>	<u>Safety and Security (1%)</u>
Chapel Hill	\$1,946,822	\$18,678	\$18,678
Durham	3,022,736	28,549	28,549
TTA	<u>1,046,654</u>	<u>10,467</u>	<u>10,467</u>
	\$6,016,212	\$57,694	\$57,694

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as planning authority for the Durham UZA, request that the Federal Transit Administration approve each operator's FY2008 FTA Section 5307 and 5340 grant application in accordance with the amounts apportioned.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko at 919/560-4366.

Sincerely,

Alice M. Gordon, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Patrick Baker, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Steve Mancuso, DATA
Stephen Spade, CHT
Mike Kozak, NCDOT PTD
Denese Lavender, NCDOT PTD

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: March 12, 2008

SUBJECT: 2008-09 Unified Planning Work Program (UPWP)

This memo presents the Draft 2008-09 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 2008-09 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 2008-09 is \$385,169.

Federal (PL funds)	\$385,169
Local (20% match)	<u>\$ 96,292</u>
Total	\$481,461

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 (base allocation) earmarked for programming in the FY 2008-2009 UPWP are shown below (does not included amount re-obligated and carried over from FY 2007-08):

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	\$111,092	\$115,627		\$226,719
State	\$ 13,887	\$ 14,453		\$ 28,340
Local	\$ 13,887	\$ 14,453		\$ 28,340
Total	\$138,865	\$144,534		\$283,399

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	\$306,665	\$980,000	\$1,374,689
State	\$ 11,003	\$ 38,333	\$122,500	\$ 171,836
Local	\$ 11,003	\$ 38,333	\$122,500	\$ 171,836
Total	\$110,030	\$383,331	\$1,225,000	\$1,718,361

DCHC MPO – UPWP Funding Sources (FY 2008-09)

Funding Type	Federal	State	Local	Total
Section 104(f)	\$385,169		\$96,292	\$481,461
STP-DA	\$273,000		\$68,250	\$341,250
FTA 5303	\$226,719	\$28,340	\$28,340	\$283,399
FTA 5307	\$1,374,689	\$171,836	\$171,836	\$1,718,361

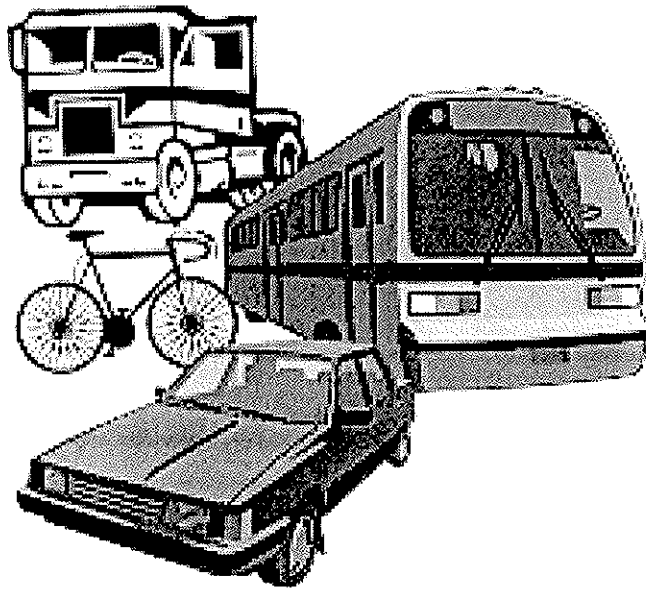
Unified Planning Work Program (UPWP) Development Process

The development process for the 2008-09 UPWP is presented below. The proposed FY

2008-09 UPWP does not contain any new initiative rather continuation of the FY 2007-08 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2008-09 UPWP schedule is illustrated in the attached development schedule.

NO	Date	Descriptions
1	23-Jan-08	TCC receives the schedule for the development of the 2008-09 UPWP
2	23-Jan-08	Deadline for submitting transit element of the UPWP to NCDO -PTD
3	13-Feb-08	TAC receives schedule for the development of the 2008-2009 UPWP. TAC receives update on Section 5307 distribution between TTA, DATA and CHT
4	27-Feb-08	TCC receives Draft 2008-2009 UPWP and recommends TAC release of draft UPWP for public comment
5	February-March	Development of Draft 2008-09 UPWP and coordinating with local agencies continues.
6	February-March	TCC coordinates with member jurisdictions budget process for local matching funds
7	12-Mar-08	TAC receives Draft 2008-09 UPWP and releases UPWP for public comment
8	26-Mar-08	TCC considers public comments and recommends Draft 2008-2009 UPWP for TAC approval
9	9-Apr-08	TAC adopts 2008-2009 UPWP and self certifies MPO planning process
10	1-Jun-08	NCDOT/FHWA approves 2008-2009 UPWP
11	1-Jul-08	2008-2009 UPWP available July 1

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



DRAFT

2008-2009
Unified Planning Work Program (UPWP)

February 27, 2008

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

FY 2007-2008 Unified Planning Work Program

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Adopting Resolution

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2008-2009 Unified Planning Work Program

April 9, 2008

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 2008-2009.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2008-2009 Unified Planning Work Program.*

I, _____, TAC Chair do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 9th day of April, 2008.

TAC Chair

Subscribed and sworn to me this _____ day of _____, 2008.

Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

Transit Adopting Resolution (FTA).....

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

RESOLUTION (PTD-FTA)

Approving the FY 2008-2009 Unified Planning Work Program (UPWP) of the
DCHC Urban Area

April 11, 2008

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 2008-2009.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the
*FY 2008-2009 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization.*

I, _____, Chair of the DCHC MPO Transportation Advisory Committee (TAC)
do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a
meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on
the 9th day of April, 2008.

Alice Gordon, PhD
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this _____ day of _____, 2008.

(Notary seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires _____

Self Certification Resolution

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2008-09 (FY 2009)

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 _____ day of _____, _____.

Chair, Transportation Advisory Committee

Clerk/Secretary/Planner

Overview.....

Durham-Chapel Hill Carrboro
Metropolitan Planning Organization
FY 2008-2009 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 approved as part of the FY 2007-2008 UPWP and is included in this (FY 2008-09) 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 2008-09 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 2008-09 is \$385,169.

Federal (PL funds)	\$385,169
Local (20% match)	<u>\$ 96,292</u>
Total	\$481,461

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 (base allocation) earmarked for programming in the FY 2008-2009 UPWP are shown below (does not included amount re-obligated and carried over from FY 2007-08):

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	\$111,092	\$115,627		\$226,719
State	\$ 13,887	\$ 14,453		\$ 28,340
Local	\$ 13,887	\$ 14,453		\$ 28,340
Total	\$138,865	\$144,534		\$283,399

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	\$306,665	\$980,000	\$1,374,689
State	\$ 11,003	\$ 38,333	\$122,500	\$ 171,836
Local	\$ 11,003	\$ 38,333	\$122,500	\$ 171,836
Total	\$110,030	\$383,331	\$1,225,000	\$1,718,361

DCHC MPO – UPWP Funding Sources (FY 2008-09)

Funding Type	Federal	State	Local	Total
Section 104(f)	\$385,169		\$96,292	\$481,461
STP-DA	\$273,000		\$68,250	\$341,250
FTA 5303	\$226,719	\$28,340	\$28,340	\$283,399
FTA 5307	\$1,374,689	\$171,836	\$171,836	\$1,718,361

Development Schedule

2007-2008 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

		2008																							
		January				February				March				April				May				June			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
1	23-Jan-08																								
2	23-Jan-08																								
3	13-Feb-08																								
4	27-Feb-08																								
5	February-March																								
6	February-March																								
7	12-Mar-08																								
8	26-Mar-08																								
9	9-Apr-08																								
10	Jun-08																								
11	Jul-08																								

Summary Funding Distribution & Agency Allocation Tables

MPO Funds Distribution by Agency		Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program Funding Distribution by Agency & Funding Sources												MPO Summary 2/21/2008 20:06									
		SPR		STP-DA		Section 10410		Section 5303		Section 5307		Section 5309		Task Funding Summary									
Receiving Agency	%	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%	Local 10%	NCDOT 10%	FTA 80%	Local 10%					NCDOT 10%	FTA 80%				
Durham/DATA					1,011,028	72,791	291,165	14,453	14,453	113,627	38,333	38,333	0	0	0	378,535	57,787	1,724,485	2,155,606				
Carrboro					0	5,810	23,240	0	0	0	0	0	0	0	0	3,810	-	23,240	29,050				
Chapel Hill/CHT					0	16,991	67,963	13,887	13,887	111,092	11,005	11,005	0	0	0	41,880	24,890	267,979	333,849				
Orange County					0	0	0	0	0	0	0	0	0	0	0	-	-	-	-				
TJCOG					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
TA					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
NCDOT					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
					12300	49200										123,000	6,406	980,000	1,225,000				
																12,300	49,200	61,500					
Totals					\$12,300	\$49,200	\$259,165	\$1,056,633	\$95,592	\$382,368	\$38,340	\$28,340	\$226,719	\$171,836	\$171,836	\$1,374,689	\$0	\$0	\$0	\$548,523	\$218,882	\$3,069,629	\$5,837,036

Summary MPO Funding Source Tables

MPO Summary (FHWA/FTA Funds)		Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program Summary Funding Source Tables - FHWA/FTA Funds														MPO Summary 2/21/2008 20:06							
		Task Description				Sec. 044(f) PL			STP-DA 133(b)(3)(7)			Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary		
		SPR Highway NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total			
II A	Surveillance of Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,250	-	-	41,000	51,250			
II A	1 Traffic Volume Counts	0	0	0	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41,000			
II A	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	10 Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II A	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II B	Long Range Transp. Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
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	0	0			
II B	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
II B	3 Travel Model Updates	2,100	8,400	145,000	580,000	0	0	0	0	0	0	0	14,500	116,000	0	159,500	16,600	704,400	880,500				
II B	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	9,375	75,000	0	9,375	75,000	93,750					
II B	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				
II B	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	9 Highway Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	10 Transit Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	13 Collector Street Element of L RTP	200	800	7,000	28,000	115	460	0	0	0	0	0	0	0	0	0	0	0	0				
II B	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				
II B	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	17 Congestion Management Strategies	800	3,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II B	18 Air Qual. Planning/Conformity Anal.	200	800	3,906	15,625	500	2,000	0	0	0	0	0	0	0	0	0	0	0	0				
II C	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
II C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-A	Planning Work Program	400	1,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-B	Transp. Improvement Plan	400	1,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-C	Civil Rgts. Imp./Or. Reg. Reqs.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-C	1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-C	2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-C	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-C	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-C	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-C	6 Public Involvement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-C	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-D	Incidental Plan./Project Dev.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-D	1 Transportation Enhancement Prog.	1,000	4,000	750	3,000	1,311	7,645	623	5,000	0	0	0	0	0	0	0	0	0	0				
III-D	2 Enviro. Analysis & Pre-Trip Plan.	1,000	4,000	43,298	173,190	4,050	16,200	1,913	15,304	47,000	47,000	376,000	0	0	0	96,261	49,913	584,694	730,868				
III-D	3 Special Studies	2,100	8,400	8,250	33,000	2,500	10,000	625	625	625	625	5,000	0	0	0	12,000	3,350	61,400	76,750				
III-D	4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
III-E	Management & Operations	4,900	16,000	12,500	50,000	24,750	98,920	4,750	38,000	31,672	31,672	255,375	0	0	0	33,652	40,422	456,295	570,349				
III-E	1 Management & Operations	\$12,300	\$49,200	\$259,163	\$1,036,653	\$93,592	\$382,368	\$38,340	\$126,719	\$171,836	\$171,836	\$1,374,689	\$0	\$0	\$0	\$534,931	\$212,476	\$3,069,659	\$3,837,636				
Totals																							

FHWA Planning Funds MPO PL & STP-DA Total		Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program MPO PL & STP-DA Funding Tables								
Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds			
	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	
	II A	Surveillance of Change								
1	10,250	41,000	51,250	0	0	0	10,250	41,000	51,250	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	500	2,000	2,500	0	0	0	500	2,000	2,500	
5	1,250	5,000	6,250	125	500	625	1,375	5,500	6,875	
6	3,750	15,000	18,750	4,750	19,000	23,750	8,500	34,000	42,500	
7	0	0	0	500	2,000	2,500	500	2,000	2,500	
8	0	0	0	0	0	0	0	0	0	
9	3,210	12,838	16,048	5,000	20,000	25,000	8,210	32,838	41,048	
10	2,500	10,000	12,500	5,051	20,203	25,254	7,551	30,203	37,754	
11	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	
II B	Long Range Transp. Plan									
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	145,000	580,000	725,000	0	0	0	145,000	580,000	725,000	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	1,060	4,240	5,300	1,060	4,240	5,300	
7	1,250	5,000	6,250	2,500	10,000	12,500	3,750	15,000	18,750	
8	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250	
9	875	3,500	4,375	3,800	15,200	19,000	4,675	18,700	23,375	
10	1,625	6,500	8,125	6,500	26,000	32,500	8,125	32,500	40,625	
11	9,500	38,000	47,500	4,225	16,900	21,125	13,725	54,900	68,625	
12	0	0	0	0	0	0	0	0	0	
13	7,000	28,000	35,000	115	460	575	7,115	28,460	35,575	
14	0	0	0	0	0	0	0	0	0	
15	0	0	0	1,250	5,000	6,250	1,250	5,000	6,250	
16	0	0	0	2,625	10,500	13,125	2,625	10,500	13,125	
17	0	0	0	7,350	29,400	36,750	7,350	29,400	36,750	
18	3,906	15,625	19,531	500	2,000	2,500	4,406	17,625	22,031	
II C	Short Range Transit Planning									
1	0	0	0	205	820	1,025	205	820	1,025	
III-A	Planning Work Program									
	0	0	0	3,200	12,800	16,000	3,200	12,800	16,000	
III-B	Transp. Improvement Plan									
	0	0	0	5,375	21,500	26,875	5,375	21,500	26,875	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	1,560	6,240	7,800	1,560	6,240	7,800	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	810	3,240	4,050	810	3,240	4,050	
5	0	0	0	0	0	0	0	0	0	
6	2,500	10,000	12,500	5,800	23,200	29,000	8,300	33,200	41,500	
7	0	0	0	0	0	0	0	0	0	
III-D	Incidental Plng./Project Dev.									
1	0	0	0	100	400	500	100	400	500	

	2	Enviro. Analysis & Pre-TIP Plng.	750	3,000	3,750	1,911	7,645	9,556	2,661	10,645	13,306
	3	Special Studies	43,298	173,190	216,488	4,050	16,200	20,250	47,348	189,390	236,738
	4	Regional or Statewide Planning	8,250	33,000	41,250	2,500	10,000	12,500	10,750	43,000	53,750
III- E		Management & Operations									
	1	Management & Operations	12,500	50,000	62,500	24,730	98,920	123,650	37,230	148,920	186,150
Totals			259,163	1,036,653	1,295,816	95,592	382,368	477,960	354,755	1,419,021	1,773,776

Composite Agency Tables PLUSTP-DA		Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program Composite Agency Tables (PL & STP-DA Funds)												MPO Summary								
		Chapel Hill			Carrboro			Orange			TJCOG					Durham			TTA			MPO
Task Description	FHWA		FHWA		FHWA		FHWA		FHWA		FHWA		FHWA		FHWA		FHWA		FHWA		Total	
	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%	Local 20%	Total 100%
II A Surveillance of Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	125	560	625	0	1,250	5,000	6,250	0	7,250	29,000	36,250	0	8,500	34,000	42,500	0	0	0	0	0
6 Dwelling Unit, Pop. & Emp. Change	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2,491	9,263	60	240	300	0	5,000	20,000	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III B Long Range Transp. Plan																						
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Forecast of Data to Horizon Year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Community Goals & Objectives	0	0	60	240	300	0	1,500	6,000	7,500	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Highway Element of the L RTP	1,250	5,000	250	1,000	1,250	0	6,625	26,500	33,125	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of the L RTP	1,125	4,500	5,625	22,500	3,000	0	12,000	48,000	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Collector Street Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 Financial Planning	625	2,500	0	0	0	0	2,625	10,500	13,125	0	0	0	0	0	0	0	0	0	0	0	0	0
17 Congestion Management Strategies	4,250	17,000	100	400	500	0	5,000	20,000	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0
18 All-Quail Planning/Conformity Anal.	0	0	0	0	0	0	3,926	15,625	19,551	0	0	0	0	0	0	0	0	0	0	0	0	0
III C Short Range Transit Planning																						
1 Short Range Transit Planning	0	0	265	820	1,025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A Planning Work Program	250	1,000	200	800	1,050	0	2,250	11,000	13,750	0	0	0	0	0	0	0	0	0	0	0	0	0
III-B Transp. Improvement Plan	250	1,000	125	500	625	0	5,000	20,000	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0
III-C Civil Rts. Imp. Otr. Reg. Resp.																						
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	60	240	300	0	1,500	6,000	7,500	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Planning for the Elderly & Disabled	0	0	60	240	300	0	750	3,000	3,750	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Public Involvement	0	0	300	1,200	1,500	0	8,000	32,000	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D Incidental Png/Project Dev.																						
1 Transportation Enhancement Png	0	0	160	460	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Enviro. Analysis & Pre-TP Png	0	0	300	600	500	0	2,561	10,245	12,806	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Special Studies	0	0	300	1,200	1,500	0	47,048	188,190	235,238	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Regional or Statewide Planning	1,250	5,000	0	0	0	0	2,500	10,000	12,500	0	0	0	0	0	0	0	0	0	0	0	0	0
III-E Management & Operations																						
1 Management & Operations	4,250	17,000	3,600	12,000	15,000	0	29,980	119,920	149,900	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	16,991	67,985	5,810	23,240	29,050	0	64,466	256,625	320,051	325,848	1,302,193	1,637,741	0	0	0	0	0	0	0	0	0	0

NOTE: Section 9 carryover funds are not reflected (NOT included)

General Task Descriptions and Summary.....

Task Descriptions and Summary Narratives for FY 2008-09 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.

Five-Year Work Program

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2013

	1	2	3	4	5
FY	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory	Parking inventory	Parking inventory	Parking inventory	Parking inventory
1.12	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv
1.13	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2009 UPWP	Develop FY 2010 UPWP	Develop FY 2011 UPWP	Develop FY 2012 UPWP	Develop FY 2013 UPWP
2.5	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)
3.1	Approval of the 2035 LRTP for AQ analysis and conformity		SE data collection and Forecasts	Land-use Scenario analysis	Approval of the 2035 LRTP for AQ analysis and conformity
3.2	CTP components- Highway, transit, bicycle and pedestrian vision plans		Goals, Objectives and targets	Deficiency Analysis	CTP components- Highway, transit, bicycle and pedestrian vision plans
3.3	AQ analysis and conformity determination process		Model Update for LRTP analysis	Alternative analysis	AQ analysis and conformity determination process
3.4	Inter-Agency Consultation process			Development of Preferred Option	Inter-Agency Consultation process
3.5	Draft LRTP AQ Conformity Jan 09 & approval in March 09				Draft LRTP AQ Conformity Jan 2013 & approval in March 2013
3.6	Federal approval LRTP June 2009				TAC Approved CTP in March 2013

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2013

	1	2	3	4	5
FY	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
3.7	TAC Approved CTP				
3.8	BOT Approves CTP				BOT Approves CTP May 2013
3.9					
3.10					
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Model validation refinement	Collection of 2010 base year survey data, Census, ACS augument, onboard transit, commercial vehicle, etc	Collection of 2010 base year data- traffic counts, transit, etc		
4.3			Collection & development of 2010 networks		
4.4			Socio-economic and demographic data collection and forecasts		
4.5					
4.6					
4.7			2010 base year model calibration and validation		
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy
5.2	Update of the Regional bike Plan				
5.3					
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Transit Development Plan (TDP) DATA	Transit Development Plan (TDP) CHT	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2013

	1	2	3	4	5
FY Period	FY 2009 2008-09	FY 2010 2009-10	FY 2011 2010-11	FY 2012 2011-12	FY 2013 2012-13
7.3	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
7.4					
7.5					
7.6					
7.7					
7.8					
7.9					
7.10					
8	TIP	TIP	TIP	TIP	TIP
	Reconcile 2009-15 MTTP and STTP	Develop final draft 2011-2017 MTTP. TIP conformity determination	Reconcile 2011-17 MTTP and STTP	Develop final draft 2013-2019 MTTP. TIP conformity determination	Reconcile 2013-19 MTTP and STTP
	Federal Approval of conforming MTTP, Oct 1 2008	TAC Approves 2011-2017 MTTP	Federal Approval of conforming MTTP, Oct 1 2010	TAC Approves 2013-2019 MTTP	Federal Approval of conforming MTTP, Oct 1 2012
	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2011-2017 STTP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2013-2019 STTP	Update TIP ranking & project prioritization methodology as necessary
	Develop & submit TIP Project Priority List for 2011-2017 TIP		Develop & submit TIP Project Priority List for 2013-2019 TIP		Develop & submit TIP Project Priority List for 2015-2021 TIP
	Review draft STTP and prepare analysis comparison. Generate financial & revenue information for MTTP		Review draft STTP and prepare analysis comparison. Generate financial & revenue information for MTTP		Review draft STTP and prepare analysis comparison. Generate financial & revenue information for MTTP
	One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT
	Development 2011-2017 MTTP . Public input and comment process.		Development 2013-2019 MTTP . Public input and comment process.		Development 2015-2021 MTTP . Public input and comment process.
	Process MTTP amendments as needed	Process MTTP amendments as needed	Process MTTP amendments as needed	Process MTTP amendments as needed	Process MTTP amendments as needed
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2013

	1	2	3	4	5
FY	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update EJ/LEP demographic profile and database	Update EJ/LEP demographic profile and database	Update EJ/LEP demographic profile and database	Update EJ/LEP demographic profile and database	Update EJ/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process
	Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study		
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	MPO integrated landuse model & integration with TRM				
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Update of the ITS deployment Plan & Regional Architecture				
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2013

	1		2		3		4		5	
FY	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013					
Period	2008-09	2009-10	2010-11	2011-12	2012-13					
	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013					
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning					
	Develop MPO safety planning initiatives	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.					
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process					
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning					
	Develop MPO freight plan and truck circulation map									
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination					
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies					
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation					
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation					
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development					
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>					
	Maintain Databases; upgrade hardware and software as necessary	Maintain Databases	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software					
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers					
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data					
	Develop "Green Print" maps	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>					

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2013

	1	2	3	4	5
FY	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3- C process	Management and Operations of the MPO 3- C process	Management and Operations of the MPO 3- C process	Management and Operations of the MPO 3- C process	Management and Operations of the MPO 3- C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
	As Needed	As Needed	As Needed	As Needed	As Needed
	NCS4/140/US 15-501 Sub-area study				

City of Durham

Durham/LPA Task Funding Table
Durham/LPA Task description and Narrative
DATA Transit (FTA) Table.....
DATA Funding Narrative.....
FTA Disadvantaged Business Contracting Opportunities Form

City of Durham/LPA

Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables

Durham
 2/24/2008 20:06

Task Description	SFR-DA		Sec 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A Surveillance of Change																		
1 Traffic Volume Counts	10,250	41,000	0	0	0	0	0	0	0	0	0	0	0	10,250	-	41,000	-	51,250
2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
4 Traffic Accidents	500	2,000	0	0	0	0	0	0	0	0	0	0	0	500	-	2,000	-	2,500
5 Transit System Data	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	11,823	10,573	89,584	111,980	
6 Dwelling Unit Pop. & Emp. Change	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	500	2,000	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500	
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
9 Travel Time Studies	3,210	12,838	5,000	20,000	0	0	0	0	0	0	0	0	0	8,210	-	32,838	41,048	
10 Mapping	2,500	10,000	2,500	10,000	0	0	0	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	0	0	0	-	-	-	-	-
12 Bike & Ped. Facilities Inventory	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	-	-	-	-	-
II B Long Range Transp. Plan																		
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
3 Travel Model Updates	145,000	580,000	0	0	0	0	0	0	0	0	0	0	0	145,000	-	580,000	-	725,000
4 Travel Surveys	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	-	-	-	-	-
6 Community Goals & Objectives	0	0	1,000	4,000	0	0	0	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	0	0	0	3,750	-	15,000	18,750	
8 Capacity Deficiency Analysis	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250	
9 Highway Element of th LRTP	875	3,500	3,750	15,000	0	0	0	0	0	0	0	0	0	4,625	-	18,500	23,125	
10 Transit Element of the LRTP	1,625	6,500	5,000	20,000	0	0	0	811	811	6,486	0	0	0	7,436	811	32,986	41,233	
11 Bicycle & Ped. Element of the LRTP	9,500	38,000	2,500	10,000	0	0	0	0	0	0	0	0	12,000	-	48,000	-	60,000	
12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
13 Collector Street Element of LRTP	7,000	28,000	0	0	0	0	0	0	0	0	0	0	0	7,000	-	28,000	35,000	
14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
15 Freight Movement/Mobility Planning	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250	
16 Financial Planning	0	0	2,000	8,000	0	0	0	0	0	0	0	0	0	2,000	-	8,000	10,000	
17 Congestion Management Strategies	0	0	3,000	12,000	0	0	0	1,616	1,616	12,928	0	0	0	4,616	1,616	24,928	31,160	
18 Air Qual. Planning/Conformity Anal.	0	0	500	2,000	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500	
II C Short Range Transit Planning																		
1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
III A Planning Work Program																		
1 Planning Work Program	0	0	2,750	11,000	0	0	0	3,483	3,483	27,866	0	0	0	6,233	3,483	38,866	48,583	
III B Transp. Improvement Plan																		
1 Transp. Improvement Plan	0	0	5,000	20,000	0	0	0	239	239	1,912	0	0	0	5,239	239	21,912	27,390	
III C Civil Rds. Cmp/Dr. Reg. Reqs.																		
1 Title VI	0	0	0	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	0	0	0	1,500	-	6,000	7,500	
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
4 Planning for the Elderly & Disabled	0	0	750	3,000	0	0	0	0	0	0	0	0	0	5,750	5,000	43,000	53,750	
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
6 Public Involvement	2,500	10,000	5,500	22,000	0	0	0	5,271	5,271	42,165	0	0	0	13,271	5,271	74,165	92,706	
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
III D Incidental Ping/Project Dev.																		
1 Transportation Enhancement Ping	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
2 Enviro. Analysis & Pre-TIP Ping	750	3,000	1,811	7,245	0	0	0	0	0	0	0	0	0	2,561	-	10,245	12,806	
3 Special Studies	43,298	173,190	3,750	15,000	0	0	0	0	0	0	0	0	0	47,048	-	188,190	235,238	

City of Durham/LPA

Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables

Durham
 2/21/2008 20:06

Task Description	STP-DA 131(b)(3)(f)		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 Regional or Statewide Planning	5,750	23,000	1,250	5,000	0	0	0	0	0	0	0	0	7,000	-	28,000	35,000	
III-E 1 Management & Operations	12,500	50,000	17,480	69,920	0	0	0	25,794	25,794	206,531	0	0	0	35,774	25,794	326,271	407,839
Totals	\$232,757	\$1,011,028	\$72,791	\$291,165	\$14,433	\$14,433	\$113,627	\$38,333	\$38,333	\$306,665	\$0	\$0	\$0	\$378,333	\$52,787	\$1,724,483	\$2,155,606

Durham Area Transit Authority
DATA

Durham-Chapel Hill-Carrboro Urban Area
FY 2008-2009 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Durham
2/24/2008 20:06

Task Description	STP-DA 1330(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%	NCDDOT 10%	FTA 80%	Local 10%	NCDDOT 10%	FTA 80%	Local 25%	NCDDOT 25%	FTA 50%	Local	NCDDOT	Federal	Total	
II A Surveillance of Change																		
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Vehicle Miles of Travel	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
4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Transit System Data	0	0	0	0	9,453	9,453	75,627	1,120	1,120	8,957	0	0	0	10,573	10,573	84,584	105,730	0
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Vehicle Occupancy Rates	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
10 Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B Long Range Transp. Plan																		
B 1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of the LRTP	0	0	0	0	0	0	0	811	811	6,486	0	0	0	811	811	6,486	8,108	0
11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 Congestion Management Strategies	0	0	0	0	0	0	0	1,616	1,616	12,928	0	0	0	1,616	1,616	12,928	16,160	0
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II C Short Range Transit Planning																		
1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III A Planning Work Program																		
Transp Improvement Plan	0	0	0	0	0	0	0	3,483	3,483	27,866	0	0	0	3,483	3,483	27,866	34,833	0
III B																		
Transp Improvement Plan	0	0	0	0	0	0	0	239	239	1,912	0	0	0	239	239	1,912	2,390	0
III C Cvl Rqts. Cmp/Otr. Rqg. Rqgs.																		
1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Planning for the Elderly & Disabled	0	0	0	0	5,000	5,000	40,000	0	0	0	0	0	0	5,000	5,000	40,000	50,000	0
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Durham Area Transit Authority
DATA

Durham-Chapel Hill-Carrboro Urban Area
FY 2008-2009 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Durham
2/24/2008 20:06

Task Description	STP-DA 138(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%	NC DOT 10%	FTA 80%	Local 10%	NC DOT 10%	FTA 80%	Local 25%	NC DOT 25%	FTA 50%	Local	NC DOT	Federal	Total
6 Public Involvement	0	0	0	0	0	0	0	5,271	5,271	42,165				5,271	5,271	42,165	52,706
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0							
III-D Incidental Ping/Project Dev.																	
1 Transportation Enhancement Ping	0	0	0	0	0	0	0	0	0	0							
2 Enviro. Analysis & Pre-TIP Ping	0	0	0	0	0	0	0	0	0	0							
3 Special Studies	0	0	0	0	0	0	0	0	0	0							
4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0							
III-E Management & Operations																	
1 Management & Operations	0	0	0	0	0	0	0	25,794	25,794	206,351				25,794	25,794	206,351	257,939
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$14,453	\$38,333	\$38,333	\$306,665	\$0	\$0	\$0	\$52,787	\$52,787	\$422,292	\$527,865

**Attachment # 7
Anticipated DBE Contracting Opportunities for FY09**

Name of MPO: **DCHC**

Person Completing Form: **Harriet Lyons**

Telephone Number: **(919) 560-1535**

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

Sample Entry:

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

Town of Carrboro

Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables

Carrboro
 2/21/2008 20:06

Task Description	STP-DA 133(b)(3)(7)		Sec 104(D) 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%	FIA 80%	Local 10%	NCDOT 10%	FIA 80%	Local 25%	NCDOT 25%	FIA 50%	Local	NCDOT	Federal	Total
II A Surveillance of Change	0	0	0	0										-	-	-	-
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	125	500				0	0					125	-	500	625
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	60	240										60	-	240	300
11 Central Area Parking Inventory	0	0	0	0										-	-	-	-
12 Bike & Ped. Facilities Inventory	0	0	0	0										-	-	-	-
13 Bike & Ped. Counts	0	0	0	0										-	-	-	-
II B Long Range Transp. Plan																	
B 1 Collection of Base Year Data	0	0	0	0										-	-	-	-
2 Collection of Network Data	0	0	0	0										-	-	-	-
3 Travel Model Updates	0	0	0	0										-	-	-	-
4 Travel Surveys	0	0	0	0										-	-	-	-
5 Forecast of Data to Horizon Year	0	0	0	0										-	-	-	-
6 Community Goals & Objectives	0	0	60	240				0	0					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 the LRTP	0	0	50	200										50	-	200	250
10 Transit Element of the LRTP	0	0	250	1,000										250	-	1,000	1,250
11 Bicycle & Ped. Element of the LRTP	0	0	600	2,400										600	-	2,400	3,000
12 Airport/Air Travel Element of LRTP	0	0	0	0										-	-	-	-
13 Collector Street Element of LRTP	0	0	115	460										115	-	460	575
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	100	400										100	-	400	500
18 Air Qual. Planning/Conformity Anal.	0	0	0	0										-	-	-	-
II C Short Range Transit Planning																	
I Short Range Transit Planning	0	0	205	820										205	-	820	1,025
III A Planning Work Program	0	0	200	800										200	-	800	1,000
III B Transp. Improvement Plan	0	0	125	500										125	-	500	625
III C CUL Rts. Cmp./Otr. Reg. Reqs.																	
1 Title VI	0	0	0	0										-	-	-	-
2 Environmental Justice	0	0	60	240										60	-	240	300
3 Minority Business Enterprise	0	0	0	0										-	-	-	-

Town of Carrboro
 Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables
 Carrboro
 2/21/2008 20:06

Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
4 Planning for the Elderly & Disabled	0	0	60	240				0		0				60	-	-	240	300
5 Safety/Drug Control Planning	0	0	0	0										-	-	-	-	0
6 Public Involvement	0	0	300	1,200										300	-	-	1,200	1,500
7 Private Sector Participation	0	0	0	0										-	-	-	-	0
III-D Incidental Ping/Project Dev.					0	0	0											
1 Transportation Enhancement Ping	0	0	100	400										100	-	-	400	500
2 Enviro. Analysis & Pre-TIP Ping	0	0	100	400										100	-	-	400	500
3 Special Studies	0	0	300	1,200										300	-	-	1,200	1,500
4 Regional or Statewide Planning	0	0	0	0										-	-	-	-	0
III-E Management & Operations																		
1 Management & Operations	0	0	3,000	12,000	0	0	0	0	0	0	0	0	0	3,000	-	-	12,000	15,000
Totals	\$0	\$0	\$5,810	\$23,240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,810	\$0	\$0	\$23,240	\$29,050

Town of Chapel Hill

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

Town of Chapel Hill
 Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables
 Town of Chapel Hill
 2/21/2008 20:06

Task Description	STP-DA 133(b)(3)(7)		Sec 104(f) PL		Section 5305 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A Surveillance of Change																		
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Vehicle Miles of Travel	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
4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Transit System Data	0	0	0	0	0	0	0	0	0	0	1,250	0	0	1,250	0	0	10,000	12,500
6 Dwelling Unit, Pop. & Emp. Change	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	0	1,250	6,250
7 Air Travel	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
9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Mapping	0	0	2,491	9,963	625	625	5,000	375	375	3,000	0	0	0	3,491	1,000	17,963	22,454	
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B Long Range Transp. Plan																		
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	375	375	3,000	375	375	3,000	3,750	3,750
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
6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Highway Element of th L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of the L RTP	0	0	1,250	5,000	875	875	7,000	0	0	0	0	0	0	2,125	875	12,000	15,000	
11 Bicycle & Ped. Element of the L RTP	0	0	1,125	4,500	1,250	1,250	10,000	0	0	0	0	0	0	2,375	1,250	14,500	18,125	
12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Collector Street Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 Financial Planning	0	0	635	2,500	313	313	2,500	0	0	0	0	0	0	938	313	5,000	6,250	
17 Congestion Management Strategies	0	0	4,250	17,000	2,500	2,500	20,000	0	0	0	0	0	0	6,750	2,500	37,000	46,250	
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II C Short Range Transit Planning																		
1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III A Planning Work Program																		
1 Planning Work Program	0	0	250	1,000	161	161	1,288	375	375	3,000	786	536	5,288	6,610	6,610	6,610	6,610	
III B Transp. Improvement Plan																		
1 Transp. Improvement Plan	0	0	250	1,000	250	250	2,000	625	625	5,000	1,125	875	8,000	10,000	10,000	10,000	10,000	
III C Civil Rgts. Comp/Otr. Reg. Rqqs.																		
1 Title VI	0	0	0	0	0	0	0	0	0	0	125	125	1,000	1,250	1,250	1,000	1,250	
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	125	125	1,000	1,250	1,250	1,000	1,250	
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	125	125	1,000	1,250	1,250	1,000	1,250	

Town of Chapel Hill
 Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables
 Town of Chapel Hill
 2/21/2008 20:06

Task Description	STP-DA 133(b)(3)(7)		Sec 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
6 Public Involvement	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D Incidental Pmg/Project Dev.																	
1 Transportation Enhancement Pmg.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2 Enviro. Analysis & Pre-TIP Pmg.	0	0	0	0	625	625	5,000	0	0	0				625	625	5,000	6,250
3 Special Studies	0	0	0	0	1,913	1,913	15,304	0	0	0				1,913	1,913	15,304	19,130
4 Regional or Statewide Planning	0	0	1,250	5,000	625	625	5,000	625	625	5,000				2,500	1,250	15,000	18,750
III-E Management & Operations																	
1 Management & Operations	0	0	4,250	17,000	4,750	4,750	38,000	5,878	5,878	47,024	0	0	0	14,878	10,628	102,024	127,530
Totals	\$0	\$0	\$16,991	\$67,963	\$13,887	\$13,887	\$111,092	\$11,003	\$11,003	\$88,024	\$0	\$0	\$0	\$41,880	\$24,890	\$267,079	\$333,849

Chapel Hill Transit (CHT)
 Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables - FTA Transit Funds

Town of Chapel Hill
 2/21/2008 20:06

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%	NCDDOT 10%	FTA 80%	Local 10%	NCDDOT 10%	FTA 80%	Local 25%	NCDDOT 25%	FTA 50%	Local	NCDDOT	Federal	Total	
II A Surveillance of Change																		
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Vehicle Miles of Travel	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
4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Transit System Data	0	0	0	0	0	0	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	0
7 Air Travel	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
9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Mapping	0	0	0	0	625	625	5,000	375	375	3,000	0	0	0	1,000	1,000	8,000	10,000	-
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B Long Range Transp. Plan																		
B 1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Travel Surveys	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	-
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
6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Highway Element of Th LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of the LRTP	0	0	0	0	875	875	7,000	0	0	0	0	0	0	875	875	7,000	8,750	-
11 Bicycle & Ped. Element of the LRTP	0	0	0	0	1,250	1,250	10,000	0	0	0	0	0	0	1,250	1,250	10,000	12,500	-
12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 Financial Planning	0	0	0	0	313	313	2,500	0	0	0	0	0	0	313	313	2,500	3,125	-
17 Congestion Management Strategies	0	0	0	0	2,500	2,500	20,000	0	0	0	0	0	0	2,500	2,500	20,000	25,000	-
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II C Short Range Transit Planning																		
I Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III A Planning Work Program																		
I Transp. Improvement Plan	0	0	0	0	161	161	1,288	375	375	3,000	0	0	0	536	536	4,288	5,360	-
III B Transp. Improvement Plan																		
I Transp. Improvement Plan	0	0	0	0	250	250	2,000	625	625	5,000	0	0	0	875	875	7,000	8,750	-
III C CMI Rqts. Cmp./Or. Reg. Rqgs.																		
I Title VI	0	0	0	0	0	0	0	125	125	1,000	0	0	0	125	125	1,000	1,250	-
2 Environmental Justice	0	0	0	0	0	0	0	125	125	1,000	0	0	0	125	125	1,000	1,250	-
3 Minority Business Enterprise	0	0	0	0	0	0	0	125	125	1,000	0	0	0	125	125	1,000	1,250	-
4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	-
5 Safety/Dmg Control Planning	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	-

Chapel Hill Transit (CHT)

Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables - FTA Transit Funds

Town of Chapel Hill
 2/21/2008 20:06

Task Description	STP-DA I33(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%	NCDOF 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOF 25%	FTA 50%	Local	NCDOF	Federal	Total
6 Public Involvement	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
III-D Incidental Prg./Project Dev.																	
1 Transportation Enhancement Prg.	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2 Enviro. Analysis & Pre-TIP Prg.	0	0	0	0	625	625	5,000	0	0	0	0	0	625	625	5,000	6,250	
3 Special Studies	0	0	0	0	1,913	1,913	15,304	0	0	0	0	0	1,913	1,913	15,304	19,150	
4 Regional or Statewide Planning	0	0	0	0	625	625	5,000	625	625	5,000	0	0	1,250	1,250	10,000	12,500	
III-E Management & Operations																	
1 Management & Operations	0	0	0	0	4,750	4,750	38,000	5,878	5,878	47,024	0	0	0	10,628	10,628	85,024	106,280
Totals	\$0	\$0	\$0	\$0	\$13,887	\$13,887	\$111,092	\$11,003	\$11,003	\$88,024	\$0	\$0	\$0	\$24,890	\$24,890	\$199,116	\$248,893

**ATTACHMENT #4
FTA TASK NARRATIVE TABLE
CHAPEL HILL TRANSIT FY2008-2009 UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-A-10
4- Title	Mapping
5- Task Objective	To maintain and modify maps of Chapel Hill Transit routes using GIS technology.
6- Tangible Product Expected	Maps will be prepared for use in various projects. Both electronic and paper maps will be prepared.
7- Expected Completion Date of Products	June-09
8- Previous Work	Preparation of mapping.
9- Prior FTA Funds	\$25,000
10- Relationship	This mapping will be used to implement the recommendations of the STAC, the 2035 Long Range Transportation Plan and the Chapel Hill Long Range Transit Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	625
17- Section 5303 NCDOT 10%	625
18- Section 5303 FTA 80%	5,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

I- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-10
4- Title	Transit Element of the Long Range Plan
5- Task Objective	To implement the recommendations of the STAC, 2035 DCHC Long Range Transportation Plan and Chapel Hill Transit Plan.
6- Tangible Product Expected	Implementation plans for 2035, STAC and Long Range Transit Plans.
7- Expected Completion Date of Products	June-09
8- Previous Work	Development of the 2035 LRTP, STAC recommendations and Chapel Hill Long Range Transit Plan.
9- Prior FTA Funds	\$25,000
10- Relationship	These activities support regional transportation planning.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	1,500
17- Section 5303 NCDOT 10%	1,500
18- Section 5303 FTA 80%	12,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-11
4- Title	Bicycle and Pedestrian Element of the LRTP
5- Task Objective	To implement the bicycle and pedestrian elements of the 2035 LRTP.
6- Tangible Product Expected	Implementation of the bicycle and pedestrian trip generation routine for the TRM and incorporation into the 2035 LRTP..
7- Expected Completion Date of Products	June-09
8- Previous Work	Development of 2030 LRTP Pedestrian and Bicycle Plans.
9- Prior FTA Funds	\$0
10- Relationship	The enhanced pedestrian and bicycle modeling approach will support development of transit oriented development and implementation of the transit element of the 2035 LRTP.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	625
17- Section 5303 NCDOT 10%	625
18- Section 5303 FTA 80%	5,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-16
4- Title	Financial Planning
5- Task Objective	To implement the Financial Plan for the 2035 Regional Transportation Plan
6- Tangible Product Expected	2035 LRTP financial implementation plan
7- Expected Completion Date of Products	June-09
8- Previous Work	2030 financial plan and STAC financial evaluation..
9- Prior FTA Funds	\$5,000
10- Relationship	This information will be used to refine Chapel Hill Transit's efforts to implement the 2035 LRTP, STAC recommendations and the Chapel Hill Long Range Transit Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	313
17- Section 5303 NCDOT 10%	313
18- Section 5303 FTA 80%	2,500
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-17
4- Title	Congestion Management Strategies
5- Task Objective	To implement the Triangle TDM program in Chapel Hill.
6- Tangible Product Expected	Programs and marketing materials to support TDM in Chapel Hill.
7- Expected Completion Date of Products	June-09
8- Previous Work	2007 Chapel Hill TMP survey.
9- Prior FTA Funds	\$0
10- Relationship	This program will support Chapel Hill Transit and regional transit services.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	2,500
17- Section 5303 NCDOT 10%	2,500
18- Section 5303 FTA 80%	20,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442100
3- Task Code	III-A
4- Title	Planning Work Program
5- Task Objective	To develop and monitor the annual planning work program.
6- Tangible Product Expected	2009-10 Planning Work Program.
7- Expected Completion Date of Products	May-09
8- Previous Work	2008-09 Planning Work Program.
9- Prior FTA Funds	\$1,000
10- Relationship	The Planning Work Program supports various regional planning efforts
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	161
17- Section 5303 NCDOT 10%	161
18- Section 5303 FTA 80%	1,288
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

I- MPO	Town of Chapel Hill
2- FTA Code	442500
3- Task Code	III-B
4- Title	Transportation Improvement Program
5- Task Objective	To monitor implementation of the 2009-2015 TIP and begin consideration of 2011-2017 TIP.
6- Tangible Product Expected	Draft projects for consideration in 2011-2017 TIP.
7- Expected Completion Date of Products	June-09
8- Previous Work	Development of the 2009-2015 TIP.
9- Prior FTA Funds	\$3,000
10- Relationship	The TIP will be used to implant the 2035 LRTP, STAC Plan and Chapel Hill Long Range Transit Plan..
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	250
17- Section 5303 NCDOT 10%	250
18- Section 5303 FTA 80%	2,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442700
3- Task Code	III-C-1
4- Title	Title VI
5- Task Objective	To assess compliance with federal Title VI regulations.
6- Tangible Product Expected	Title VI assessment.
7- Expected Completion Date of Products	June-07
8- Previous Work	Ongoing monitoring
9- Prior FTA Funds	\$3,000
10- Relationship	This project supports the development of the 2007-2013 TIP.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT	20%
13- HPR - Highway - F11WA	80%
14- Section 104 (f) PI, Local	20%
15- Section 104 (f) P I FHWA	80%
16- Section 5303 Local	10%
17- Section 5303 NCDOT	10%
18- Section 5303 FTA	80%
19- Section 5307 Transit - Local	10%
20- Section 5307 Transit - NCDOT	10%
21- Section 5307 Transit - FTA	80%
22- Additional Funds - Local	100%

I- MPO	Town of Chapel Hill
2- FTA Code	442604
3- Task Code	III-C-2
4- Title	Environmental Justice
5- Task Objective	To assess impact of transit services on low income and minority populations
6- Tangible Product Expected	Annual assessment.
7- Expected Completion Date of Products	June-07
8- Previous Work	Ongoing monitoring
9- Prior FTA Funds	\$3,000
10- Relationship	This project supports the development of the 2035 Regional Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT	20%
13- HPR - Highway - F11WA	80%
14- Section 104 (f) PI, Local	20%
15- Section 104 (f) P I FHWA	80%
16- Section 5303 Local	10%
17- Section 5303 NCDOT	10%
18- Section 5303 FTA	80%
19- Section 5307 Transit - Local	10%
20- Section 5307 Transit - NCDOT	10%
21- Section 5307 Transit - FTA	80%
22- Additional Funds - Local	100%

1- MPO	Town of Chapel Hill
2- FTA Code	442700
3- Task Code	III-C-3
4- Title	Minority Business Enterprise
5- Task Objective	To assess compliance with minority business enterprise regulations
6- Tangible Product Expected	Annual assessment.
7- Expected Completion Date of Products	June-07
8- Previous Work	Ongoing monitoring
9- Prior FTA Funds	\$12,000
10- Relationship	
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442400
3- Task Code	III-C-4
4- Title	Planning for Elderly and Handicapped
5- Task Objective	To assess impact of transit services on elderly and handicapped populations
6- Tangible Product Expected	Annual assessment.
7- Expected Completion Date of Products	June-07
8- Previous Work	Ongoing monitoring
9- Prior FTA Funds	\$12,000
10- Relationship	This project supports the development of the 2035 Regional Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442400
3- Task Code	III-C-5
4- Title	Safety Drug Control Planning
5- Task Objective	To implement and monitor federal safety and drug control planning
6- Tangible Product Expected	Annual assessment.
7- Expected Completion Date of Products	June-07
8- Previous Work	Ongoing monitoring
9- Prior FTA Funds	\$0
10- Relationship	
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT	20%
13- HPR - Highway - F11WA	80%
14- Section 104 (f) PI, Local	20%
15- Section 104 (f) P I FHWA	80%
16- Section 5303 Local	10%
17- Section 5303 NCDOT	10%
18- Section 5303 FTA	80%
19- Section 5307 Transit - Local	10%
20- Section 5307 Transit - NCDOT	10%
21- Section 5307 Transit - FTA	80%
22- Additional Funds - Local	100%

1- MPO	Town of Chapel Hill
2- FTA Code	442100
3- Task Code	III-C-6
4- Title	Public Involvement
5- Task Objective	To establish public outreach efforts to engage public involvement.
6- Tangible Product Expected	Annual transit forum.
7- Expected Completion Date of Products	June-07
8- Previous Work	January, 06 public forum.
9- Prior FTA Funds	\$6,000
10- Relationship	This project supports the development of the 2035 Regional Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT	20%
13- HPR - Highway - F11WA	80%
14- Section 104 (f) PI, Local	20%
15- Section 104 (f) P I FHWA	80%
16- Section 5303 Local	10%
17- Section 5303 NCDOT	10%
18- Section 5303 FTA	80%
19- Section 5307 Transit - Local	10%
20- Section 5307 Transit - NCDOT	10%
21- Section 5307 Transit - FTA	80%
22- Additional Funds - Local	100%

1- MPO	Town of Chapel Hill
2- FTA Code	442400
3- Task Code	III-C-7
4- Title	Private Sector Participation
5- Task Objective	To assess opportunities for private sector contracting.
6- Tangible Product Expected	Annual assessment.
7- Expected Completion Date of Products	June-07
8- Previous Work	Ongoing monitoring
9- Prior FTA Funds	\$0
10- Relationship	
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FIIWA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442700
3- Task Code	III-D-2
4- Title	Environmental Analysis and Pre TIP Planning
5- Task Objective	To support the preparation of federal environmental analysis related to the implementation of regional public transit fixed guideway corridors.
6- Tangible Product Expected	EIS for federal new starts/small starts program
7- Expected Completion Date of Products	June-097
8- Previous Work	STAC process
9- Prior FTA Funds	\$0
10- Relationship	This project supports the implementation of the 2035 Regional Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FIIWA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	625
17- Section 5303 NCDOT 10%	625
18- Section 5303 FTA 80%	5.000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442700
3- Task Code	III-D-3
4- Title	Special Studies
5- Task Objective	To prepare special studies to support ongoing transit operations.
6- Tangible Product Expected	Transit oriented development land use guidelines.
7- Expected Completion Date of Products	June-09
8- Previous Work	Chapel Hill Long Range Transit Plan
9- Prior FTA Funds	\$55,000
10- Relationship	This project supports the implementation of the 2035 Regional Plan, STAC recommendations and Long Range Transit Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	1,913
17- Section 5303 NCDOT 10%	1,913
18- Section 5303 FTA 80%	15,304
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442200
3- Task Code	III-D-4
4- Title	Regional or Statewide Planning
5- Task Objective	To support regional and statewide planning projects.
6- Tangible Product Expected	
7- Expected Completion Date of Products	June-09
8- Previous Work	STAC process
9- Prior FTA Funds	\$10,000
10- Relationship	This project supports the implementation of the 2035 Regional Plan, STAC recommendations and Chapel Hill Long Range Transit Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	625
17- Section 5303 NCDOT 10%	625
18- Section 5303 FTA 80%	5,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442100
3- Task Code	III-E
4- Title	Management and Operations
5- Task Objective	To support various transit planning activities.
6- Tangible Product Expected	Ongoing.
7- Expected Completion Date of Products	June-09
8- Previous Work	Management of transit planning program.
9- Prior FTA Funds	\$79,000
10- Relationship	Supports all other transit planning activities.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	4,750
17- Section 5303 NCDOT 10%	4,750
18- Section 5303 FTA 80%	38,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

Attachment # 7 Anticipated DBE Contracting Opportunities for FY 2009

Name of MPO: Town of Chapel Hill

Person Completing Form: David Bonk/Carmen Cole

Telephone Number: 919-969-4911

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
THERE ARE CURRENTLY NO ANTICIPATED DBE CONTRACTING OPPORTUNITIES.					

Sample Entry:

--	--	--	--	--	--

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

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

NCDOT
 Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables

NCDOT
 2/21/2008 20:06

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

NCDOT

Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables

NCDOT
 2/21/2008 20:06

Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit		Section 5307 Transit		Section 5309 Transit		Task Funding Summary						
	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
4 Planning for the Elderly & Disabled	0	0												-	-	-	-
5 Safety/Drug Control Planning	0	0												-	-	-	-
6 Public Involvement	0	0												-	-	-	-
7 Private Sector Participation	0	0												-	-	-	-
III-D Incidental Pmg./Project Dev.														-	-	-	-
1 Transportation Enhancement Pmg.	100	400												-	100	400	500
2 Enviro. Analysis & Pre-Tip Pmg.	1,000	4,000												-	1,000	4,000	5,000
3 Special Studies	1,000	4,000												-	1,000	4,000	5,000
4 Regional or Statewide Planning	2,100	8,400												-	2,100	8,400	10,500
III-E Management & Operations														-	-	-	-
1 Management & Operations	4,000	16,000												-	4,000	16,000	20,000
Totals	\$12,300	\$49,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,300	\$49,200	\$61,500

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

Triangle Transit Authority (TTA)

Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables

TTA

2/21/2008 20:06

Task Description	STP-DA 133(b)(3/7)		Sec. 104(D) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A Surveillance of Change																		
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Vehicle Miles of Travel	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
4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Transit System Data	0	0	0	0	10,000	0	0	80,000	0	0	0	0	0	10,000	10,000	80,000	100,000	0
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Vehicle Occupancy Rates	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
10 Mapping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B Long Range Transp. Plan																		
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Collection of Network Data	0	0	0	0	14,500	0	0	116,000	0	0	0	0	0	14,500	14,500	116,000	145,000	0
3 Travel Model Updates	0	0	0	0	9,000	0	0	72,000	0	0	0	0	0	9,000	9,000	72,000	90,000	0
4 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Highway Element of In LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 Transit Element of the LRTP	0	0	0	0	12,000	0	0	96,000	0	0	0	0	0	12,000	12,000	96,000	120,000	0
11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Airport/Ar Travel Element of LRTP	0	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	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	0
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18 Air Dual Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II C Short Range Transit Planning																		
1 Short Range Transit Planning	0	0	0	0	30,000	0	0	240,000	0	0	0	0	0	30,000	30,000	240,000	300,000	0
III A Planning Work Program																		
III B Transp. Improvement Plan																		
III C Civil Rqts. Cmp./Otr. Reg. Rqds.																		
1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 Public Involvement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III D Incidental Png./Project Dev.																		
1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Triangle Transit Authority (TTA)

Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables

TTA
 2/21/2008 20:06

Task Description	STP-DA 1331(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%	NC DOT 10%	FTA 80%	Local 10%	NC DOT 10%	FTA 80%	Local 25%	NC DOT 25%	FTA 50%	Local	NC DOT	Federal	Total
2) Enviro. Analysis & Pre-Tip Ping			0	0				0	0	0				-	-	-	-
3) Special Studies			0	0				47,000	47,000	376,000				47,000	47,000	376,000	470,000
4) Regional or Statewide Planning								0	0	0				-	-	-	-
III-E Management & Operations																	
1) Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,500	\$122,500	\$980,000	\$0	\$0	\$0	\$122,500	\$122,500	\$980,000	\$1,225,000

UNIFIED PLANNING WORK PROGRAM FOR TRIANGLE TRANSIT AGENCY

Table 5. ANTICIPATED DBE CONTRACTING OPPORTUNITIES FOR FY08-09

Section 5307

Name of MPO: Durham Chapel Hill Carrboro

Person Completing Form: Patrick McDonough

Telephone No: 919-485-7455

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	\$ 72,000	\$ 90,000
Task II-B-10	Transit Element of the LRTP	TTA	Consultant	\$ 96,000	\$ 120,000
Task III-D-3	Special Studies	TTA	Consultant	\$ 376,000	\$ 470,000

Triangle J Council of Governments (TJCOG)

Task Funding Table
Task Description and Narrative

Triangle J COG

Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables

1JCOG
 2/21/2008 20:06

Task Description	STP-DA		Sec 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A Surveillance of Change																		
1 Traffic Volume Counts																		
2 Vehicle Miles of Travel																		
3 Street System Changes																		
4 Traffic Accidents																		
5 Transit System Data											0	0						
6 Dwelling Unit, Pop. & Emp. Change																		
7 Air Travel																		
8 Vehicle Occupancy Rates																		
9 Travel Time Studies																		
10 Mapping																		
11 Central Area Parking Inventory																		
12 Bike & Ped. Facilities Inventory																		
13 Bike & Ped. Counts																		
II B Long Range Transp. Plan																		
1 Collection of Base Year Data																		
2 Collection of Network Data																		
3 Travel Model Updates																		
4 Travel Surveys			0	0	0	0	0	0	0	0								
5 Forecast of Data to Horizon year			0	0	0	0	0	0	0	0								
6 Community Goals & Objectives																		
7 Forecast of Future Travel Patterns																		
8 Capacity Deficiency Analysis																		
9 Highway Element of th L RTP																		
10 Transit Element of the L RTP			0	0	0	0	0	0	0	0								
11 Bicycle & Ped. Element of the L RTP			0	0	0	0	0	0	0	0								
12 Airport/Air Travel Element of L RTP																		
13 Collector Street Element of L RTP					0	0	0	0	0	0								
14 Rail, Water or other mode of L RTP																		
15 Freight Movement/Mobility Planning																		
16 Financial Planning																		
17 Congestion Management Strategies																		
18 Air-Qual. Planning/Conformity Anal		3,906	15,625		0	0	0									3,906	15,625	19,531
II C Short Range Transit Planning																		
1 Short Range Transit Planning																		
III A Planning Work Program																		
III B Transp. Improvement Plan																		
III C Cvl Rgts. Cmp/Otr. Reg. Rgts.																		
1 Title VI																		
2 Environmental Justice																		
3 Minority Business Enterprise																		

Triangle J COG
 Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program
 Proposed Funding Source Tables
 TCCOG
 2/21/2008 20:06

Task Description	STP-DA 1340(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOIT 10%	FTA 80%	Local 10%	NCDOIT 10%	FTA 80%	Local 25%	NCDOIT 25%	FTA 50%	Local	NCDOIT	Federal	Total	
4 Planning for the Elderly & Disabled																		
5 Safety/Drug Control Planning																		
6 Public Involvement																		
7 Private Sector Participation																		
III-D Incidental PING/Project Dev.																		
1 Transportation Enhancement Ping.																		
2 Enviro. Analysis & Pre-TIP Ping.																		
3 Special Studies																		
4 Regional or Statewide Planning	2,500	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500	10,000	12,500
III-E Management & Operations																		
1 Management & Operations	0	0																
Totals	\$6,406	\$25,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,406	\$25,625	\$32,031

Proposal for STP-DA allocation
TCC Update
2/27/08

Overview and Background Information

The DCHC MPO solicited its member governments for potential STP-DA projects for FY 2009 through 2015. The MPO received many project requests from several different categories including:

- LPA staff
- LPA planning activities
- Local government planning activities
- Local bicycle and pedestrian construction projects
- Regional bicycle and pedestrian construction projects
- Expansion and replacement transit vehicles
- Transit service improvements and passenger amenities

The following table summarizes the new project requests received by the MPO from its member jurisdictions and agencies:

Agency	Total Federal Requests (80%) 2009-2015
TJCOG	1,419,109
TTA	3,407,200
Durham	25,937,828
Chapel Hill	15,485,917
Carrboro	959,984
Hillsborough	512,000
LPA	5,334,950
Total	53,056,988
Funds Available	28,581,000
Difference	(24,475,988)

Assuming that the DCHC MPO continues to receive approximately \$4 million per year in STP-DA funds, the MPO only has about \$28 million to allocate leaving a shortfall of \$24 million. A portion of the \$28 million has already been allocated by the TAC and there is some overlap between the requested projects and already allocated funding.

At the November TCC meeting, LPA staff presented the following ideas for fulfilling the STP-DA funding requests and TCC members provided the following responses:

1. End suballocation of Section 104(f) PL funds to Carrboro, Chapel Hill, Orange County, and TTA. Use these funds for LPA Planning activities to reduce the LPA Planning activities funded by STP-DA.
TCC response: May pursue long-term
2. Require local governments to provide funding for LPA Planning activities.

- TCC response:** May pursue long-term
3. Require greater local matches for some STP-DA requests. The match could be based on the size of the community requesting the funds or the size of the project.
TCC response: Did not support.
 4. Limit the amount of STP-DA municipalities can request. The limit could be proportional based on the municipalities' populations. Reducing the amount of projects that can be requested will simplify the allocation procedures and reduce excessive requests.
TCC response: May unfairly limit the ability of small jurisdictions from requesting large projects.
 5. Limit the types of projects eligible for STP-DA funding.
TCC response: No limitations set, but intend to fund more bicycle/pedestrian projects with STP-DA and transit with CMAQ.

STP-DA Proposal

The TCC and TCC subcommittee requested that LPA staff develop a proposal for funding. LPA staff have developed a proposal for review. This was presented at the January TCC meeting and has since been further refined. Obviously, any proposal will not be able to fund all of the project requests. This proposal is intended to set a procedure for STP-DA allocation that guarantees some funding for all of the project types requested by member jurisdictions. It attempts to allow both certainty of funding for large projects over the seven year TIP while also allowing some flexibility in funding on an annual basis for cost overruns, smaller projects, and planning activities.

Furthermore, there are conflicting ideas within the MPO regarding whether to award funds purely on the merits of a specific project or to award funds based on population of municipalities. If funds are allocated based on the merits of a project, a jurisdiction should not be able to transfer funds from one project to another within its jurisdiction without competing with other projects in the MPO. If funds are allocated based on population, local jurisdictions would be able to have "placeholders" and transfer funds between projects at their discretion. This proposal tries to accommodate both views. A portion of the STP-DA funds are set aside for an annual competitive allocation procedure. Another portion of the funds are distributed to jurisdictions based on their populations as a guaranteed minimum level of STP-DA funds.

The first step in this proposal requires the submitted projects to be grouped into seven project types:

1. Small projects, includes:
 - a. LPA and local government planning activities under \$200,000 (federal)
 - b. Bicycle, pedestrian and transit projects under \$200,000 (federal)
 - c. Cost over-runs and additions to existing projects
2. LPA staff requests and LPA and local government routine planning activities
 - a. Includes activities that are required to be completed such as air quality planning, congestion mitigation plan, modeling, etc.
3. LPA and local government extra planning activities

- a. LPA and local government planning activities over \$200,000 (federal)
- b. Includes optional activities such as special emphasis projects
4. Transit projects over \$200,000 (federal)
5. Regional bicycle projects
 - a. At the November TAC meeting, the TAC requested that staff develop a prioritized set of regional bicycle routes and identify funding for these projects. This has not yet been completed. For illustrative purposes, LPA staff identified some of the submitted STP-DA projects as regional routes. However, LPA staff intends to formally identify routes including soliciting input from the public and local transportation boards. A recommendation will be brought to a future TCC and TAC meeting.
6. Other local projects over \$200,000 (federal)
7. Travel demand management

If the submitted projects are assigned to these project categories, the distribution of requests is as shown in this table:

Project Type	Total	Number of Projects	Average Cost
Small Projects	\$1,518,409	23	\$66,018
Staff and Planning	\$4,679,720	3	\$1,559,907
Extra Planning	\$1,093,403	4	\$273,351
Transit	\$18,476,000	11	\$1,679,636
Regional Bike	\$8,764,662	5	\$1,752,932
Local Discretionary	\$17,299,088	23	\$752,134
Regional TDM	\$1,225,706	1	\$1,225,706
Total	\$53,056,988	70	\$757,957

The STP-DA proposal provides funds for each of these project types with the exception of TDM. Funding for the MPO's share of TDM for FY 2009 through 2012 will be provided using CMAQ funding. TDM offers very high air quality benefits and competes very favorably for this funding. As a result, LPA staff recommend funding TDM for FY 2013 through 2015 with future CMAQ funds. In addition, since CMAQ funding was provided for only TDM and transit projects, the amount of STP-DA set aside for transit is small compared to the funding requested.

Attachment 7A – Alternative 1

The STP-DA proposal outlined in the tables in Attachment 7A follows the following steps:

- 1. Establish an annual reserve for small planning projects, cost overruns, and small construction projects (under \$200,000).**
 - The annual reserve should be 25% of each year's STP-DA allocation (approximately \$1 million/year)
 - Annually, in the spring during the UPWP development process, the MPO will allocate these funds through a competitive procedure.

- Funds should be spent that year on that specific project. A one year rollover is permitted.
- If funds are not spent within two years, these funds are rolled over into next year's annual reserve and reallocated.
- No placeholders carry over into future years.

2. Allocate funding for LPA staff and routine planning activities

- The LPA has requested continuation of the funding of existing staff with STP-DA and an increase in the number of staff. A memo on the LPA staff proposal is included.
- Funds are to increase by 3% annually to track salary and benefit costs.
- A recommendation on LPA staff funding levels should be made now.
- The LPA staff recommendation includes a recommendation for an additional planner/engineer. If this position is approved, CMS activities will be performed in house and the requests for funding of CMS activities are eliminated.
- Long-term recommendation: LPA staff should be funded with PL funds and contributions from member jurisdictions.

3. Allocate funding for LPA and local government extra planning activities.

- Includes large planning requests and required planning activities such as: CMS, modeling, AQ planning, GIS integration, BRT planning study.
- A recommendation on these activities and funding levels should be made now.
- Long-term recommendation: LPA planning activities should be funded with PL funds and contributions from member jurisdictions.

4. Allocate the remainder (total STP-DA - Annual Reserve - LPA staff and Routine Planning – Extra Planning) to three project categories:

- **25% of the remainder should be dedicated to transit projects over \$200,000**
 1. Split equally between CHT and DATA. TTA is not included because STP-DA is provided based on population and because TTA must split any projects with CAMPO STP-DA funding.
 2. Allow transit operators to fund projects according to their own priorities. Projects still must be approved by the TAC.
 3. The funds “belong” that transit operator and placeholders are allowed.
- **25% of the remainder should be dedicated to regional bicycle routes**
 1. Establish a fund to build regional and large scale bicycle projects.
 2. The funds should be used on the MPO's adopted regional bicycle priorities (to be developed) in priority order
- **50% of the remainder should be dedicated to municipalities as a guaranteed minimum level of discretionary funding.**
 1. Provide a minimum \$500,000 to each municipality.
 2. Split the remainder of these funds proportionately by population of municipality in the MPO

- i. Population of the municipality to be determined by the NC State Demographer
- 3. These funds can be used on projects at the local government’s discretion based on their priorities. Projects still must be approved by the TAC.
- 4. Municipalities may spend these funds on any type of project including project types covered by other STP-DA funding categories (transit, regional bicycle, planning, etc.)
- 5. Allow jurisdictions to switch funding to other projects as needed. The funds “belong” to that jurisdiction’s projects. Placeholders are allowed.

Attachment 7B – Alternative 2

The proposal outlined the tables in Attachment 7B is slightly different. The annual reserve is decreased and the split in step 4 is modified.

- 1. Establish an annual reserve for small planning projects, cost overruns, and small construction projects (under \$200,000).**
 - The annual reserve should be 15% of each year’s STP-DA allocation (approximately \$600,000/year)
- 4. Allocate the remainder (total STP-DA - Annual Reserve - LPA staff and Routine Planning – Extra Planning) to three project categories:**
 - **50% of the remainder should be dedicated to transit projects over \$200,000**
 - **20% of the remainder should be dedicated to regional bicycle routes**
 - **30% of the remainder should be dedicated to municipalities as a guaranteed minimum level of discretionary funding.**

The populations used for the proportionate split on the local table for both scenarios are in the following table:

Municipality	FY 2009-2015	
	2006 Population	Percentage of MPO municipal population
Durham	214,492	73%
Chapel Hill	53,416	18%
Carrboro	18,611	6%
Hillsborough	6,240	2%
MPO Total	292,759	

Organization of STP-DA Spreadsheet

In order to track projects and funding under this proposal, the STP-DA spreadsheet would be refashioned into a series of linked spreadsheets for each funding category.

The tables on the following pages show how the spreadsheet would need to be redesigned. There are the following tables:

- STP-DA summary table
- Pre-FY 2008 table (the “old” spreadsheet)
- Annual reserve table
- LPA staff and routine planning table
 - Includes LPA request for funds for existing and proposed staff
 - Includes required and/or routine planning activities
- Extra planning activities table
 - Includes existing planning activities and requests for proposed activities
- Transit table
- Regional bicycle table
 - Includes the already approved funding for the Old Durham-Chapel Hill Road bicycle and pedestrian project and the American Tobacco Trail.
- Local discretionary table
 - Includes three projects that have already been approved for funding in FY 09-15
 - Cornwallis Road Bike/Ped
 - Weaver Dairy Road Bike/Ped
 - Upper Booker Creek Greenway

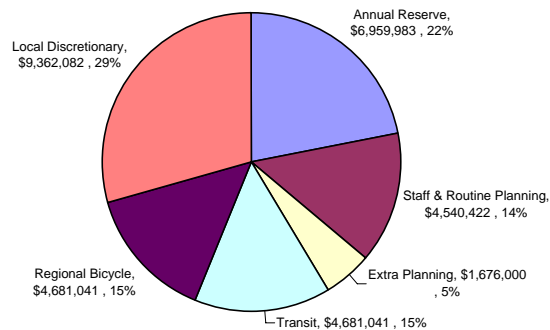
Besides the LPA staff and routine planning and extra planning activities tables, none of the requested STP-DA projects are programmed in these tables. An assumption was made for the LPA staff and planning in order to illustrate the new proposal. If the funding is decreased for LPA staff and planning, the transit, regional bicycle, and local discretionary funds would increase.

NCDOT staff have informed the LPA that the annual FY expenditures and STP-DA funds do not need to be balanced. The MPO can run a deficit and are encouraged to over-program in the early years to use up unobligated funds before they expire. In addition, the STP-DA is assumed to be constant but may increase in future years. Based on the latest figures provided by NCDOT, the MPO’s STP-DA decreased from FY 2007 to FY 2008.

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Summary Table

		Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL
Pre-FY2008	Total	\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$2,968,819	\$6,369,478	\$4,363,579								\$34,829,684
	STP DIRECT ATTRIBUTABLE	\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,554,356	\$4,083,112	\$3,977,133								\$39,250,501
	FY BALANCE	\$0	(\$1,809,585)	\$1,333,419	\$3,156,459	\$584,048	(\$2,286,478)	(\$280,579)								
	Uncommitted Balance	\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,627,694	\$4,341,216	\$4,060,637								
Post-FY2008	Annual Reserve								\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$6,959,983
	Staff & Routine Planning								\$464,625	\$630,436	\$649,217	\$668,559	\$688,478	\$708,991	\$730,116	\$4,540,422
	Extra Planning								\$1,676,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,676,000
	Transit								\$355,579	\$733,126	\$728,431	\$723,595	\$718,616	\$713,487	\$708,206	\$4,681,041
	Regional Bicycle								\$355,579	\$733,126	\$728,431	\$723,595	\$718,616	\$713,487	\$708,206	\$4,681,041
	Local Discretionary								\$711,158	\$1,466,253	\$1,456,862	\$1,447,191	\$1,437,231	\$1,426,975	\$1,416,412	\$9,362,082
Total								\$4,557,224	\$4,557,224	\$4,557,224	\$4,557,224	\$4,557,224	\$4,557,224	\$4,557,224	\$31,900,568	
STP DIRECT ATTRIBUTABLE								\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$27,839,931	
FY BALANCE								(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	
Uncommitted Balance								\$3,480,546	\$2,900,455	\$2,320,364	\$1,740,273	\$1,160,182	\$580,091	\$0		

FY 2009-2015 STP-DA Summary



DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) approved May 9 2007 with new Budget from NCDOT

TIP #	Location	Description	Total Cost	Status	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Non-Fed Match	Agency	
DURHAM COUNTY														
5	I-306 C	I-85 (Hillandale Commons)	\$25,000	?	\$0		\$20,000					\$20,000	Private	
6	I-306C	I-85	\$75,000	?	\$0		\$60,000					\$15,000	Durham	
7	EL-2921	American Tobacco Tr.	\$0	Design	\$0					\$0	\$0	\$0	Durham	
8	U-4724	Cornwallis Rd	\$0	No activity	\$0							\$0	Durham	
9	U-3804	Hillandale Rd	\$0	Design	\$0							\$0	State	
10	U-4010	NC 98 (Holloway Street)	\$2,795,000	Construction	\$0					\$2,236,000		\$559,000	State	
13	U-4010	Widen for Center Turn Lane	\$2,342,500	Design	\$0						\$1,874,000	\$468,500	State	
14	U-4011	Miami Blvd.											State	
ORANGE COUNTY														
15	U-3306	Weaver Dairy Rd.	\$0	Design	\$0							\$0	State	
32	E-4994	Carrboro	\$807,500	?	\$0				\$56,000		\$590,000	\$161,500	Carrboro	
33	E-4828	Carrboro	\$650,000	Design	\$0				\$40,000	\$480,000		\$130,000	Carrboro	
34	E-4601	Chapel Hill/Carrboro	\$900,000	Design	\$0			\$80,000		\$640,000		\$180,000	CH/Carrboro	
38	E-4995	Chapel Hill	\$780,000	?	\$0					\$64,000		\$156,000	Chapel Hill	
39	U-5022	Chapel Hill	\$0	?	\$0						\$560,000	\$0	Chapel Hill	
40	U-4704	Chapel Hill-Carrboro	\$450,000	Design	\$0					\$360,000		\$90,000	CH/Carrboro	
41	U-4704	Chapel Hill-Carrboro	\$450,000	Design	\$0					\$360,000		\$90,000	CH/Carrboro	
42	U-4707	Old Durham-GH Rd	\$3,428,000	Design	\$0							\$685,600	Multiple	
43	U-4727	MPO -UPWP	\$3,800,000	MPO Planning	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$760,000	Multiple	
44	U-4727	MPO -UPWP		UPWP Planning \$165,000										
45	U-4727	MPO -UPWP		MPO Bike Ped Planner Position \$28,000										
46	U-4727	MPO -UPWP		TRM Service Bureau \$80,000 (FY 04 - FY 08)										
47	U-4726	MPO/Various Local Gov't.	\$1,022,155	Urban Area Bike/Ped Allocation	\$0	\$0	\$0	\$71,524	\$317,600	\$228,600	\$200,000	\$204,431	Multiple	
51	U-4726F	03-04 bike allocation	\$250,000	Partially Complete	\$0				\$200,000			\$50,000	Chapel Hill	
54	U-4726E	05 bike/ped allocation	\$50,000	Partially Complete	\$0				\$40,000			\$10,000	Chapel Hill	
56	U-4726G	05 bike/ped allocation	\$67,000	No Activity	\$0				\$53,600			\$13,400	Durham	
58	U-4726H	05 bike/ped allocation	\$60,000	Partially Complete	\$0				\$0	\$0		\$12,000	Durham	
59	U-4726K	06 bike/ped allocation	\$168,484	Agreement	\$0						\$132,387	\$33,097	Durham	
62	U-4726M	06 bike/ped allocation	\$10,000	Partially Complete	\$0				\$8,000			\$2,000	Chapel Hill	
64	U-4726O	07 bike/ped allocation	\$142,740	Agreement	\$0					\$0	\$114,192	\$28,548	Durham	
66	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$2,307,168	Various Planning Activities	\$0	\$0	\$58,000	\$50,000	\$577,483	\$488,251	\$672,000	\$461,434	MPO	
68	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$343,750	MPO TDM	\$0				\$85,000	\$85,000	\$105,000	\$68,750	NCDOT	
69	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$0	ITS Deployment Plan Update	\$0					\$0	\$0	\$0	MPO	
70	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$75,000	Bike/Ped (non-motorized trip) Model Development	\$0						\$60,000	\$15,000	MPO	
71	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$50,000	Data automation/management/GIS (\$200,000)	\$0						\$40,000	\$10,000	Multiple	
72	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$0	I-40/NC 54 Transit Corridor -- Phase II	\$0							\$0	Multiple	
73	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$0	Land Use/Transportation Model (Placeholder)	\$0						\$0	\$0	Multiple	
74	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$250,000	Congestion Management System	\$0				\$100,000		\$100,000	\$50,000	Multiple	
75	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$225,000	CH - Chapel Hill Mobility Report Card	\$0		\$58,000		\$122,000			\$45,000	Chapel Hill	
76	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$50,000	CAR - Carrboro Downtown Study	\$0				\$40,000			\$10,000	Carrboro	
77	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$62,500	Old Durham-GH Rd. bike/ped feasibility study	\$0				\$50,000			\$12,500	Multiple	
78	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$50,000	MPO Collector Street Plan	\$0				\$40,000		\$0	\$10,000	Multiple	
79	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$300,000	Model travel behavior surveys (HH, B&A counts)	\$0				\$160,483	\$79,517		\$60,000	Multiple	
80	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$225,000	Model Enhancements and major update	\$0				\$30,000		\$150,000	\$45,000	Multiple	
81	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$243,750	Model surveys ph-2 (onboard, travel time, external)	\$0				\$67,000	\$128,000		\$48,750	Multiple	
82	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$50,000	TDM additional request (TTA)	\$0				\$40,000			\$10,000	Multiple	
83	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$60,000	MPO CMS	\$0				\$48,000			\$12,000	Multiple	
84	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$200,000	CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$0				\$160,000			\$40,000	Multiple	
85	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$42,168	AQ Planning/Conformity (TJCOG)	\$0				\$8,734	\$25,000		\$8,434	Multiple	
86	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$50,000	Chapel Hill TDM	\$0				\$40,000			\$10,000	Chapel Hill	
87	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$30,000	STAC	\$0						\$24,000	\$6,000	Multiple	
88	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$4,798	LRTP Revenue Projections	\$0							\$3,838	\$960	Multiple
Durham Total			\$20,901,309		\$7,103,867	\$4,377,360	\$186,640	\$0	\$113,600	\$2,251,000	\$2,168,579	\$4,615,262	Durham	
Orange Total			\$17,884,128		\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,510,664	\$1,190,000	\$3,618,499	Orange	
MPO-Wide Total			\$8,997,168		\$1,310,000	\$165,000	\$273,000	\$278,857	\$839,863	\$807,814	\$1,005,000	\$1,805,434	Other	
Yearly Total					\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$2,968,819	\$6,369,478	\$4,363,579	\$34,829,684	Total Yearly	
STP DIRECT ATTRIBUTABLE					\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$4,083,000	\$4,083,000	\$39,354,767	Total STPDA	
MPO Reserve					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
FY BALANCE						(\$1,809,585)	\$1,333,419	\$3,156,459	\$584,048	(\$2,286,478)	(\$280,579)			
N/A = not available					Uncommitted Balance	\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,627,694	\$4,341,216	\$4,060,637		

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Annual Reserve Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE		\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$6,959,983			
		City of Durham/DATA												
		Town of Chapel Hill/CHT												
		Town of Carrboro												
		Town of Hillsborough												
		TTA												
		LPA Planning												
		Other												
		Yearly Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
		FY BALANCE		\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$994,283	\$6,959,983			
		Uncommitted Balance		\$994,283	\$1,988,567	\$2,982,850	\$3,977,133	\$4,971,416	\$5,965,700	\$6,959,983				

Two Year Window for Expenditure of Funds

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Staff and Routine Planning Table

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
U-4727	MPO -UPWP	MPO Planning	On-going	\$3,040,000	\$309,000	\$318,270	\$327,818	\$337,653	\$347,782	\$358,216	\$368,962	\$5,407,701	\$1,351,925	Multiple	\$6,759,626
		UPWP Planning \$165,000													
		MPO Bike Ped Planner Position \$36,000													
		TRM Service Bureau \$108,000													
	MPO -UPWP	LPA New Positions	Proposed	\$0	\$130,000	\$285,900	\$294,477	\$303,311	\$312,411	\$321,783	\$331,436	\$1,979,318	\$494,830	Multiple	\$2,474,148
		Grant & MPO Admin \$55,000 beginning in FY09													
		GIS/Website Specialist \$75,000 beginning in FY09													
		Transportation Engineer/Planner \$72,000 beginning in FY10													
		Transportation Technician/Specialist \$40,000 beginning in FY10													
		Transportation Technician/Specialist \$40,000 beginning in FY10													
J-3475	MPO-wide	Congestion Management System	Underway	\$200,000								\$200,000	\$50,000	Multiple	\$250,000
J-3475	CH	CH - Chapel Hill Mobility Report Card	Complete (05)	\$180,000								\$180,000	\$45,000	Chapel Hill	\$225,000
J-3475	MPO-wide	CMS (additional request)	Proposed	\$0								\$0	\$0	Multiple	\$0
J-3475	MPO-wide	CMF (additional request)	Proposed	\$0								\$0	\$0	Multiple	\$0
J-3475	MPO-wide	CMF (additional request)	Proposed	\$0								\$0	\$0	Multiple	\$0
J-3475	MPO-wide	CMF (additional request)	Proposed	\$0								\$0	\$0	Multiple	\$0
		TOTAL		\$3,453,734	\$464,625	\$630,436	\$649,217	\$668,559	\$688,478	\$708,991	\$730,116	\$7,994,156	\$1,998,539		\$9,992,695

3% annual increase assumed

CMS Funding that would be needed if Engineer/Planner position not approved.				Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
J-3475	MPO-wide	Congestion Management System		\$200,000		\$200,000		\$200,000		\$200,000		\$800,000	\$200,000		\$1,000,000
J-3475	CH	CH - Chapel Hill Mobility Report Card		\$180,000		\$100,000		\$100,000		\$100,000		\$480,000	\$120,000		\$600,000
J-3475	MPO-wide	CMF (additional request)		\$0		\$150,000		\$150,000		\$150,000		\$450,000	\$112,500		\$562,500

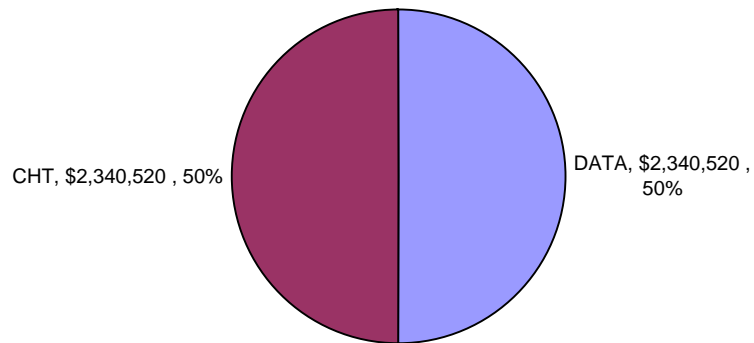
DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
 Extra Planning Activities Table

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
U-3475	MPO-wide	Model Enhancements and major update	On-going	\$180,000	\$80,000							\$260,000	\$52,000	Multiple	\$312,000
U-3475	MPO-wide	ITS Deployment Plan Update	Postponed	\$0	\$56,000							\$56,000	\$11,200	Multiple	\$67,200
U-3475	MPO-wide	Bike/Ped (non-motorized trip)Model Developmer	On-going	\$60,000	\$140,000							\$200,000	\$40,000	Multiple	\$240,000
U-3475	MPO-wide	Data automation/management/GIS (\$200,000)	On-going	\$40,000	\$160,000							\$200,000	\$40,000	Multiple	\$240,000
U-3475	MPO-wide	Land Use/Transportation Model (Placeholder)	Postponed	\$0	\$200,000							\$200,000	\$40,000	Multiple	\$240,000
U-3475	MPO-wide	MPO Collector Street Plan	On-going	\$40,000	\$40,000							\$80,000	\$16,000	Multiple	\$96,000
U-3475	CH	CH - BRT Planning and Environmental Study	Proposed	\$0	\$400,000							\$400,000	\$80,000	Chapel Hill	\$480,000
U-3475	MPO-wide	GIS Integration Phase II	Proposed	\$0	\$300,000							\$300,000	\$60,000	Multiple	\$360,000
U-3475	MPO-wide	NC 54/I-40/US 15-501 Subarea Study	Proposed	\$0	\$200,000							\$200,000	\$40,000	Multiple	\$240,000
U-3475	MPO-wide	Commercial Vehicle Survey	Proposed	\$0	\$100,000							\$100,000	\$20,000	Multiple	\$120,000
		TOTAL		\$320,000	\$1,676,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,996,000	\$399,200		\$2,395,200

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Transit Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>		\$355,579	\$733,126	\$728,431	\$723,595	\$718,616	\$713,487	\$708,206	\$4,681,041			
		<u>DATA</u>									\$2,340,520			\$0
														\$0
		<u>CHT</u>									\$2,340,520			\$0
														\$0
		Yearly Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
		FY BALANCE		\$355,579	\$733,126	\$728,431	\$723,595	\$718,616	\$713,487	\$708,206	\$4,681,041			
		Uncommitted Balance		\$355,579	\$1,088,705	\$1,817,136	\$2,540,731	\$3,259,347	\$3,972,835	\$4,681,041				

FY 2009-2015 STP-DA Transit



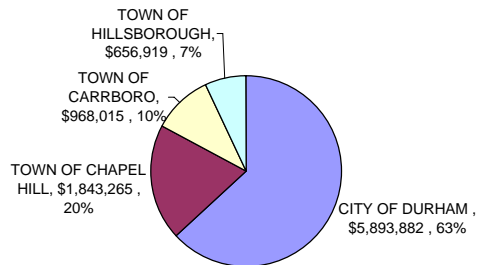
DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Regional Bicycle Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>		\$355,579	\$733,126	\$728,431	\$723,595	\$718,616	\$713,487	\$708,206	\$4,681,041	\$1,170,260		\$5,851,301
E-4707	Old Durham-CH Rd.	Bike Lanes	Design	\$1,371,000	\$1,371,000						\$2,742,000	\$685,500	Multiple	\$3,427,500
EL-2921	American Tobacco Tr.	Phase E	Design	\$590,500	\$590,500						\$1,181,000	\$295,250	Durham	\$1,476,250
		Yearly Total		\$1,961,500	\$1,961,500	\$0	\$0	\$0	\$0	\$0	\$3,923,000			
		FY BALANCE		(\$1,605,921)	(\$1,228,374)	\$728,431	\$723,595	\$718,616	\$713,487	\$708,206	\$758,041			
		Uncommitted Balance		(\$1,605,921)	(\$2,834,295)	(\$2,105,864)	(\$1,382,269)	(\$663,653)	\$49,835	\$758,041	\$758,041			

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
 Local Discretionary Table with \$500,000 Minimum for Each Municipality

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE		\$711,158	\$1,466,253	\$1,456,862	\$1,447,191	\$1,437,231	\$1,426,975	\$1,416,412	\$9,362,082			
		CITY OF DURHAM									\$5,893,882			
J-4724	Cornwallis Rd.	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	No activity	\$1,816,000							\$1,816,000	\$454,000	Durham	\$4,086,000
		City of Durham Uncommitted Balance									\$4,077,882			
		TOWN OF CHAPEL HILL									\$1,843,265			
J-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	Design			\$556,000					\$556,000	\$141,500	State	\$1,273,500
J-5022	Chapel Hill	Upper Booker Creek Greenway	?			\$576,000					\$576,000	\$144,000	Chapel Hill	\$1,296,000
		Town of Chapel Hill Uncommitted Balance									\$701,265			
		TOWN OF CARRBORO									\$968,015			
		Town of Carrboro Uncommitted Balance									\$968,015			
		TOWN OF HILLSBOROUGH									\$656,919			
		Town of Hillsborough Uncommitted Balance									\$656,919			
		Yearly Total		\$1,816,000	\$0	\$1,142,000	\$0	\$0	\$0	\$0	\$2,958,000			
		FY BALANCE		(\$1,104,842)	\$1,466,253	\$314,862	\$1,447,191	\$1,437,231	\$1,426,975	\$1,416,412	\$6,404,082			
		Uncommitted Balance		(\$1,104,842)	\$361,410	\$676,272	\$2,123,463	\$3,560,694	\$4,987,669	\$6,404,082				

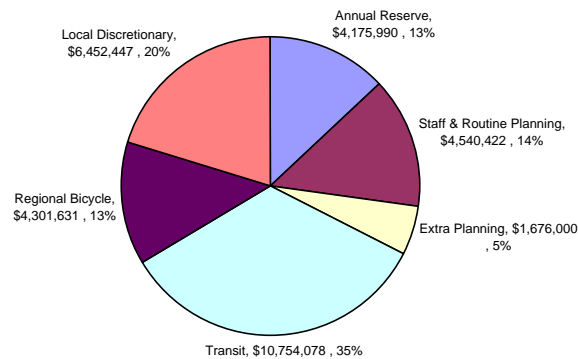
FY 2009-2015 STP-DA Local Discretionary



DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Summary Table

		Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL
Pre-FY2008	Total	\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$2,968,819	\$6,369,478	\$4,363,579								\$34,829,684
	STP DIRECT ATTRIBUTABLE	\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,554,356	\$4,083,112	\$3,977,133								\$39,250,501
	FY BALANCE	\$0	(\$1,809,585)	\$1,333,419	\$3,156,459	\$584,048	(\$2,286,478)	(\$280,579)								
	Uncommitted Balance	\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,627,694	\$4,341,216	\$4,060,637								
Post-FY2008	Annual Reserve								\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$4,175,990
	Staff & Routine Planning								\$464,625	\$630,436	\$649,217	\$668,559	\$688,478	\$708,991	\$730,116	\$4,540,422
	Extra Planning								\$1,676,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,676,000
	Transit								\$910,015	\$1,665,109	\$1,655,718	\$1,646,047	\$1,636,088	\$1,625,832	\$1,615,269	\$10,754,078
	Regional Bicycle								\$364,006	\$666,044	\$662,287	\$658,419	\$654,435	\$650,333	\$646,108	\$4,301,631
	Local Discretionary								\$546,009	\$999,066	\$993,431	\$987,628	\$981,653	\$975,499	\$969,161	\$6,452,447
Total								\$4,557,224	\$4,557,224	\$4,557,224	\$4,557,224	\$4,557,224	\$4,557,224	\$4,557,224	\$31,900,568	
STP DIRECT ATTRIBUTABLE								\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$27,839,931	
FY BALANCE								(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	(\$580,091)	
Uncommitted Balance								\$3,480,546	\$2,900,455	\$2,320,364	\$1,740,273	\$1,160,182	\$580,091	\$0		

FY 2009-2015 STP-DA Summary



DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) approved May 9 2007 with new Budget from NCDOT

TIP #	Location	Description	Total Cost	Status	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Non-Fed Match	Agency
DURHAM COUNTY													
5	I-306 C	I-85 (Hillandale Commons)	\$25,000	?	\$0	\$0	\$20,000					\$20,000	Private
6	I-306C	I-85 Islands - Hillandale and Guess Roads	\$75,000	?	\$0	\$0	\$60,000					\$15,000	Durham
7	EL-2921	American Tobacco Tr.	\$0	Design	\$0	\$0				0	0	\$0	Durham
8	U-4724	Cornwallis Rd.	\$0	No activity	\$0	\$0						\$0	Durham
10	U-3804	Hillandale Rd	\$0	Design	\$0	\$0						\$0	State
13	U-4010	NC 98 (Holloway Street)	\$2,795,000	Construction	\$0	\$0				\$2,236,000		\$559,000	State
14	U-4011	Miami Blvd.	\$2,342,500	Design	\$0	\$0					\$1,874,000	\$468,500	State
ORANGE COUNTY													
15	U-3306	Weaver Dairy Rd.	\$0	Design	\$0	\$0						\$0	State
23	E-4994	Carboro	\$807,500	?	\$0	\$0			\$56,000		\$590,000	\$161,500	Carboro
34	E-4828	Carboro	\$650,000	Design	\$0	\$0			\$40,000	\$480,000		\$130,000	Carboro
38	E-4601	Chapel Hill/Carboro	\$900,000	Design	\$0	\$0			\$90,000			\$156,000	CH/Carboro
39	E-4995	Chapel Hill	\$300,000	?	\$0	\$0			\$64,000		\$560,000	\$156,000	Chapel Hill
40	U-5022	Chapel Hill	\$0	?	\$0	\$0						\$0	Chapel Hill
41	U-4704	Chapel Hill-Carboro	\$450,000	Design	\$0	\$0				\$360,000		\$90,000	CH/Carboro
MPO-WIDE													
43	E-4767	Old Durham-CH Rd.	\$2,428,000	Design	\$0	\$0						\$655,600	Multiple
44	U-4727	MPO -UPWP	\$3,800,000	MPO Planning	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$760,000	Multiple
45		UPWP Planning \$165,000		On-going									
46		MPO Bike Ped Planner Position \$28,000		On-going									
47		TRM Service Bureau \$80,000 (FY 04 - FY 08)		On-going									
51	U-4726	MPO/Various Local Gov't.	\$1,022,155	Urban Area Bike/Ped Allocation	\$0	\$0	\$0	\$71,524	\$317,600	\$228,600	\$200,000	\$204,431	Multiple
54	U-4726F	03-04 bike allocation	\$250,000	Partially Complete	\$0	\$0				\$200,000		\$50,000	Chapel Hill
56	U-4726E	05 bike/ped allocation	\$50,000	Partially Complete	\$0	\$0			\$40,000			\$10,000	Chapel Hill
58	U-4726G	05 bike/ped allocation	\$67,000	No Activity	\$0	\$0			\$53,600			\$13,400	Durham
59	U-4726H	05 bike/ped allocation	\$60,000	Partially Complete	\$0	\$0			\$0	\$0	\$48,000	\$12,000	Durham
62	U-4726K	06 bike/ped allocation	\$165,484	Agreement	\$0	\$0					\$132,387	\$33,097	Durham
64	U-4726M	06 bike/ped allocation	\$10,000	Partially Complete	\$0	\$0			\$8,000			\$2,000	Chapel Hill
66	U-4726O	07 bike/ped allocation	\$142,740	Agreement	\$0	\$0			\$0	\$114,192		\$28,548	Durham
68	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	\$2,307,168	Various Planning Activities	\$0	\$0	\$58,000	\$50,000	\$577,483	\$488,251	\$672,000	\$461,434	MPO
69		MPO TDM	\$343,750	On-going	\$0	\$0			\$85,000	\$85,000	\$105,000	\$68,750	NCDOT
70		ITS Deployment Plan Update	\$0	Underway	\$0	\$0				\$0	\$0	\$0	MPO
71		Bike/Ped (non-motorized trip) Model Development	\$75,000	Underway	\$0	\$0				\$60,000		\$15,000	MPO
72		Data automation/management/GIS (\$200,000)	\$50,000	Underway	\$0	\$0				\$40,000		\$10,000	Multiple
73		I-40/NC 54 Transit Corridor - Phase II	\$0	Unfunded	\$0	\$0						\$0	Multiple
74		Land Use/Transportation Model (Placeholder)	\$0	Underway	\$0	\$0					\$0	\$0	Multiple
75		Congestion Management System	\$250,000	Underway	\$0	\$0			\$100,000		\$100,000	\$50,000	Multiple
76		breaks needed? CH - Chapel Hill Mobility Report Card	\$225,000	Complete (05)	\$0	\$0	\$58,000		\$122,000		\$100,000	\$45,000	Chapel Hill
77		CAR - Carboro Downtown Study	\$50,000	Complete	\$0	\$0			\$40,000			\$10,000	Carboro
78		Old Durham-CH Rd. bike/ped feasibility study	\$62,500	Complete	\$0	\$0			\$50,000			\$12,500	Multiple
79		MPO Collector Street Plan	\$50,000	Complete	\$0	\$0			\$40,000		\$0	\$10,000	Multiple
80		Model travel behavior surveys (HH, B&A counts)	\$300,000	Complete	\$0	\$0			\$160,483	\$79,517		\$60,000	Multiple
81		Model Enhancements and major update	\$225,000	On-going	\$0	\$0			\$30,000		\$150,000	\$45,000	Multiple
82		Model surveys ph-2 (onboard, travel time, external)	\$243,750	Complete	\$0	\$0			\$67,000	\$128,000		\$48,750	Multiple
83		TDM additional request (TTA)	\$50,000	Complete	\$0	\$0			\$40,000			\$10,000	Multiple
84		MPO CMS	\$60,000	Underway	\$0	\$0			\$48,000			\$12,000	Multiple
85		CH/CAR - Chapel Hill/Carboro Transit Master plan	\$200,000	On-going	\$0	\$0			\$160,000		\$40,000	\$40,000	Multiple
86		AQ Planning/Conformity (TJCOG)	\$42,168	Complete	\$0	\$0			\$8,734	\$25,000		\$8,434	Multiple
87		Chapel Hill TDM	\$50,000	Partially Complete	\$0	\$0			\$40,000		\$40,000	\$10,000	Chapel Hill
88		STAC	\$30,000	Underway	\$0	\$0					\$24,000	\$6,000	Multiple
		L RTP Revenue Projections	\$4,798	Proposed	\$0	\$0					\$3,838	\$960	Multiple
		Durham Total	\$20,801,309		\$7,103,867	\$4,377,360	\$186,640	\$0	\$113,600	\$2,251,000	\$2,168,579	\$4,615,262	Durham
		Orange Total	\$17,884,128		\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,510,664	\$1,190,000	\$3,618,499	Orange
		MPO-Wide Total	\$8,997,168		\$1,510,000	\$165,000	\$273,000	\$278,657	\$639,863	\$607,814	\$1,005,000	\$1,805,434	Other
		Yearly Total			\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$2,968,819	\$6,369,478	\$4,363,579	\$34,829,684	Total Yearly
		STP DIRECT ATTRIBUTABLE			\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$4,083,000	\$4,083,000	\$39,354,767	Total STPDA
		MPO Reserve			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		FY BALANCE			(\$1,809,585)	\$1,333,419	\$3,156,459	\$584,048	(\$2,286,478)	(\$280,579)			
	N/A = not available	Uncommitted Balance			\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,627,694	\$4,341,216	\$4,060,637		

Recommendation to change funding in 08-09 UPWP or 07-08 UPWP amendment, pending TAC action

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Annual Reserve Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE		\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$4,175,990			
		City of Durham/DATA												
		Town of Chapel Hill/CHT												
		Town of Carrboro												
		Town of Hillsborough												
		TTA												
		LPA Planning												
		Other												
		Yearly Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
		FY BALANCE		\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$4,175,990			
		Uncommitted Balance		\$596,570	\$1,193,140	\$1,789,710	\$2,386,280	\$2,982,850	\$3,579,420	\$4,175,990				

Two Year Window for Expenditure of Funds

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Staff and Routine Planning Table

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
U-4727	MPO -UPWP	MPO Planning	On-going	\$3,040,000	\$309,000	\$318,270	\$327,818	\$337,653	\$347,782	\$358,216	\$368,962	\$5,407,701	\$1,351,925	Multiple	\$6,759,626
		UPWP Planning \$165,000													
		MPO Bike Ped Planner Position \$36,000													
		TRM Service Bureau \$108,000													
	MPO -UPWP	LPA New Positions	Proposed	\$0	\$130,000	\$285,900	\$294,477	\$303,311	\$312,411	\$321,783	\$331,436	\$1,979,318	\$494,830	Multiple	\$2,474,148
		Grant & MPO Admin \$55,000 beginning in FY09													
		GIS/Website Specialist \$75,000 beginning in FY09													
		Transportation Engineer/Planner \$72,000 beginning in FY10													
		Transportation Technician/Specialist \$40,000 beginning in FY10													
		Transportation Technician/Specialist \$40,000 beginning in FY10													
J-3475	MPO-wide	Congestion Management System	Underway	\$200,000								\$200,000	\$50,000	Multiple	\$250,000
J-3475	CH	CH - Chapel Hill Mobility Report Card	Complete (05)	\$180,000								\$180,000	\$45,000	Chapel Hill	\$225,000
J-3475	MPO-wide	CMS (additional request)	Proposed	\$0								\$0	\$0	Multiple	\$0
J-3475	MPO-wide	CMF (additional request)	Proposed	\$0								\$0	\$0	Multiple	\$0
J-3475	MPO-wide	CMF (additional request)	Proposed	\$0								\$0	\$0	Multiple	\$0
J-3475	MPO-wide	CMF (additional request)	Proposed	\$0								\$0	\$0	Multiple	\$0
		TOTAL		\$3,453,734	\$464,625	\$630,436	\$649,217	\$668,559	\$688,478	\$708,991	\$730,116	\$7,994,156	\$1,998,539		\$9,992,695

3% annual increase assumed

CMS Funding that would be needed if Engineer/Planner position not approved.				Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
J-3475	MPO-wide	Congestion Management System		\$200,000		\$200,000		\$200,000		\$200,000		\$800,000	\$200,000		\$1,000,000
J-3475	CH	CH - Chapel Hill Mobility Report Card		\$180,000		\$100,000		\$100,000		\$100,000		\$480,000	\$120,000		\$600,000
J-3475	MPO-wide	CMF (additional request)		\$0		\$150,000		\$150,000		\$150,000		\$450,000	\$112,500		\$562,500

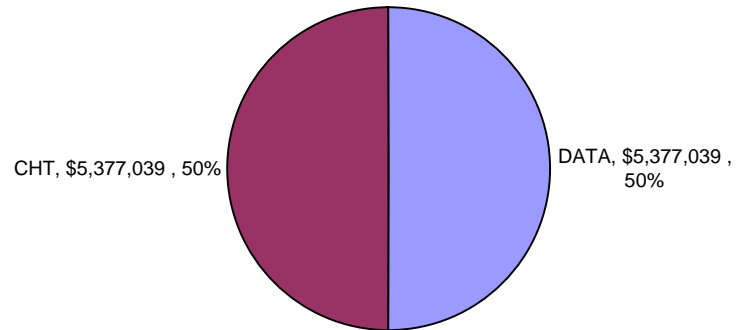
DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
 Extra Planning Activities Table

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
U-3475	MPO-wide	Model Enhancements and major update	On-going	\$180,000	\$80,000							\$260,000	\$52,000	Multiple	\$312,000
U-3475	MPO-wide	ITS Deployment Plan Update	Postponed	\$0	\$56,000							\$56,000	\$11,200	Multiple	\$67,200
U-3475	MPO-wide	Bike/Ped (non-motorized trip)Model Developmer	On-going	\$60,000	\$140,000							\$200,000	\$40,000	Multiple	\$240,000
U-3475	MPO-wide	Data automation/management/GIS (\$200,000)	On-going	\$40,000	\$160,000							\$200,000	\$40,000	Multiple	\$240,000
U-3475	MPO-wide	Land Use/Transportation Model (Placeholder)	Postponed	\$0	\$200,000							\$200,000	\$40,000	Multiple	\$240,000
U-3475	MPO-wide	MPO Collector Street Plan	On-going	\$40,000	\$40,000							\$80,000	\$16,000	Multiple	\$96,000
U-3475	CH	CH - BRT Planning and Environmental Study	Proposed	\$0	\$400,000							\$400,000	\$80,000	Chapel Hill	\$480,000
U-3475	MPO-wide	GIS Integration Phase II	Proposed	\$0	\$300,000							\$300,000	\$60,000	Multiple	\$360,000
U-3475	MPO-wide	NC 54/I-40/US 15-501 Subarea Study	Proposed	\$0	\$200,000							\$200,000	\$40,000	Multiple	\$240,000
U-3475	MPO-wide	Commercial Vehicle Survey	Proposed	\$0	\$100,000							\$100,000	\$20,000	Multiple	\$120,000
		TOTAL		\$320,000	\$1,676,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,996,000	\$399,200		\$2,395,200

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Transit Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE		\$910,015	\$1,665,109	\$1,655,718	\$1,646,047	\$1,636,088	\$1,625,832	\$1,615,269	\$10,754,078			
		DATA									\$5,377,039			\$0
		CHT									\$5,377,039			\$0
		Yearly Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0
		FY BALANCE		\$910,015	\$1,665,109	\$1,655,718	\$1,646,047	\$1,636,088	\$1,625,832	\$1,615,269	\$10,754,078			
		Uncommitted Balance		\$910,015	\$2,575,124	\$4,230,842	\$5,876,889	\$7,512,977	\$9,138,809	\$10,754,078				

FY 2009-2015 STP-DA Transit



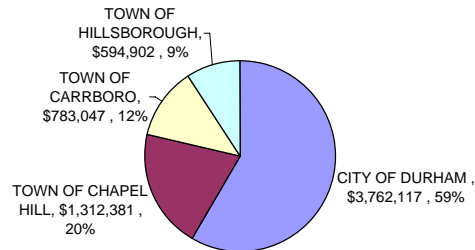
DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Regional Bicycle Table

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>		\$364,006	\$666,044	\$662,287	\$658,419	\$654,435	\$650,333	\$646,108	\$4,301,631	\$1,075,408		\$5,377,039
E-4707	Old Durham-CH Rd.	Bike Lanes	Design	\$1,371,000	\$1,371,000						\$2,742,000	\$685,500	Multiple	\$3,427,500
EL-2921	American Tobacco Tr.	Phase E	Design	\$590,500	\$590,500						\$1,181,000	\$295,250	Durham	\$1,476,250
		Yearly Total		\$1,961,500	\$1,961,500	\$0	\$0	\$0	\$0	\$0	\$3,923,000			
		FY BALANCE		(\$1,597,494)	(\$1,295,456)	\$662,287	\$658,419	\$654,435	\$650,333	\$646,108	\$378,631			
		Uncommitted Balance		(\$1,597,494)	(\$2,892,951)	(\$2,230,663)	(\$1,572,244)	(\$917,809)	(\$267,476)	\$378,631	\$378,631			

DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
 Local Discretionary Table with \$500,000 Minimum for Each Municipality

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE		\$546,009	\$999,066	\$993,431	\$987,628	\$981,653	\$975,499	\$969,161	\$6,452,447			
		CITY OF DURHAM									\$3,762,117			
J-4724	Cornwallis Rd.	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	No activity	\$1,816,000							\$1,816,000	\$454,000	Durham	\$4,086,000
		City of Durham Uncommitted Balance									\$1,946,117			
		TOWN OF CHAPEL HILL									\$1,312,381			
J-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	Design			\$566,000					\$566,000	\$141,500	State	\$1,273,500
J-5022	Chapel Hill	Upper Booker Creek Greenway	?			\$576,000					\$576,000	\$144,000	Chapel Hill	\$1,296,000
		Town of Chapel Hill Uncommitted Balance									\$170,381			
		TOWN OF CARRBORO									\$783,047			
		Town of Carrboro Uncommitted Balance									\$783,047			
		TOWN OF HILLSBOROUGH									\$594,902			
		Town of Hillsborough Uncommitted Balance									\$594,902			
		Yearly Total		\$1,816,000	\$0	\$1,142,000	\$0	\$0	\$0	\$0	\$2,958,000			
		FY BALANCE		(\$1,269,991)	\$999,066	(\$148,569)	\$987,628	\$981,653	\$975,499	\$969,161	\$3,494,447			
		Uncommitted Balance		(\$1,269,991)	(\$270,926)	(\$419,495)	\$568,134	\$1,549,786	\$2,525,285	\$3,494,447				

FY 2009-2015 STP-DA Local Discretionary



LPA Resources Needs – STP-DA Funding Request and Justification

Recent federal and State requirements have necessitated a need for additional time and resources within the LPA to be spent on MPO transportation planning process. These include full implementation of the Comprehensive Transportation plan and integration process, additional modeling requirements to integrate multi modal attributes, additional planning requirements added by the federal planning regulations, increased cooperation between the MPO's and resource agencies, environment justice requirements, increased public involvement, and more detailed purpose and need documentation. Since 2004, the Lead Planning Agency (LPA) of the DCHC MPO has been given additional responsibilities and assigned numerous special tasks. At the same time, the LPA staffing level has remained constant.

SAFETEA-LU and the State requirements for the development of a Comprehensive Transportation Plan (CTP) created extraneous work tasks for the Lead Planning Agency that current staff level cannot handle without sacrificing quality or efficiency or reduction in service or non fulfillment of regulatory requirements. These tasks are summarized as follows: the update of the federal functional classification system; intermodal system integration and connectivity planning; development, monitoring and periodic update of a Congestion Management Program (CMP); increased requirements for public participation process, including use of interactive website, increased public involvement with citizens, local boards, and special interest groups; explicit consideration and documentation of Planning Factors; environment justice consideration; Intelligent Transportation Systems initiatives; UPWP annual self certification and explicit response to self-certification check lists; federal certification of the MPOs' 3-C planning processes; increased emphasis on safety planning and consideration in MPO planning process; use of visualization; resource agencies coordination; annual project listing dissemination; freight and urban goods movement planning and explicit consideration in the MPO planning process, systems preservation; and integration process which in an effort to fully integrate social and environmental concerns into systems planning or the long range transportation planning process

Responsibilities of the LPA also have increased as a result of State General Statutes amendment of the chapter 136 of the General Status which recognized MPOs and requirement the development of the CTP. GS 136 was updated to require a cooperative, comprehensive and continuing (3-C) planning process for all areas over 50,000 population consistent with Section 134 of the federal regulation and also required State-MPO cooperative development of a CTP; development of evaluation report, provided for State-MPO adoption of the plan; required State-municipal agreement on responsibilities for street and highways upon mutual plan adoption; defined State and municipal responsibilities; and provided for mutual revision of the plan

Thus far, in order to meet some of these increased responsibilities, the LPA have used Interns, on-call consulting services and working more hours to get accomplished tasks is becoming a norm rather than an exception. Several of these new responsibilities have not been done (SAFETEA-LU compliant public involvement, public dissemination of annual

project listing, development of EJ plan and policy, safety planning, system preservation, freight planning, etc). Increased efficiencies have been integrated where possible. The LPA is at a point where it must expand staff or make a decision to reduce services and not fulfill some of these regulatory requirements. We believe that regulatory requirements and public demands would effectively block any option dealing with the non fulfillment of federal and state mandates and any reduction in services strategy. Summary of additional state and federal mandates and requirement place additional burden on MPO staff resources are listed as follows:

A. Planning

- Increased requirement for safety considerations
- Increased public participation requirement
- Environmental justice requirements
- Integration of transportation planning with State and local planned growth and economic development (23 CFR §450.322(g))
- Develop Consultation plan and involve resource agency from start of the LRTP to finish (23CFR§450.210, 23CFR§450.316(3)(e))
- Visualization requirement
- Interactive website -make products and plans available via web
- Emphasis on Freight planning
- Security consideration (23 CFR §450.322(h))
- Annual project listing
- Purpose and Need
- Integration of project implementation into system planning (Section 6002)
- Environmental mitigation
- Congestion management process
- FTA transit modeling requirements

B. Data Need/Requirements

- Peak hour traffic Volume
- Peak transit ridership
- Truck classification count (peak and daily)
- Travel time and speed studies peak and off-peak
- Vehicle occupancy rate (VOR)
- Tri-annual ADT count for CMP and model validation
- EJ demographic profile update
- Local and state economic development plans and policies
- Environmental mitigation data
- Data for required CMP (signals, geometric, traffic, bike/ped, etc) and Dynasmart
- Traffic accidents
- Safety data for Strategic Highway Safety Plan
- Statewide land use plans
- Transit boarding and alighting and transfers

It is currently estimated that **six new** positions would be required in order for the LPA to effectively meet LPA primary mission (carryout the 3-C process for the DCHC MPO), meet these new regulatory requirements and future work obligations and above meet federal certification (2007 Federal Certification Report of the DCHC MPO is attached). In addition, these positions are necessary to allow the LPA to efficiently address the needs of the citizens, municipalities, environmental interest groups and other regional planning activities. The six **new positions** are described in the table below:

#	Position	Main Responsibilities	Starting FY	Salary & Fringe
1	Grant & MPO Admin	Grant/MPO administration and office assistance	July 1, 2008	\$55,000
2	GIS/Website Specialist	GIS & website design, update and content management	July 1, 2008	\$75,000
	<i>FY 2009</i>			<i>\$130,000</i>
3	Transportation Engineer/Planner	Technical analysis & studies, planning, CTP and Integration	July 1, 2009	\$72,000
4	Transportation Technician/Specialist	Data collection and analysis	July 1, 2009	\$40,000
5	Transportation Technician/Specialist	Data collection and analysis	July 1, 2009	\$40,000
	<i>FY 2010</i>			<i>\$152,000</i>
	Total Per Year from FY 2009			\$282,000

Public involvement and customer service are also important element of the DCHC transportation planning process. They are intertwined in every aspect of the transportation planning process. Public Involvement continues to be an ever increasing staff time commitment as interest groups, local governments and general public demand more and earlier involvement in the planning and project development process. Although the MPO has proactive and fairly extensive opportunities for public involvement, few people have attended MPO workshops and public meetings. Also, the public continues to express the concern that they are not being heard. To do a more comprehensive public outreach program as required by SAFETEA and Environment Justice Executive Order will require a greater commitment of an already over programmed staff time.

Recent efforts to improve our public input and involvement process have resulted in expansion of our mailing list, identification of additional individuals and groups (including environmental justice community) and customer service inquires. Additional staff time will have to be expanded in developing closer and more cooperative relations

between the MPO's and federal and state resource agencies as mandated by SAFETEA-LU.

Table 1 Staff Level Comparison

	Selected MPO	2000 Census UZA Population	MPO Dedicated staff (full-time)	MPO Dedicated staff (part-time)	Others*	Interns	Proposed staff additions	% Consulting for routine planning
1	Greensboro	267,884	6		4	3		8-11%
2	CAMPO	541,527	5				3	
3	Asheville	221,570	4		3+	2+	1	9%
4	Wilmington	161,149	7		3	1	1.5	
5	Charlotte	758,927	12	3	5**			
	DCHC		7					8%
	Small Sized MPOs	50,000 - 199,999	16	5				23%
	(Average)							

* Other staff who occasionally work on MPO related activities (Traffic, GIS, Planning, etc)

Table 2: 2008 PL Distribution

2008 Section 104(f) PL Distribution				
	Area	UZA Census Population	Total PL Allocation	Per Capita
		2000	2008	2008
1	French Broad River (Asheville)	221,570	\$318,063	\$1.4
2	Burlington-Graham	94,248	\$209,995	\$2.2
3	MUMPO (Charlotte)	758,927	\$774,156	\$1.0
4	Cabarrus-Rowan	115,057	\$227,657	\$2.0
5	DCHC (Durham)	287,796	\$374,273	\$1.3
6	Fayetteville	276,368	\$364,574	\$1.3
7	Gastonia	141,407	\$250,022	\$1.8
8	Goldsboro	57,915	\$179,157	\$3.1
9	Greensboro	267,884	\$357,373	\$1.3
10	Unifour MPO (Hickory)	187,808	\$289,406	\$1.5
11	High Point	132,844	\$242,754	\$1.8
12	Jacksonville	95,514	\$211,070	\$2.2
13	CAMPO (Raleigh)	541,527	\$589,633	\$1.1
14	Wilmington	161,149	\$266,779	\$1.7
15	Winston-Salem	299,290	\$384,029	\$1.3
16	Greenville	84,059	\$201,347	\$2.4
17	Rocky Mount	61,657	\$182,333	\$3.0
	TOTALS	3,785,020	\$5,422,621	

CMAQ application summary

Applicant	Description	Funding Request in Application						AQ Benefits (kgs reduced)		
		Federal	Local Match	Total	Year	CO	VOC	NOX		
Chapel Hill Transit	Purchase and Operation of 2 Hybrid Buses	\$ 1,758,955	80%	\$ 439,739	20%	\$ 2,198,694	2009-2012	11,559	625	269
DATA	Purchase and Operation of 2 Hybrid Buses	\$ 1,445,982	80%	\$ 361,496	20%	\$ 1,807,478	2009-2012	6,414	393	273
DATA	Hybrid Bus Funding Shortfall	\$ 397,995	80%	\$ 99,499	20%	\$ 497,494	2009-2012	20,524	1,257	874
TJCOG	TDM	\$ 1,156,721	80%	\$ 289,180	20%	\$ 1,445,901	2009-2012	290,892	15,258	11,749
Total		\$ 4,759,653								

Funds Available	\$ 4,545,448				2009-2012
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Shortfall	\$ (214,205)
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Funding Approved by the TAC on January 9, 2008

Applicant	Description	Funding						AQ Benefits (kgs reduced)			To meet 80% minimum requirement				
		Federal	Local Match	Total	Year	CO	VOC	NOX	Federal	Local Match	Total				
Chapel Hill Transit	Purchase and Operation of 2 Hybrid Buses	\$ 1,641,394	75%	\$ 557,300	25%	\$ 2,198,694	2009-2012	11,559	625	269	\$ 1,641,394	80%	\$ 410,348	20%	\$ 2,051,742
DATA	Purchase and Operation of 2 Hybrid Buses*	\$ 1,349,338	60%	\$ 894,623	40%	\$ 2,243,961	2009-2012	6,414	393	273	\$ 1,349,338	80%	\$ 337,335	20%	\$ 1,686,673
DATA	Hybrid Bus Funding Shortfall	\$ 397,995	80%	\$ 99,499	20%	\$ 497,494	2009-2012	20,524	1,257	874	\$ 397,995	80%	\$ 99,499	20%	\$ 497,494
TJCOG	TDM	\$ 1,156,721	80%	\$ 289,180	20%	\$ 1,445,901	2009-2012	290,892	15,258	11,749	\$ 1,156,721	80%	\$ 289,180	20%	\$ 1,445,901
Total		\$ 4,545,448									\$ 4,545,448				

Funds Available	\$ 4,545,448				2009-2012
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Shortfall	\$0
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\$ 4,545,448

\$0

*DATA increased the total project cost for this project from \$1.8M to \$2.2M after the 12/19/07 TCC Meeting. The additional funds are proposed to be provided through an increased local match. The TCC recommendation for federal funding was not changed.

The federal funds requested in the original applications (\$4,759,653) was more than the funds available (\$4,545,448). The TCC recommended decreasing the funding for the two hybrid bus projects proportionately to make up for the shortfall. The federal funding requested was decreased by approximately 7% for these two projects in the TCC recommendation.

DRAFT

Conformity Determination Report

2009–2015 Transportation Improvement Program

- **Capital Area Metropolitan Planning Organization**
- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**
- **Burlington-Graham Metropolitan Planning Organization**
(for the portion of Orange County within the Burlington Graham MPO)
- **North Carolina Department of Transportation**
(for the portions of the Triangle Ozone Maintenance Area in Chatham, Franklin, Granville, Johnston, Orange and Person Counties outside of MPO boundaries)

February 19, 2008

Digital versions of this report and its appendices are available at:
<http://www.triangleair.org/topics.htm#transconf>

This report was coordinated by the Triangle J Council of Governments for the North Carolina Department of Transportation, the Capital Area Metropolitan Planning Organization, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and the Burlington Graham Metropolitan Planning Organization, in cooperation with the Kerr-Tar Rural Planning Organization, the Triangle Area Rural Planning Organization and the Upper Coastal Plain Rural Planning Organization.

1.0 Introduction

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. The conformity determination for the 2009–2015 Transportation Improvement Program (TIP) is based on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2030 Long Range Transportation Plans (LRTPs) and the emissions factors developed by the North Carolina Department of Environment and Natural Resources (NCDENR). All regionally significant federally funded projects in areas designated by the United States Environmental Protection Agency (USEPA) as air quality nonattainment or maintenance areas must come from a conforming LRTP and TIP.

MPOs and the NCDOT are required by 23 CFR 134 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or amended fiscally-constrained long range transportation plans and TIPs. Appendix A contains relevant portions of 40 CFR part 93. The intent of this report is to document the conformity determinations for the 2009–2015 TIPs for the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington Graham MPO, and the rural portions of the Triangle Ozone Maintenance Area that are the responsibility of the North Carolina Department of Transportation (NCDOT). 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 LRTPs and TIPs in all non-attainment and maintenance areas. The Research Triangle Region is a maintenance area for ozone.

Conformity Determinations for the amended 2030 Long Range Transportation Plans in the Triangle Ozone Maintenance Area were most recently approved as follows:

- Burlington Graham MPO: April 12, 2005
- Capital Area MPO: May 16, 2007
- Durham-Chapel Hill-Carrboro MPO: May 9, 2007
- The NCDOT (for the rural portions of Chatham and Orange Counties in the Triangle Ozone Maintenance Area): June 7, 2007
- The NCDOT (for Franklin, Granville, Johnston and Person Counties): June 1, 2007

By these actions, the MPOs and NCDOT demonstrated that the amended 2030 Long Range Transportation Plans are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, the Transportation Equity Act for the 21st Century, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in the report entitled *Conformity Analysis and Determination Report*. That report included the regional emissions test comparison prepared for the 2030 Long Range Transportation Plans demonstrating that emissions in each of the analysis years of the long range plan (2002, 2005, 2007, 2009, 2010, 2012, 2020 and 2030) are less than or equal to, the motor vehicle emissions budget established by the State Implementation Plan (or base year emissions, in areas where no State Implementation Plan was approved or found adequate by EPA) in accordance with 40 CFR Part 93) and approved by USEPA for the corresponding year.

USDOT made its conformity determination on the amended 2030 Long Range Transportation Plans listed above on June 29, 2007. A copy of the letter approving the conformity determinations is

included in Appendix B.

The TIP for Fiscal Years 2009-2015 developed by the Burlington Graham MPO and adopted by the TAC on _____, 2008 is a subset of the conforming 2030 LRTP documented in this report.

The TIP for Fiscal Years 2009-2015 developed by the Capital Area MPO and adopted by the TAC on _____, 2008 is a subset of the conforming 2030 LRTP documented in this report.

The TIP for Fiscal Years 2009-2015 developed by the Durham-Chapel Hill-Carrboro MPO and adopted by the TAC on _____, 2008 is a subset of the conforming 2030 LRTP documented in this report.

The rural (donut area) county projects from the STIP for Fiscal Years 2009-2015 developed by the NCDOT and adopted by the Board of Transportation on _____, 2008, are consistent with the rural (donut area) projects from the 2007-2013 STIP (for the donut area counties of Chatham, Franklin, Granville, Johnston, Orange and Person) that were modeled and found to conform by the USDOT on June 29, 2007.

2.0 Relationship of the LRTP and TIP

In accordance with 40 CFR Parts 51 and 93, no further regional emissions analysis is required for the Transportation Improvement Program if the TIP is a subset of the LRTP and if the following conditions are met:

- The TIP is consistent with the conforming LRTP such that the regional emissions analysis performed on the LRTP applies to the TIP;
- The TIP contains all projects which must be started in the TIP's timeframe to implement the highway and transit system envisioned by the LRTP in each of its horizon years;
- All federally funded TIP projects which are regionally significant are part of the specific highway or transit system envisioned in the LRTP horizon years; and
- The design concept and scope of each regionally significant project identified in the TIP is not significantly different from that described in the LRTP.

This report documents that the Transportation Improvement Programs for Fiscal Years 2009-2015 are subsets of the 2030 LRTPs for the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington Graham MPO, and the rural portions of the Triangle Ozone Maintenance Area that are the responsibility of the North Carolina Department of Transportation (NCDOT). The 2030 LRTPs for each of these areas are fiscally constrained and are consistent with 23 CFR Part 450 Subpart C. These conformity determinations are based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the LRTPs conform to the provisions of the Clean Air Act Amendments of 1990 and the Transportation Equity Act (TEA 21) approved by the USDOT on June 29, 2007. Also, these LRTPs conform to the purpose of the State Implementation Plan (SIP in

accordance with 40 CFR Part 93. Although as subsets of LRTPs, no further regional emissions analysis (emissions budget comparison) is typically required for TIPs, new emissions budgets for NO_x were published on December 26, 2007; therefore comparisons to these new budgets are provided below. All areas for all years conform to the new budgets.

Chatham County

Analysis Year	Model	Off-Model	Comparison Amount	Budget Amount	
2002	1,783	0			
2008	1,387	0	1,387	1,565	OK
2010	1,255	0	1,255	1,565	OK
2017	799	0	799	948	OK
2020	603	0	603	948	OK
2030	448	0	448	948	OK

Durham County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model (reduction)	Comparison Amount	Budget Amount	
2002	18,938	73			
2007	13,081	72	13,009		
2008	11,913	72	11,841	13,106	OK
2009	10,744	71	10,673	13,106	OK
2010	9,470	71	9,399	13,106	OK
2012	7,439	64	7,375	13,106	OK
2015	5,097	53	5,045	13,106	OK
2017	4,371	45	4,326	4,960	OK
2020	3,282	34	3,248	4,960	OK
2030	2,750	34	2,716	4,960	OK

Franklin County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Total County	Budget Amount	
2002	619	2,524	3,143		
2008	455	1,578	2,033	2,048	OK
2010	400	1,263	1,663	2,048	OK
2017	271	755	1,026	1,139	OK
2020	216	538	754	1,139	OK
2030	178	359	537	1,139	OK

Johnston County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002		12,534			
2008		10,658	10,658	12,583	
2010		10,032	10,032	12,583	OK
2017		5,724	5,724	5,958	OK
2020		3,877	3,877	5,958	OK
2030		2,347	2,347	5,958	OK

Granville County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002	207	4,414			
2008	138	2,472	2,610	4,649	
2010	115	1,825	1,940	4,649	OK
2017	70	925	995	1,714	OK
2020	51	539	590	1,714	OK
2030	47	383	430	1,714	OK

Orange County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model	Comparison Amount	Budget Amount	
2002	14,391	0			
2008	8,967	0	8,967	9,933	OK
2010	7,159	0	7,159	9,933	OK
2017	3,578	0	3,578	3,742	OK
2020	2,043	0	2,043	3,742	OK
2030	1,382	0	1,382	3,742	OK

Person County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002		1,837			
2008		1,283	1,283	1,359	
2010		1,099	1,099	1,359	OK
2017		746	746	791	OK
2020		594	594	791	OK
2030		474	474	791	OK

Wake County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model (reduction)	Comparison Amount	Budget Amount	
2002	81,638	284			
2007	36,429	212	36,218		
2008	33,415	209	33,206	36,615	OK
2009	30,400	206	30,194	36,615	OK
2010	26,739	168	26,571	36,615	OK
2012	21,850	197	21,653	36,615	OK
2015	15,216	240	14,977	36,615	OK
2017	13,263	268	12,995	16,352	OK
2020	10,334	311	10,023	16,352	OK
2030	9,419	276	9,143	16,352	OK

The Burlington Graham MPO Transportation Advisory Committee (TAC), as the decision making body of the Burlington Graham MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Burlington Graham MPO, meets these conditions, and thus conforms to the purpose of the SIP (or base year emissions, in areas where no State Implementation Plan is approved or found adequate by EPA) in accordance with 40 CFR Part 93).

The Capital Area MPO Transportation Advisory Committee (TAC), as the decision making body of the Capital Area MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Capital Area MPO, meets these conditions, and thus conforms to the purpose of the SIP in accordance with 40 CFR Part 93).

The Durham-Chapel Hill-Carrboro MPO Transportation Advisory Committee (TAC), as the decision making body of the Durham-Chapel Hill-Carrboro MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Durham-Chapel Hill-Carrboro MPO, meets these conditions, and thus conforms to the purpose of the SIP in accordance with 40 CFR Part 93.

The North Carolina Department of Transportation, as the decision making body for STIP projects within the Triangle Area Ozone Maintenance Area that are outside of MPO boundaries, finds that rural (donut area) county projects from the FY 2009-15 STIP are consistent with the rural (donut area) projects from the FY 2007-2013 STIP (for the donut area counties of Chatham, Franklin, Granville, Johnston, Orange and Person) that were modeled and found to conform by the USDOT on June 29, 2007.

A copy of 2009-2015 TIP projects is attached to this report (Appendix C).

3.0 Latest Planning Assumptions

The planning assumptions used to develop the Conformity Determination Report are the latest planning assumptions approved by the respective MPOs and NCDOT. Estimates of future population and employment are less than five years old. The vehicle age distribution and fleet mix distributions used as input to the emission model were based on the current data from North Carolina Division of Motor Vehicles. This data is also less than five years old.

4.0 Interagency Consultation

The 2009-15 TIPs have undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 2D 2002-2003 inclusive. An interagency consultation meeting involving the MPOs, NCDOT, NCDENR, FHWA and USEPA- Region 4 was held on November 29, 2007. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix D. In addition, Conformity Technical Meetings were held on December 14, 2007 and February 15, 2008 and were attended by staff of FHWA, NCDENR, NCDOT, MPO and RPO partners to discuss 2009-15 TIP conformity requirements and timelines.

5.0 Public Involvement

The 2009-15 TIPs were reviewed by the public in accordance with the Public Involvement Policies of

the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington Graham MPO and the North Carolina Department of Transportation (NCDOT). This report was also made available for public review by the Kerr-Tar Rural Planning Organization, Triangle Area Rural Planning Organization and Upper Coastal Plain Rural Planning Organization. Copies of citizen comments and agency responses to them are attached to this report in Appendix E.

6.0 Findings of Conformity

6.1. The Burlington Graham MPO TAC, as the decision making body of the Burlington Graham MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Burlington Graham MPO Metropolitan Area. The TIP meets the conditions described earlier in this document and thus conforms to the intent of the Clean Air Act and the requirements of 40 CFR §93.

6.2. The Durham-Chapel Hill-Carrboro MPO TAC, as the decision making body of the Durham-Chapel Hill-Carrboro MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Durham-Chapel Hill-Carrboro MPO Metropolitan Area. The TIP meets the conditions described earlier in this document and thus conforms to the intent of the Clean Air Act and the requirements of 40 CFR §93.

6.3. The Capital Area MPO TAC, as the decision making body of the Capital Area MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Capital Area MPO Metropolitan Area. The TIP meets the conditions described earlier in this document and thus conforms to the intent of the Clean Air Act and the requirements of 40 CFR §93.

6.4. The North Carolina Department of Transportation, as the decision making body for STIP projects within the Triangle Area Ozone Maintenance Area that are outside of MPO boundaries, finds that rural (donut area) county projects from the FY 2009-15 STIP are consistent with the rural (donut area) projects from the FY 2007-2013 STIP (for the donut area counties of Chatham, Franklin, Granville, Johnston, Orange and Person) that were modeled and found to conform by the USDOT on June 29, 2007, in accordance with 40 CFR Part 93.

Copies of adopting and endorsing resolutions and conformity findings for 2009-15 TIP projects are attached in Appendix F.

Appendix A: Air Quality Regulations

40 CFR 93.122(g)

(g) *Reliance on previous regional emissions analysis.*

(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP’s timeframes in order to achieve the highway and transit system envisioned by the transportation plan;

(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan’s and/or TIP’s regional emissions at the time of the previous conformity determination;

(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and

(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:

(i) Not regionally significant; or

(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan’s regional emissions at the time of the transportation plan’s conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.

(3) A conformity determination that relies on paragraph (g) of this section does not satisfy the frequency requirements of §93.104(b) or (c).

Appendix B: Federal Conformity Finding on Long Range Transportation Plans

The accompanying pages include the conformity finding on the amended 2030 LRTPs from FHWA. For digital versions of this document, the following pdf file contains the conformity letter:

Fhwaletter2007

Appendix C: 2009-2015 Transportation Improvement Program Projects

In printed versions of this report, the accompanying pages include project listings, by MPO, RPO or County. For digital versions of this document, the following pdf files contain the project lists:

C1 Durham-Chapel Hill-Carrboro MPO

C2 Capital Area MPO

C3 Triangle Area RPO (Chatham and Orange Counties)

C4 Kerr Tar RPO (Franklin, Granville and Person Counties)

C5 Johnston County

C6 Burlington-Graham MPO (no projects that add capacity in the Orange County section of the MPO)

For the draft version of this document, pdf files are available for the DCHC MPO (Appendix C1) and the Capital Area MPO (Appendix C2). There are no 2009-15 projects in the portion of Orange County within the Burlington-Graham MPO, although the MPO project list is included for reference.

Project listings for areas of counties outside of MPO boundaries are found in the RPO or Division summaries of the draft STIP: Kerr-Tar RPO for Franklin, Granville and Person Counties, Division 4 for Johnston County and TARPO for Chatham and Orange Counties.

Appendix D: Comments from Interagency Consultation meeting

TRIANGLE MAINTENANCE AREA

2009 – 2015 TIP REVIEW INTERAGENCY CONSULTATION MEETING NOVEMBER 29, 2007 NCDOT Boardroom

12/4/07 version

Meeting Attendees:

- EPA: Amanetta Wood
- FHWA: Bill Marley, Loretta Barren, Eddie Dancausse Jill Stark
- NCDOT: Dan Thomas, Terry Arellano, Rockne Bryant, Mike Stanley, Atefe Northcutt, Michael Abuya, Linda Dosse, Mike Orr, Andy Bailey, Rick Lakata, Julie Bollinger, Van Argabright, Hemal Shah, Scott Walston, Julie Bollinger, Jonathan Parker, Shannon Ransom, Linh Nguyen, Sarah Smith, Ray McIntyre
- NCDAQ: Heather Hildebrandt
- Winston Salem MPO: Wendy Miller (via phone), Greg Errett (via phone) Fred Haith (via phone)
- High Point MPO: David Hyder
- Greensboro MPO: Lydia McIntyre (via phone)
- Burlington Graham MPO: Mike Nunn (via phone)
- CAMPO: Kenneth Withrow
- DCHC MPO: Ellen Beckman, Andy Henry (via phone)
- MUMPO: Bob Cook, Bob Cook (via phone), Tim Gibbs (via phone), Andy Grzymiski (via phone), Joe McLelland (via phone), Barry Mosley (via phone)
- Gaston MPO: Hank Graham (via phone)
- Cabarrus Rowan MPO: Phil Conrad (via phone)
- Hickory MPO: John Tippett (via phone)
- Rocky Mount MPO: Bob League
- FCEAD: Carey Gentry (via phone)
- TJCOG: John Hodges-Copple
- Rocky River RPO: Dana Stoogenke (via phone)
- Lake Norman RPO: Rebecca Yarbrough (via phone)

FHWA Review Comments:

TRIANGLE AREA

DCHC

- **R-2000** (*Durham County STIP*) mileage in STIP is 29 and in LRTP is 0.69. Please explain.
 - The R-2000 mileage in the STIP (29 miles) is for the entire length of the project, while the mileage in the Amended 2030 LRTP (.0.69) is for the portion of the R-2000 project that is in the DCHC MPO planning area (i.e., Durham County).

BG MPO

- No comments

CAMPO

- **R-2814** (*Franklin County STIP*) mileage in STIP is 18.5 and in LRTP is 8.29. Please explain.
 - The 8.29 miles represents projects in the 2030 LRTP (From Ligon Mill Road to Franklin County) that were within the Capital Area MPO jurisdiction at that time. Franklin County at the time of the 2030 LRTP completion was not a member of the Capital Area MPO
- **I-4745** (*Johnston County STIP*) not in LRTP. Please explain.
 - Johnston County was not a member of the Capital Area MPO at the time of completion of the 2030 LRTP.
- **U-3334** (*Johnston County STIP*) not in LRTP. Please explain.
 - Johnston County was not a member of the Capital Area MPO at the time of completion of the 2030 LRTP.
- **R-2000** (*Wake County STIP*) mileage in STIP is 29 and in LRTP is 11. Please explain.
 - The CAMPO LRTP does not list completed projects. The LRTP has project F1a that corresponds to sections F and G of R-2000. Project F4a corresponds to sections AA, AB, and AC of R-2000. As this date, sections F and G of R-2000 are open to traffic.
- **R-2809** (*Wake County STIP*) mileage in STIP is 4.7 and in LRTP is 1.39. Please explain.
 - The draft STIP description includes the length of the whole project (Wake Forest Bypass). As of the completion of the 2030 LRTP, 3.31 miles of the project had been completed. The 1.39 miles of project in the LRTP were not under construction.
- **U-5024** (*Wake County STIP*) not in LRTP. Please explain.
 - Project U-5024 (Green Oaks Parkway in Holly Springs) is an economic development project that is partially being funded using economic development funds from the State of North Carolina. This project is not regionally significant and no Federal funds will be used.
- **U-4901** (*Wake County STIP*) not in LRTP. Please explain.
 - In 2020 HY as segments A12 and A13b

- ❑ **R-2257** (*Granville County STIP*) not in LRTP. Please explain.
 - Granville County was not a member of the Capital Area MPO at the time of completion of the 2030 LRTP.

DONUT AREAS

- ❑ Chatham
 - No comments
- ❑ Franklin
 - No comments
- ❑ Granville
 - No comments
- ❑ Johnston
 - No comments
- ❑ Orange
 - No comments
- ❑ Person
 - No comment

Division of Air Quality Comments on the 2009-2015 STIPs

Triangle Area

CAMPO

- I could not find the following projects in the TIP:
 - **U-2908**, NC 54
 - This project was constructed and completed by the Town of Cary.
 - **U-4410**, South Loop Road
 - This project is partially complete in the LRTP. The portion that should have been in the TIP is complete. That is why it is not included in the TIP.
 - **U-4026**, Davis Drive
 - It is in the TIP under page 5-36.
 - **R-2906**, NC 55
 - This project is complete.
 - **R-2907**, NC 55
 - This project is complete.
 - **U-3344**, Airport Blvd
 - It is in the TIP under page 5-34.
 - **R-2641**, I-540 (Eastern)
 - This project is complete.
 - **U-3101**, US 1- 64
 - This project is complete.
- I could not find **U-5024**, Green Oaks Parkway, or **U-4901**, Falls of the Neuse Road, in the plan.
 - Project U-5024 (Green Oaks Parkway in Holly Springs) is an economic development project that is partially being funded using economic development funds from the State

of North Carolina. This project is not regionally significant and no Federal funds will be used.

- Project U-4901 In 2020 HY as segments A12 and A13b

DCHC

- I could not find the following projects in the TIP:
 - **U-3105**, Garrett Road/ Chapel Hill Road
 - This project is complete
 - **U-2102**, Guess Road
 - This project is complete
 - **U-3853**, Hopson-Page Rd Ext
 - This project is complete
 - **I-2204**, I-40
 - This project is complete
 - **U-2302**, NC 86
 - This project is complete
 - **R-942**, US 15-501
 - This project is complete
 - **U-2808**, Us 70/Miami Blvd/ Mineral
 - This project is complete
 - **U-4410**, Hopson Rd realignment
 - **This project is will be completed in 2008**
- I could not find **I-5104**, I-540/I-40 intersection improvements, in the plan. Construction begins in 2010.
 - I-5104 will be folded into project R-2000. It does not impact the way that R-2000 was modeled for conformity.
- I could not find **U-4763B**, Triangle Parkway, in the plan. Is the part shown on the TIP not in Durham County?
 - This project in the amended LRTP (#66)
- Is the part of **U-2831** in the 2009 horizon year of the plan, the part complete?
 - The part of U-2831 in the LRTP is complete

Burlington Graham MPO

- No Comments

Donuts

- No comments for Person County.
- No comments for Orange County.
- No comments for Chatham County.
- No comments for Franklin County.
- No comments for Granville County.

- No comments for Johnston County.

EPA Comments for 09-15 TIP

Overall Comments

- Provide more description in future to determine if bridge projects are exempt or not. Any change for capacity would make the project nonexempt. For future descriptions, please provide existing and proposed lanes and the length for the bridge projects.
 - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.
 - In NC Federal Bridge Replacement does not allow for increased capacity. For additional capacity it will have a different project number associated with it.
- Recommend complete listing of exempt projects and enough information for IAC to make a determination on whether this project is truly exempt per the transportation conformity rule. In the exempt listing it would be helpful for the projects to be categorized as exempt per 93.126, 93.127 or 93.128 of the transportation conformity rule.
 - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.
- For multi-county projects it is going to be even more important when subarea budgets are available to account for the portion of the project in a particular county in that particular county's regional emissions. This will mean that more detail on what the terminus for the projects are based on the county and not the entire project.
 - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.
- Our recommendation for donut county projects in the future will be to have a listing of projects in the donut area that were considered in the regional emissions analysis for the LRTP adoptions so that subsequently we can compare these projects for future conformity determinations. For projects in LRTP it is easier to find the legacy listing.
 - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.
- For donut areas it is highly recommend an addendum table which provides complete project description (i.e., number of existing versus proposed lanes; terminus; whether the project is exempt; whether the project is regionally significant; and year for which the projects were considered open-to-traffic for the purpose of the regional emissions analysis.
 - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.

TRIANGLE AREA

DURHAM

- Could not find **U-4763B** in Durham County in the LRTP. Please Explain.
 - This project is in the amended LRTP (#66)

CHATHAM

- No comments

ORANGE

- No comments

WAKE

- Could not find **U-5024** in Wake County in the LRTP. Please Explain.
 - Project U-5024 (Green Oaks Parkway in Holly Springs) is an economic development project that is partially being funded using economic development funds from the State of North Carolina. This project is not regionally significant and no Federal funds will be used.
- Could not find **U-4901** in Wake County in the LRTP. Please Explain.
 - Project U-4901 In 2020 HY as segments A12 and A13b
- For project R-2000 in Wake County, please explain why the TIP has the project listed as 29 miles whereas the LRTP has it listed as 11.
 - The CAMPO LRTP does not list completed projects. The LRTP has project F1a that corresponds to sections F and G of R-2000. Project F4a corresponds to sections AA, AB, and AC of R-2000. As this date, sections F and G of R-2000 are open to traffic.
- For project **R-2814** in Wake County, please explain why the TIP has the project listed as 18.5 miles whereas the LRTP has it listed as 8.
 - The 8.29 miles represents projects in the 2030 LRTP (From Ligon Mill Road to Franklin County) that were within the Capital Area MPO jurisdiction at that time. Franklin County at the time of the 2030 LRTP completion was not a member of the Capital Area MPO

JOHNSTON

- Could not find **I-4754** in Johnston County in the LRTP. Please Explain.
 - This project is in Johnston County outside of the MPO boundary.
- Could not find **U-3334** in Johnston County in the LRTP. Please Explain.
 - Johnston County was not a member of the Capital Area MPO at the time of completion of the 2030 LRTP.

GRANVILLE

- No comments

FRANKLIN

- No comments

Appendix E: Comments and Responses from Public Involvement Process

[NOTE: Appendix E will be included in the Final Report.]

Appendix F: TIP Adoption and Conformity Resolutions

Appendix F includes TIP adoption/endorsement and conformity finding resolutions for applicable MPOs (adoption), RPOs (endorsement) and the NCDOT (conformity findings for rural counties, since TIP adoption has already occurred).

For digital versions of this document, the following pdf files contain these actions:

- F1 Burlington-Graham MPO 2009-15 TIP adoption
- F2 Burlington-Graham MPO 2009-15 TIP conformity finding
- F3 Durham-Chapel Hill-Carrboro MPO 2009-15 TIP adoption
- F4 Durham-Chapel Hill-Carrboro MPO 2009-15 TIP conformity finding
- F5 Capital Area MPO 2009-15 TIP adoption
- F6 Capital Area MPO 2009-15 TIP conformity finding
- F7 NCDOT Chatham County (rural portion) 2009-15 TIP conformity finding
- F8 NCDOT Franklin County 2009-15 TIP conformity finding
- F9 NCDOT Granville County 2009-15 TIP conformity finding
- F10 NCDOT Johnston County 2009-15 TIP conformity finding
- F11 NCDOT Orange County (rural portion) 2009-15 TIP conformity finding
- F12 NCDOT Person County 2009-15 TIP conformity finding
- F13 Kerr-Tar RPO 2009-15 TIP conformity endorsement
- F14 Upper Coastal Plain RPO 2009-15 TIP conformity endorsement
- F15 Triangle Area RPO 2009-15 TIP conformity endorsement

[NOTE: this appendix will be included in the final report]

Appendix G: Public Notifications

Appendix G includes public notifications of the draft TIP. [NOTE: this appendix to be added in the final report]

For digital versions of this document, the following files contain these actions:

G1 Burlington-Graham MPO 2009-15 TIP notification

G2 Durham-Chapel Hill-Carrboro MPO 2009-15 TIP notification

G3 Capital Area MPO 2009-15 notification

Appendix H: Motor Vehicle Emission Budgets

Appendix H includes a copy of the Federal Register Notice for the Motor Vehicle Emission Budgets promulgated on December 26, 2007.

Appendix I: Motor Vehicle Emission Budgets

Appendix I includes comparisons between the emissions generated by the transportation network in each county for each analysis year and the Motor Vehicle Emission Budgets promulgated on December 26, 2007.

Chatham County

Analysis Year	Model	Off-Model	Comparison Amount	Budget Amount	
2002	1,783	0			
2008	1,387	0	1,387	1,565	OK
2010	1,255	0	1,255	1,565	OK
2017	799	0	799	948	OK
2020	603	0	603	948	OK
2030	448	0	448	948	OK

Durham County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model (reduction)	Comparison Amount	Budget Amount	
2002	18,938	73			
2007	13,081	72	13,009		
2008	11,913	72	11,841	13,106	OK
2009	10,744	71	10,673	13,106	OK
2010	9,470	71	9,399	13,106	OK
2012	7,439	64	7,375	13,106	OK
2015	5,097	53	5,045	13,106	OK
2017	4,371	45	4,326	4,960	OK
2020	3,282	34	3,248	4,960	OK
2030	2,750	34	2,716	4,960	OK

Franklin County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Total County	Budget Amount	
2002	619	2,524	3,143		
2008	455	1,578	2,033	2,048	OK
2010	400	1,263	1,663	2,048	OK
2017	271	755	1,026	1,139	OK
2020	216	538	754	1,139	OK
2030	178	359	537	1,139	OK

Johnston County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002		12,534			
2008		10,658	10,658	12,583	
2010		10,032	10,032	12,583	OK
2017		5,724	5,724	5,958	OK
2020		3,877	3,877	5,958	OK
2030		2,347	2,347	5,958	OK

Granville County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002	207	4,414			
2008	138	2,472	2,610	4,649	
2010	115	1,825	1,940	4,649	OK
2017	70	925	995	1,714	OK
2020	51	539	590	1,714	OK
2030	47	383	430	1,714	OK

Orange County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model	Comparison Amount	Budget Amount	
2002	14,391	0			
2008	8,967	0	8,967	9,933	OK
2010	7,159	0	7,159	9,933	OK
2017	3,578	0	3,578	3,742	OK
2020	2,043	0	2,043	3,742	OK
2030	1,382	0	1,382	3,742	OK

Person County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002		1,837			
2008		1,283	1,283	1,359	
2010		1,099	1,099	1,359	OK
2017		746	746	791	OK
2020		594	594	791	OK
2030		474	474	791	OK

Wake County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model (reduction)	Comparison Amount	Budget Amount	
2002	81,638	284			
2007	36,429	212	36,218		
2008	33,415	209	33,206	36,615	OK
2009	30,400	206	30,194	36,615	OK
2010	26,739	168	26,571	36,615	OK
2012	21,850	197	21,653	36,615	OK
2015	15,216	240	14,977	36,615	OK
2017	13,263	268	12,995	16,352	OK
2020	10,334	311	10,023	16,352	OK
2030	9,419	276	9,143	16,352	OK

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 13, 2008

Subject: **Lead Planning Agency (LPA) Staff Report**

This memorandum provides a summary status of tasks for projects in the FY 2007-2008 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- Indicates that task is ongoing or not complete.

2007-08 Unified Planning Work Program (UPWP) – Projects

Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007
- ✓ Release Goals and Objectives for public comment – July 2007
- ✓ TAC approve SE Data – September 2007
- ✓ Goals and Objectives – TAC hold public hearing, September 2007, and approve, October 2007.
 - TAC approve Targets – February 2008
 - TAC review Deficiency Analysis – February 2008
 - TAC review Land Use Scenarios – March 2008
 - TAC review LRTP Alternatives – March 2008

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Field survey completed. Analysis 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 – August 13, 2007
- ✓ City issues contract
- ✓ Notice to proceed
- ✓ Kick-off meeting held in October
- ✓ Project underway

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
- Study underway –completion December 2008

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
- Study underway –completion December 2008

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
- ✓ Request for funding from NCDOT
- ✓ Draft scope of services and Request for Proposals.
- Consultants selection in spring of 2008
- Notice to proceed in spring 2008
- Completion of Project expected in spring of 2009.

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
- Kimley Horn and Associates is the consultant
- Data collection underway
- Steering Committee proposed
- Completion of study expected in January
- Integration in the 2035 LRTP
- Draft report due in January 2008

MPO Collector Street Plan

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- Completion of study and integration with the 2035 LRTP in Spring 2008

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

- **Project under way**
- **Projected to be completed in spring of 2008**

Unified Planning Work Program (UPWP) – Continuing Projects

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 Plan finalized in June 2007.
- ✓ Durham Public Forum - June 21, 2007
- ✓ Plan Adoption anticipated occurring during fall 2007. Durham City and Durham County approved on September 19, 2007.
- The Orange County plan has been delayed several months beyond the Durham County plan.

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 80% complete.
- ✓ Data Collection and field inventory completed.
- Level of Service analysis and draft report completed.
- Development of CMS performance measures and guidelines likely to be completed in winter 2008.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done in winter 2008.
- Draft CMS State of System Report likely to be done in winter 2008.
- Public Comment and local review in spring 2008.
- Adoption anticipated in spring/summer 2008.

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 fall 2007.
- Validation of 2002 model against 2005 count data anticipated to be completed in fall 2007.

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 2008.

Update of the MPO Public Involvement Policy Consistent with SAFETEA-LU

- ✓ Draft to be ready for fall of 2007.
- ✓ Adopted anticipated in Spring of 2008

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
- ✓ Alternative 3 selected as LEDPA – June 19, 2007
- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007, October 10, 2007, November 7, 2007, December 5, 2007
- ✓ Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church
- Environmental Study expected completion - Spring 2008

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 2/1/2008

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	Jeff Allen, PE	(919) 678-0444	06/01/2006	100%	100%	4/1/2008
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) 220-4680	12/31/2006	100%	99.5%	3/1/2008
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,288,207.30	0.369 miles	Triangle Grading and Paving	Bob Shultes	(919) 840-0914	6/15/2008	28.0%	17.3%	6/15/2008
DURHAM / WAKE	U-4026A/B 2904	DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 35,467,891.08	6.363 miles	C C Mangum Company LLC	Jeff Allen, PE	(919) 733-9499	11/1/2009	27.1%	40.3%	11/1/2009
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,476,305.55	0.587 miles	Thompson Contracting, Inc.	Jeff Allen, PE	(919) 733-9499	10/1/2008	18.0%	31.3%	10/1/2008
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	\$ 18,810,912.36	1.769 miles	DLB, Inc.	Aaron V. Earwood, PE	(919) 220-4680	8/1/2010	5.8%	7.6%	8/1/2010
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD (SR-1402)	\$ 487,922.74	0.067 miles	Kirkman Construction	Aaron V. Earwood, PE	(919) 220-4680				

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 2/1/2008

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date			
DURHAM	2008 Resurfacing	US-501, NC-55, SR	RESURFACING AND SHLDR RECONSTR. OF US-501, NC-55 AND 14 SECTIONS OF SECONDARY RDS		21.5 miles	M. KNEIS	(919) 220-4600	2/19/2008			
DURHAM / WAKE	B-3528	LEESVILLE ROAD	BRIDGE OVER SYCAMORE CREEK ON LEESVILLE ROAD (SR-1839)	\$ 1,300,000.00	0.284 miles	C. HOUSER	(919) 250-4016	3/18/2008			
DURHAM	U-2055B	NC 55	CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55	\$ 223,238.50		B. UPSHAW	(919) 220-4600	spring 2008			
DURHAM	U-2055D	AVONDALE DRIVE	CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE	\$ 493,065.78		B. UPSHAW	(919) 220-4600	spring 2008			
DURHAM	B-4109	PICKETT ROAD	BRIDGE OVER MUD CREEK	\$ 850,000.00	0.078 miles	D. TAYLOR	(919) 250-4016	5/20/2008			

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 - DCHMP 10/08 Attachment 13

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Signal plans & specifications underway
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	\$200,000.00	Barrett, Irvin & Jordan Contr., Inc.; available 4/15/08
Orange	41488	US 15-501 @ SR 1900 (Old Mason Farm Road)	Extend the left turn lane on northbound US 15-501 , revise the signal and add a right turn lane at SR 1900	\$147,500.00	District design pending
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000.00	Town to construct w/ PE certification
Orange	41594	SR 1010 (W. Main St.) @ NC 54	Install pedestrian signal heads and crosswalk markings	\$40,000.00	Crosswalk & wheelchair ramps compl. 1/8/08
Orange	41686	NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.)	Construct left turn lanes in both directions	\$250,000.00	Design underway
Orange	41953	SR 1733 (Weaver Dairy Rd.) @ SR 1737 (Sunrise Dr.)	Install a traffic signal	\$75,000	BOT approval pending
Orange	41966	I-85/I-40 Weigh Station	Mill and pave lanes of I-40 WB/ I-85 SB at the Orange County Weigh Station near Efland.	\$100,000	To be let to contract by 6/17/08
Orange	7CR.10681.14 7CR.20681.14 7C.068081	4 sections of NC 54 and ramps and 5 sections of secondary roads	Milling, resurfacing, pavement markings, and shoulder reconstruction		S.T. Wooten Corp. ; Avail. 5/12/08 ICD 8/8/08 Compl. 10/31/08
Orange	SF-4907 B 41699.1	US 70 (Hillsborough Rd.) and NC 751 near Durham	Install a right turn lane for traffic travelling east on US 70 and turning right onto NC 751	\$35,000 PE	Survey requested; R/W 6/20/08
Orange	SF-4907 C 41698.1	NC 57 @ NC157 near Hillsborough	Install center traffic islands with stop signs on NC 157	\$7,000 PE	Survey requested; R/W 6/20/08
Orange	SS-4907E 41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	\$173,000.00	APAC-Atlantic, Thompson Arthur Div.; Avail. 4/21/08 for compl. by 6/27/08

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO TC 01/20/08 Attachment 13

Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	\$187,000.00	Survey compl.;plans underway
Orange	U-4008 35009.3.2	US 15-501 & SR 1734 (Erwin Rd.)	Grading,drainage, paving and intersection improvements(Super Street)	\$4.98 million	73.95% complete; open to traffic 1/8/08
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	\$1.5 million to be revised	Jan. 20, 2009
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$675,000.00	July 15,2008
Orange	B-4592	SR 1561 (Lawrence Rd.)	Replace Bridge # 64 over the Eno River	\$1.6 million	Jan. 20, 2009

From confusion to safer roads?

BY BETH VELLIQUETTE : The Herald-Sun
bvelliquette@heraldsun.com
 Jan 9, 2008

CHAPEL HILL -- To turn left, go straight and make a U-turn. To go straight, turn right, then turn left and then turn right.

Sound confusing? Get used to them. Those are some of the new traffic patterns drivers will have to learn as they adjust to the new "Superstreet" intersection at U.S. 15-501 and Erwin Road and Europa Drive.

"It's going to be different for folks for a while, and it will take several days for people to get used to it," said Donnie Huffines, resident project engineer for the N.C. Dept. of Transportation.

Huffines and traffic engineer Denys Vielkanowitz stood on a hill overlooking the intersection Tuesday, the first day of the new traffic pattern. They watched to see if traffic was backing up in any particular area or if drivers were having a difficult time figuring out which lane would take them where they want to go.

There had been several basic problems with the area that caused traffic jams and wrecks. It's just north of where the bypass and Franklin Street merge, so it quickly becomes congested. Then drivers have to move quickly to get in the correct lane, depending on whether they want to turn on Erwin Road or go straight.

With the new traffic configuration, drivers may still have to switch lanes, but now they'll have more time to do it.

What some people may not like, however, is that instead of being able to turn left on Erwin Road or Europa Drive from U.S. 15-501, they'll have to pass them by, drive several hundred yards and make a U-turn at a new traffic signal, then drive back the way they came and turn right onto either Erwin or Europa.

Huffines and Vielkanowitz, however, said the new traffic pattern should be safer and cut down on the long lines of traffic that build up at the Erwin Road intersection. The traffic signals will be coordinated so that when drivers hit the new red lights on U.S. 15-501, once they turn green, they'll be able to drive through the Erwin Road intersection on a green light without having to stop again.

The two engineers stood near the traffic control box, and using a laptop computer hooked up to the computers inside the box, Vielkanowitz made minor adjustments to the timing of the traffic lights.

The concept behind the Superstreet is to break up one massive intersection into four smaller ones.



Christine T. Nguyen/ The Herald-Sun

Cars line up at the northern U-turn at the intersection of U.S. 15-501, Erwin Road and Europa Drive in Chapel Hill, where a new "Superstreet" traffic pattern opened Tuesday. Drivers now cannot make left turns onto U.S. 15-501 from Erwin Road or Europa Drive.

The morning and noon traffic seemed to run smoothly, and the DOT officials saw no wrecks, although there were a couple of close calls. One driver on U.S. 15-501 in a beat up old red car ran the red light at Erwin Road but didn't hit anyone.

It appeared that the drivers on Erwin Road who were about to enter the intersection were a bit hesitant about which way they were supposed to go and didn't immediately enter the intersection when the light turned green for them, thus avoiding an accident.

"The first day is always the scariest day," Vielkanowitz acknowledged. "Drivers aren't sure what they're supposed to do, and they've been driving down this road every day for 20 years."

The Superstreet concept is becoming more popular as a way of dealing with intersections that have long waits and lots of traffic, Vielkanowitz said. "Hopefully, it will allow more vehicles to drive through without having to stop," he said.

People at the nearby Wendy's restaurant said they were a little nervous about the new intersection.

"I came up the service road, and I'll be going through [the new intersection] and going back on 15-501," said Courtney Lewis. "I'm just surprised that it's open. It didn't look like it was ready."

Another Wendy's visitor happened to be B.J. Campbell, former director of the UNC Highway Safety Research Center. He hadn't yet driven through the U-turns, but said the concept is similar to a traffic circle or a roundabout.

"I heard one guy who advocated for it said he thought it would be much safer," Campbell said. "As a scientist, we'll know that in a year or so whether there will be more or fewer accidents."

It's possible strangers to the area will be able to negotiate the intersection better than those who are used to the old traffic pattern. One man who asked that his name not be used, was driving a service truck and said he was from Sanford and not familiar with the area. He just followed the traffic signs and had no problem getting to where he wanted to go, he said.

Vielkanowitz asked drivers to hold off on making judgments because the project isn't complete yet. The median and bike and pedestrian paths still have to be completed and new traffic signals have to be installed at Erwin Road.

The timing of the traffic lights will be fine-tuned, and once drivers realize which lane will be the best one for them to use, they should find they'll be moving through the intersection with greater ease, he said.

"Give it some time, and I'm sure the public will catch on pretty good," he said.

To see maps, graphics and aerial photos of the area go to the N.C. DOT Web site at www.ncdot.org/projects/Superstreet/optionc.html

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'Superstreet' to open on U.S. 15-501

The project is meant to reduce congestion at one of Chapel Hill's worst intersections

Mark Schultz, Staff Writer

CHAPEL HILL - Morning commuters will find a new traffic pattern at one of Chapel Hill's busiest intersections today when the state opens the U.S. 15-501 Superstreet.

The \$5 million project -- essentially an elongated traffic circle -- ends left turns for drivers on Erwin Road and Europa Drive, as well as for through-traffic from those roads across the intersection.

The superstreet is designed to decrease congestion at the intersection, where rush-hour drivers sometimes have had to wait through multiple traffic signals.

The superstreet was supposed to have been finished by Nov. 1. The state has penalized the contractor for missing the deadline, and the project is not finished yet. Another layer of asphalt and final pavement markings will be laid in March, when there is less likelihood of cold weather.

"It's like building a house," said chief operating officer Jack Bailey. "You can't build the house until you've got the foundation in. It's a typical highway project in an urban area."

But the superstreet is not typical for North Carolina. Mike Mills, division 7 engineer for the state Department of Transportation, said he knows of only one other such project in the state, on U.S. 17 in Wilmington.

Work crews were expected to remove barricades Monday night and open the superstreet by 6 a.m. today.

Six message boards and overhead signs alerting drivers to the U-turns will help introduce the new traffic pattern.

"If you follow the signs it will lead you around -- 'to I-40, this lane' -- things like that," Mills said.

The intersection had 42,000 vehicles a day in 2005, said division operations engineer Pat Wilson. That's expected to nearly double, to 96,000 vehicles a day, by 2025.

Erwin Road had 10,000 vehicles a day in 2005, Wilson said.

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Easley unsure about Moore's ban on DOT board giving

By GARY D. ROBERTSON : Associated Press Writer
The Associated Press
Jan 8, 2008

RALEIGH, N.C. -- Gov. Mike Easley said Tuesday he's worried that a proposal from a potential successor banning transportation board members from donating to political candidates would prevent well-qualified people from serving on the powerful panel.

Democratic gubernatorial candidate Richard Moore, the state treasurer, said Monday he would seek a law prohibiting contributions from board members as part of a larger Department of Transportation reform proposal.

"The next thing you know, the people you really want to go to resolve a problem and they have contributed in a campaign, you can't use them," Easley told reporters following a meeting of the Council of State. "That disqualification, I think, would be really detrimental in the long run."

A recently published outside consultant's report critical of the DOT included worker comments that the agency is too political and needlessly delays important road projects. Board members have been known over the years as prolific fundraisers for governors and use their political clout to get roads built in the regions they represent, Moore said.

Moore, the state treasurer, also said Monday he wants to make it illegal for a board member to "bundle" several campaign checks from different people and give them to a candidate all at once -- often viewed as a way to increase influence.

Easley, who is barred by state law from running for a third consecutive term, makes all the appointments to the board as governor. The Democrat said preventing board members from giving and fundraising may have been a reasonable idea in the past for "boards that needed a little bit more supervision."

"If people want to participate, they'll find a way, just like the squirrel into the bird feeder," Easley said. "The No. 1 way to solve this problem is to appoint good people, and that's what I've tried to do."

In a prepared statement issued later Tuesday, Moore said: "Gov. Easley and I agree on many issues, but we have a serious disagreement when it comes to reforming the Department of Transportation."

Moore said in an interview Monday he planned to make the donation and bundling bans part of his policy for DOT board members if elected governor, even if the Legislature doesn't change the law.

"It shouldn't matter whether you know your DOT board member or not as to whether you get good customer service from the Department of Transportation," Moore said. "That should not be a political decision."

Board members have given at least \$500,000 to state political campaigns since 2000, said Bob Hall, research director with the campaign finance reform group Democracy North Carolina. Recipients have included Moore and Lt. Gov. Beverly Perdue, Moore's leading opponent in the May 6 Democratic primary.

Perdue spokesman David Kochman said Perdue would consider a ban on donations and bundling by board members, but as part of a comprehensive campaign finance reform package "and not just dealing with it one group at a time."

Hall said Moore should be praised for his efforts to reduce political influence at DOT, but cautioned there's too many ways around such a narrow ban on campaign donations. Hall said more opportunities for public financing of campaigns should be part of the solution.

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Alston Avenue widening opposed

BY RAY GRONBERG : The Herald-Sun
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 Jan 12, 2008

DURHAM -- At least some city administrators want the N.C. Department of Transportation to scrap plans to turn Alston Avenue into a four-lane, divided highway between the Durham Freeway and Holloway Street.

Negotiations with DOT engineers have yielded little progress on four issues the city believes are key to ensuring that the \$28.3 million project doesn't hurt poverty-plagued North-East Central Durham.

The agency's handling of the talks has left Durham administrators "concerned that the project may actually have an adverse impact on economic development in the corridor, particularly between [the freeway] and Morning Glory Avenue," city Transportation Manager Mark Ahrendsen said in a Dec. 4 memo to City Manager Patrick Baker.

Ahrendsen wants the City Council to formally ask DOT to cancel the widening and content itself with completing a series of "relatively minor intersection improvements to address safety concerns and streetscape improvements to enhance the appearance of the corridor."

That work wouldn't cost anywhere near \$28.3 million, so Ahrendsen suggested asking DOT to use what's left to help pay for the widening of a stretch of Fayetteville Road between Cornwallis Road and Woodcroft Parkway.

The Fayetteville Street project -- part of a multi-phase widening of that major north-south link -- is likely to cost \$23.1 million.

City Council members were supposed to discuss Ahrendsen's proposal Thursday, but at the last minute Baker postponed the discussion.

Baker said later that he wants to make sure administrators consult Partners Against Crime District 1 and North-East Central Durham leaders before he settles on a recommendation to the council.

"We're not outsourcing the decision, but we want to ensure that we have the feedback and necessary information we'd want to feel comfortable," Baker said.

The manager added that he'd warned subordinates last month he might postpone the council discussion if he wasn't confident neighborhood leaders were in the loop. And in talking recently with some of those leaders, it was clear they "didn't know or understand what we were recommending," he said.

Ahrendsen's proposal faces an addition another obstacle -- Mayor Bill Bell.

Bell said that while he's no supporter of DOT's plan for the widening, he's not convinced it's wise to halt design negotiations with the agency.

"You spend a lot of time in trying to get these projects into the loop and trying to get them to the funding stage," the mayor said on Friday. "It's not a simple matter to pull them and say you're going to use the money somewhere



Kevin Seifert/ The Herald-Sun

The N.C. Department of Transportation's planned widening of Alston Avenue may cost the neighborhood its only real supermarket, Los Primos at the corner of Alston and East Main Street.

else."

Moreover, Bell thinks the proposal to switch the money to the Fayetteville Street project would be a public-relations minefield.

"To me, it sends the wrong message," he said. "It can look like we're taking money out of North-East Central Durham, one of our priority areas, and moving it south. We've put our priorities into those neighborhoods, and I want to make sure they don't get shortchanged."

The city transportation office's objections to the Alston plan center on the likelihood that a four-lane thoroughfare would make it far more difficult for North-East Central residents to traverse the neighborhood on foot. The district's poverty is such that many of the people who live there have to walk, or use the city bus system.

DOT has nonetheless brushed off the city's request that it drop plans to install right-turn lanes at many key intersections. The extra pavement required for those lanes would make the street harder to cross.

Ahrendsen also faulted the agency for refusing to install bike lanes in the corridor, and for not finding a way to change the grade of the road as it crosses under a railroad bridge to avoid converting it into what amounts to a tunnel.

The staff's biggest complaint, however, is that the widening would require the demolition of the neighborhood's only real supermarket, Los Primos, at the corner of East Main Street and Alston Avenue.

City officials want DOT to help the market's owners buy a replacement site and pay the start-up costs for a new store. They made the request because most chain retailers won't build stores in low-income, high-crime neighborhoods like North-East Central.

But DOT refused. It's willing to pay market value for the Los Primos site, plus a "re-establishment fee and searching expenses," Ahrendsen said in his Dec. 4 memo.

Ahrendsen also contends there's no reason to widen Alston now that the city and DOT have agreed that another project, the proposed East End Connector, should become the primary north-south link between the Durham Freeway, U.S. 70 and Interstate 85.

But the connector, however, remains massively underfunded despite nearly a \$100 million pledge for its construction by DOT. Officials believe the project will cost roughly twice that.

Ahrendsen favors using the Alston money on the Fayetteville Road widening rather than on the connector because city officials believe DOT should pay for the connector with money it's reserved for major loop roads. The connector is Durham's loop project and merits the same consideration as similar projects in Raleigh, Greensboro and Charlotte, he said.

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The plan would add about 120 buses, but consumers and car owners would pay more.
Staff File Photo

Regional rail rises from dead

Citizen panel wants trains for \$2 billion, more buses

Bruce Sicheloff, Staff Writer

RALEIGH - A three-county citizens advisory group agreed Monday to push for an ambitious transit expansion that would increase local and regional bus service and spend \$2 billion to launch trains across the Triangle by 2020.

Fifty-six miles of tracks would carry trains with commuters, students, shoppers and sports fans from Chapel Hill to Durham, Research Triangle Park, Cary, downtown Raleigh and North Raleigh.

Triangle voters would cover about half the cost if they agree to two new levies -- a half-penny sales tax and a \$10 annual car registration fee, or their equivalent. Members of the Special Transit Advisory Commission also agreed to push for 25 percent funding from the state and 25 percent funding from Washington.

"I think we have a consensus for a 2020 plan, and a consensus that we need to find the money to make it work," said George Cianciolo of Chapel Hill, a Duke University pathologist who is co-chairman of the 29-member advisory panel.

The test of that consensus will come later this month when the group's recommendations are put in writing and circulated for public comment. Wake, Durham and Orange officials, who expect to receive the plan in early March, will be tested on their willingness to support new local taxes for transit projects that might not prove their worth for many years.

The advisory group of business and civic leaders was asked to plan transit corridors that would improve mobility options and shape urban growth patterns across a three-county suburban region that is expected to add 800,000 residents by 2030.

Everything and more

Triangle political leaders called for a fresh look after the Triangle Transit Authority's 28-mile rail project was shelved in 2006 after 11 years of planning. Federal regulators said the \$810 million Raleigh-to-Durham line would not serve enough riders to warrant the taxpayers' heavy investment. Local political and financial support for the TTA project was weak.

Meeting Monday at N.C. State University, the transit advisory panel endorsed everything the TTA proposed to do -- and more.

Joe Bryan, a Knightdale Republican who is chairman of the Wake County commissioners, was taken aback by the group's ambitions.

He and other political leaders had expected the transit panel to focus first on the cities and later on a rail link between Raleigh and Durham.

"They have doubled the TTA plan," he said. "And to get it all done in 12 years, that is bold."

Wake County has other pressing needs, Bryan said. It could use a new sales tax to support school construction.

"What becomes the highest priority for an additional sales tax? Will it be transportation, or will it be education?" Bryan asked.

A big local share

He said he'll reserve judgment until he sees the details in a few weeks. It may not be easy, he said, for taxpayers to take on a big share of transit costs and accept that the federal government share will be smaller.

The group's recommendations include rough concepts for rail transit lines through the center of the region, better bus service, and shuttles that would circulate in Research Triangle Park and provide a quick connection to nearby Raleigh-Durham International Airport.

Many details are still to be worked out in a report to be drafted by Feb. 22 and approved at the advisory panel's final scheduled meeting on Feb. 29. The proposals will be delivered to mayors, city council members and county commissioners who serve on the Triangle's two regional transportation planning boards.

The panel calls for money to:

- * Extend new bus lines and improve existing bus service with at least 120 new buses. The region now has about 250 public transit buses.

- * Build an electric-powered light rail line from UNC Hospitals in Chapel Hill to downtown Durham. The proposed 16-mile rail has an estimated cost of \$739.4 million in 2007 dollars.

- * Build the TTA's proposed tracks for self-propelled diesel rail cars from Duke Medical Center through Durham and Research Triangle Park to northwest Cary. The planned 19.7-mile line has an estimated cost of \$579.6 million.

- * Run the same diesel rail cars from northwest Cary to downtown Raleigh and then north to Durant Road in North Raleigh. This 20.6-mile line would cost an estimated \$733.9 million.

The first recommendations focus on transit service to be started by 2020. But the advisory commission's final recommendations are expected to include more bus, rail and streetcar proposals to be planned through 2035.

The panel's discussions about better bus service have focused on more routes for outlying towns and new express buses that would entice commuters to park their cars.

Dan Coleman, a Southeast Raleigh community leader, said he wanted more assurances that Triangle bus improvements would benefit poor people and others who depend on on public transit service.

"This is an issue between the need rider and the choice rider," Coleman said. "I don't think the need rider in Raleigh is necessarily getting the best service they can right now."

Leaders of the group drew optimism from recent transit success in Charlotte -- where riders, voters and developers are on board with the city's expanded bus and rail service. Investors have started or planned \$1.8 billion in new projects along Charlotte's first rail line, which has enjoyed heavier ridership than expected since it opened in November. Mecklenburg County's transit sales tax was endorsed 70 percent to 30 percent in a recent referendum.

"This is relatively affluent area and an affluent nation," Cianciolo said. "We have to solve our problems now rather than pass it on to the next generation to do 20 or 30 years down the road. So I think it's very important for people to take a look at this and say we can do it."

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Streetcars, express buses may precede regional rail

Bruce Siceloff, Staff Writer

Triangle residents will need good local streetcars, trains and express buses before they need a proposed regional rail link between Durham, Research Triangle Park and Raleigh.

That's the emerging view on a three-county advisory panel of civic leaders who are drafting a list of transit priorities for the next 12 years.

In Raleigh, the short list might include trains running from downtown to northern Wake County, on former CSX tracks that parallel the city's crowded Capital Boulevard.

One priority for the western end of the Triangle is light rail or bus rapid transit service that could offer relief from the clogged U.S. 15-501 between Durham and Chapel Hill.

Wake, Durham and Orange officials ordered a rethinking of public transportation needs in August 2006, after the Triangle Transit Authority was forced to shelve its plans for frequent day-and-night service on a 28-mile track through the center of the region. Federal regulators said the TTA trains would not carry enough riders, and balked at covering half the \$810 million cost.

The TTA plan has not regained favor since then among business and community leaders on the Special Transit Advisory Commission. They will begin listing their preferences Friday in a day-long meeting at N.C. State University.

"In terms of starting with Raleigh-to-Durham, nobody's talking about that any more," said Sig Hutchinson of Raleigh, chairman of the TTA trustees. "It's got too much baggage."

In February, the 29-member advisory panel is expected to give local officials its priorities for transit improvements to be built by 2020, and a second list to be built by 2035.

The list will be expensive. Bus and rail proposals proposed in 18 corridors could cost as much as \$6 billion over the next 30 years.

Local leaders say they won't endorse new taxes to pay for transit projects until they see the advisory group's recommendations -- and justification of the economic and social benefits.

Smedes York, a developer and former Raleigh mayor who is one of the advisory panel leaders, wants to start with the eastern end of the TTA's proposed rail line. He envisions trains from north Wake to downtown on tracks now owned by the TTA. And eventually he sees trains from downtown through West Raleigh in a corridor owned by the N.C. Railroad, where the TTA has leased right-of-way and has bought land for rail stations.

York said trains on the old CSX tracks could ease congestion on the Capital Boulevard commuter corridor, and the transit service would stimulate an urban mix of commercial and residential growth along the line. The TTA's long line from Raleigh to Durham would not be as successful, he said.

"Even though there's a lot of traffic on I-40, it's a pretty long distance and there are probably not as many mixed-use and high-density locations in that stretch," York said.

A Raleigh-Durham connection will make sense later, maybe after 2020, York said.

George Cianciolo of Chapel Hill, a Duke University pathologist who is a co-chairman of the advisory group, agreed that a decision on the TTA line could be deferred for a few years.

RTP planning, too

Research Triangle Park leaders are updating their own plans for guiding growth and improving transportation in the park, and Raleigh-Durham International Airport is considering a transit link to RTP.

Rick Weddle, who guides RTP as president of the Research Triangle Foundation, said RTP leaders are focusing now on highway improvements to help commuters in the next few years. Regional transit projects must be planned with RTP in mind, he said.

"That doesn't mean we have to have the first connection," Weddle said, "but we would be opposed to any plan that doesn't include the park."

Even if the TTA plan stays on the shelf, there's a chance that RTP workers could get train service in the future.

The state-owned N.C. Railroad is looking at the prospect of adding rush-hour trains to the same tracks that now carry Norfolk Southern freight and Amtrak passenger trains through the Triangle each day. A consultant's recommendation is expected in June.

The Special Transit Advisory Commission will meet from 9 a.m. to 4 p.m. Friday at the McKimmon Center on Gorman Street at Western Boulevard in Raleigh.

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This is a bus ride worth taking

Bruce Siceloff, Staff Writer

Carol Mitchell can't believe she once had qualms about trading her spot in the parking deck for a seat on the express bus.

It's true her daily round trip takes about 20 minutes longer by bus than it did when she drove her car from her home in Hillsborough to work at UNC Hospitals in Chapel Hill.

Otherwise, Mitchell comes out way ahead by riding the bus.

Instead of 45 miles a day, she drives about 15 miles round-trip between home and a park-and-ride lot at Hillsborough's Triangle SportsPlex.

The savings on gas and tire rubber alone would roughly cover the bus fare -- but her bus ride doesn't cost her a dime. UNC is among several big Triangle employers that subsidize public transportation for their employees.

That parking spot hadn't been free. It cost \$611 a year. Now relieved of that expense, Mitchell can afford a SportsPlex membership.

She stops at the health club two or three afternoons each week, after she steps off the bus.

"I work on the elliptical trainer or the stair-step machine," said Mitchell, 60, who works as a nurse at a UNC Hospitals clinic. "Or I lift some weights."

All these benefits would make it easy to put up with a dreary bus ride -- but her bus ride sounds like the sweetest part of the deal.

"I have a great group of people to ride with," people she had never known before, Mitchell said. "We've even had two retirement parties on the way home, complete with cupcakes!"

She doesn't sound like a commuter when she describes the weekday journey. She sounds like a tourist.

"It's stress-free. It's relaxing to watch the lovely countryside. We can watch the sun rise when we cross over Interstate 40 -- we've got a great view," she said.

"Sometimes I read. The other night, we traded information about financial issues."

Mitchell is one of about 90 riders each day who take the 24-passenger express buses that run about 12 hours a day between Chapel Hill and Hillsborough. Sometimes every seat is filled, she says.

Before Orange Public Transportation and Triangle Transit Authority teamed up to provide the service two years ago, the county bus agency handled the job on its own, with only about 20 riders a day.

"The commuters love it," said Al Terry, Orange County's transportation director. The white buses carry campus workers south from their homes in Hillsborough, and they serve Chapel Hill and Carrboro residents who have business in the county seat.

Mitchell was eager to share her experience when she learned that Triangle leaders are considering proposals to extend new bus routes from work centers to other outlying towns -- from Pittsboro and Mebane to Wake Forest, Zebulon and Clayton.

"I encourage people to push for this service," Mitchell said. "Once you try it, nothing else makes sense."

The Special Transit Advisory Commission (www.transitblueprint.org/stac.shtml) is expected to make bus and rail recommendations by the end of February.

Enlighten the Road Worrier with comments, questions or tips: roadworrier@newsobserver.com or (919) 829-4527. Don't forget your address and daytime phone n

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From the Wall Street Journal

February 4, 2008

EYES ON THE ROAD
By JOSEPH B. WHITE

Next Phase of Energy, Climate Debate Will Be About How Much We Drive

February 4, 2008

I lead a double life.

Monday through Wednesday, I get to work by walking a block and a half from a high-rise apartment building to a stop on Washington, D.C.'s Metro subway. I emerge three stops later a half block from my office. My commute is pretty close to a zero petroleum experience (never mind how the Metro gets its electricity.)

The rest of the week, I am back in Detroit, where I return to the 20th century. I drive about 20 miles to my office, which is located by the side of a freeway in a suburban "edge city." I sometimes walk to a sub shop for lunch, but it's an arduous slog along busy four lane streets that sometimes have sidewalks, and sometimes don't. To get just about anywhere from my office requires another car trip.

It turns out I am straddling the frontier of the next big debate over the role of the automobile in America. Congress and President Bush late last year agreed to order car makers to boost the average fuel efficiency of new vehicles to 35 miles per gallon by 2020.

Last year's energy debate centered around CAFE, the acronym for Corporate Average Fuel Economy. The next phase of the energy/climate change debate over cars will force us to learn another piece of technical jargon: VMT, or vehicle miles traveled.

Car makers and consumers will bear considerable costs to switch to a fleet of cars that meets the 35 mpg CAFE goal. But that might not result in a significant reduction in U.S. petroleum consumption or cut the CO₂ we add to the atmosphere if we keep driving more and more miles.

From 1977 to 2001, the number of miles driven every year by Americans rose by 151% -- about five times faster than the growth in population, according to data compiled for a 2006 report to the U.S. Department of Transportation written by Stephen Polzin, a transportation researcher at the University of South Florida in Tampa.

The reasons for the big growth in miles traveled are pretty obvious if you don't live in the center of a big city endowed with functioning public transport. To make space for ever larger suburban homes, housing developers pushed further and further from city centers and shopping areas. New neighborhoods often had street layouts cluttered with cul de sacs that forced people to drive farther to get to main roads or stores. Local zoning laws -- reflecting the preferences of residents -- tended to separate commercial and residential uses, and single family from multi-family dwellings.

Meanwhile, the bulk of the money spent on transportation infrastructure was directed to building more and bigger highways. We could have subsidized bullet trains and more light rail systems, but we didn't.

Now, many of the environmentalists, politicians and scientists who made the case for boosting vehicle fuel efficiency are turning their attention to the problem of how much we drive -- and the legacy of 20th century land use and transportation choices.

Just how much more driving Americans will do is a matter of some debate. Higher gas prices, changes in demographics, and a recent upturn in urban redevelopment aimed at luring empty nesters back to city neighborhoods all could result in vehicle miles traveled growing more slowly in the future than it did during the past 30 or so years.

Still, the U.S. Department of Energy projects that miles driven will keep increasing in coming years, and by 2030 could grow by 59% compared with 2005 levels -- still outpacing population growth, though not by as much in the last three decades of the past century. That means even though we'll be driving vehicles that slurp less petroleum per mile, carbon dioxide emissions could grow by as much as 41%, according to a report titled "Growing Cooler: The Evidence on Urban Development and Climate Change," published by the Urban Land Institute.

Deron Lovaas, a transportation researcher with the Natural Resources Defense Council, predicts that the debate over how to curb driving will come to the fore next year, when Congress is scheduled to debate a massive bill to fund transportation projects using federal gasoline tax revenue. The NRDC and other environmental groups, fresh from their victory in the fuel-efficiency debate, are turning their attention to issues such as reforming land use rules to promote denser development and concentrating more public spending on better mass transit systems for metro areas, he says.

Meanwhile, the Energy Department, in response to a 2005 congressional mandate, has enlisted an arm of the National Academy of Sciences to study how travel behavior will change as people live in communities that are designed to have different services closer to their homes, and more homes closer together.

How all this will affect the experience of driving and what we want to drive is a problem that's starting to keep executives of big car companies up at night. If you live the way I do in Washington,

you don't really need a \$35,000, all-wheel drive luxury wagon. On the other hand, the challenge of dictating to Americans where and how they should live is a problem that will likely keep politicians up at night. There's a reason why so many of us live in big single-family houses, and it's not because living in a small apartment wasn't available as an alternative.

As for me, I think it's time for a pair of new shoes.

- **Send comments** about Eyes on the Road to joseph.white@wsj.com³.

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