

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

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

**March 12, 2008
9:00 AM**

**Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. February 13, 2008 TAC Meeting Minutes
(Attachment 5)**

A copy of the February 13, 2008 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the February 13, 2008 TAC meeting.

**6. 21st Century Transportation Committee Update
(Attachment 6)**

Mark Ahrendsen, TCC Chair

Nina Szlosberg, NCDOT BOT and 21st Century Transportation Committee

The General Assembly established the 21st Century Transportation Committee to study transportation infrastructure needs in the State. The authorization for this committee is Attachment 6. The committee has been given an extensive charge that includes studying many areas of concern for the DCHC MPO such as local transportation funding options, public transportation needs, fuel and energy conservation, safety, and prioritization of transportation needs.

The committee has held four meetings and has discussed many topics including public transportation, state population growth and demographics, rail transport, innovative funding options, urban congestion, turnpikes, etc. Agendas and copies of presentations are posted on the committee's website:

<http://www.ncleg.net/gascripts/DocumentSites/browseDocSite.asp?nID=32>. The committee has also formed four subcommittees: Finance, Intergovernmental, Prioritization/Best Practices/Efficiency, and Intermodal. An interim report for the committee may be submitted by May 1, 2008 and the final report is due December 31, 2008.

An update on the work of this committee will be provided by Nina Szlosberg, member of the North Carolina Board of Transportation and member of the 21st Century Transportation Committee.

TAC Action: Receive update on the 21st Century Transportation Committee.

7. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Deficiency Analysis

(Attachment 7)

Andy Henry, LPA Staff

The purpose of the Deficiency Analysis and Needs Assessment is to identify future transportation deficiencies and needs. The Triangle Regional Model (TRM) identifies these deficiencies by loading the 2035 population and employment forecast onto the current network of highways, transit services and other transportation facilities. After identifying these deficiencies, the MPO will evaluate several transportation Alternatives (i.e., a set of highway, transit and other transportation projects) over the next few months that address these deficiencies. At that time, the next step will be to select a Preferred Alternatives for the 2035 Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP).

Attachment 7 is a summary of the Deficiency Analysis and Needs Assessment report. Staff will present this summary to the TAC. There are numerous tables and maps in the full report, many of which present similar trends and phenomenon. Thus, the presentation will include the most important maps, tables and trends. The full set of these documents is available on the DCHC MPO Web site – www.dchcmpo.org.

TCC Recommendation: Present the Deficiency Analysis and Needs Assessment to the TAC and receive comments.

TAC Action: Receive presentation of Deficiency Analysis and Needs Assessment and provide comments.

8. STP-DA Call for Projects

(Attachment 8, 8A)

Ellen Beckmann, LPA Staff

LPA staff solicited requests for STP-DA funding from the MPO's member jurisdictions. 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. Furthermore, a portion of the MPO's STP-DA funds are already programmed for FY 2009 through FY 2015. As a result, all of the STP-DA requests will not be able to be filled.

The TCC and TCC subcommittee have considered several options for the allocation of STP-DA funds. Attachment 8 is a staff memo that provides background on the issues that are being

considered. Attachment 8A outlines three steps that the TCC will take to develop a complete STP-DA funding proposal. Attachment 8A includes the presentation of several options for the distribution of funds that the TCC would like to receive guidance on from the TAC.

Based on the TAC's guidance, the TCC and LPA staff will work on a recommendation for funding specific projects. A complete STP-DA proposal will be brought to the TAC in April. These STP-DA projects will be included in the final FY 2009-2015 MTIP.

TCC Recommendation: Request that the TAC provide policy guidance on the alternative scenarios for the distribution of STP-DA funding.

TAC Action: Provide policy guidance on the alternative scenarios for the distribution of STP-DA funding.

9. Section 5307 and 5340 Distribution

(Attachment 9)

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 9 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. The distribution formula is unchanged from previous years including the 1% for transit enhancements and safety and security. This distribution formula mimics the methodology used by FTA to distribute 5307 and 5340 funds to the MPO.

TCC Recommendation: That the TAC endorse the distribution formula for Section 5307 and 5340 funds and that the Chair send a letter to NCDOT regarding this distribution

TAC Action: Endorse the distribution formula for Section 5307 and 5340 funds and authorize the Chair to send a letter to NCDOT regarding this distribution

10. 2008-2009 Unified Planning Work Program (UPWP)

(Attachment 10, 10A)

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.

A draft 2008-2009 UPWP has been transmitted to the NCDOT - Public Transportation Division (PTD). The TAC is asked to release the draft UPWP for public comment and consider approval of it at the April meeting.

Attachment 10 is a staff memo which provides additional information. Attachment 10A is a draft UPWP including the information the MPO has presently.

TCC Recommendation: That the TAC release the draft FY 2008-2009 Unified Planning Work Program for public comment.

TAC Action: Release the draft FY 2008-2009 Unified Planning Work Program for public comment.

11. FY 2009-2015 Transportation Improvement Program – Air Quality Conformity Determination Report

(Attachment 11)

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 11. 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 and schedule a public hearing for the April TAC meeting. Approval of the report is scheduled to occur with the approval of the 2009-2015 STIP and MTIP.

TCC Recommendation: 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.

TAC Action: 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.

12. FY 2009-2015 Transportation Improvement Program – One-on-One Meeting Follow-Up**(Attachment 12, 12A)****Mark Ahrendsen, TCC Chair****Ellen Beckmann, LPA Staff**

The State Board of Transportation released the draft 2009-2015 STIP on October 31, 2007. The DCHC MPO released the supplement to the draft STIP as the draft MTIP in January and held a public hearing in February. In addition, NCDOT held public comment meetings on the STIP in February. One-on-one meetings for Division 5 and Division 7 were held in February and March.

At the Division 5 one-on-one meeting, TAC members expressed a desire to move the widening of Fayetteville Road from Woodcroft Parkway to Riddle Road ahead of the widening of NC 751 from NC 54 to S. Roxboro Street on the Division 5 Regional Priority List. Attachment 12 is the Division 5 Regional Priority List. The widening of Fayetteville Road has been moved from #10 to #9 on the Top 15 list and from #6 to #5 on the Highway list.

At the Division 7 one-on-one meeting, TAC members expressed a desire to move two projects up on the Division 7 Regional Priority List – the Bolin Creek Greenway in Chapel Hill and bicycle and pedestrian facilities on Old Fayetteville Road from NC 54 to Stroud Lane in Carrboro. Attachment 12A is the Division 7 Regional Priority List. The Bolin Creek Greenway has been moved from #4 to #3 on the Top 15 list and from #2 to #1 on the Bicycle and Pedestrian list. Old Fayetteville Road has been moved from #6 to #4 on the Top 15 list and from #4 to #2 on the Bicycle and Pedestrian list.

TAC Action: Consider the requests to reorder projects on the Regional Priority Lists.

REPORTS:**13. Report from the TAC Chair****Alice Gordon, TAC Chair**

TAC Action: Receive Report from TAC Chair

14. Report from Staff**(Attachment 14)****Felix Nwoko, LPA Staff**

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

16. NCDOT Report

(Attachment 16)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

17. Recent News Articles and Updates
(Attachment 17)

18. Revised CMAQ Applications
(Attachment 18, 18A)

Funding for CMAQ projects was approved at the January 9, 2008 TAC meeting. Staff was informed in late January that Congress recently changed the requirements for the CMAQ program to require an 80 percent minimum federal share for all projects obligated in FY 2008 and 2009. For two of the MPO's approved projects, the purchase and operation of hybrid buses for DATA and CHT, the federal share was less than 80 percent of the total project cost. To comply with the new requirement, DATA and CHT revised the project descriptions for these two projects to decrease the total project costs. The TAC approved federal funding levels were not changed and now meet the 80 percent minimum requirement. The revised applications are provided for informational purposes. The TAC does not need to take any action.

19. U-4763B Triangle Parkway Design Public Hearing – March 25, 2008
(Attachment 19)

20. NCGo! Transportation Summit and Candidate Forum – April 15, 2008
(Attachment 20)

Adjourn

Next meeting: April 9, 2008

Joint TAC Meeting to be scheduled based on the release of the STAC's final report.

TAC Directives to Staff

06/11/03 – 12/31/06 (Pending/In Progress/On Going)

01/01/07 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/06	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>

10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	<u>Completed:</u> See Attachment 6 of the 02/14/07 TAC Agenda.
01/10/07	Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue	<u>In Progress:</u> See Attachment 11A of 02/14/07 TAC Agenda, Attachment 20 of 4/11/07 TAC Agenda, and Attachment 18 of 6/13/07 TAC Agenda
02/14/07	Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station	<u>Completed:</u> See Attachment 23 of 4/11/07 TAC Agenda
02/14/07	Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues.	<u>Completed:</u> See Attachment 23 of 3/14/07 TAC Agenda
02/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u> See 10/31/07 Joint TAC Agenda.
03/14/07	Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan.	<u>Completed:</u> See Attachment 7A of 4/11/07 TAC Agenda
04/11/07	Review Chapel Hill's request for one crossing on I-40 on the Southwest Durham Southeast Chapel Hill Collector Street Plan.	<u>Completed:</u> See Attachment 10 of 5/09/07 TAC Agenda.
04/11/07	Provide information on the effect of the Triangle Parkway on alleviating traffic on I-40.	<u>Completed:</u> See Attachment 16 of 6/13/07 TAC Agenda.
04/11/07	Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Review the STP-DA allocation procedure including eligible projects and geographic distribution	<u>In Progress:</u> See Attachment 7C of 6/13/07 TAC Agenda and Attachment 8 of 3/12/08 TAC Agenda.
05/09/07	Send a letter to the DCHC MPO state legislative delegation regarding H1462 (Municipal Street Provisions) and the Land Transfer Tax	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Send a letter of support for the Durham, Chapel Hill, and NCDOT earmark requests	<u>Completed:</u> See Attachment 15 of 8/8/07 TAC Agenda
08/08/07	Provide a summary of transportation-related development review regulations from member jurisdictions	<u>Completed:</u> See Attachment 17 of 10/10/07 TAC Agenda
08/08/07	Add information on student employment, employment-to-population ratios, and household size to the SE Data	<u>Completed:</u> See Attachment 6 of 9/12/07 TAC Agenda

08/08/07	Provide an update on damage to NC-147 due to the I-40 detour	<u>Completed:</u> NCDOT staff replied via email to TAC members
09/12/07	Develop final goals and objectives for the 2035 LRTP considering public comments and the Chapel Hill resolution	<u>Completed:</u> See Attachment 8 of 10/10/07 TAC Agenda
10/10/07	Send a letter to thank the NCDOT for the I-40 repair project	<u>Completed:</u> See Attachment 17 of 11/14/07 TAC Agenda.
11/14/07	Develop a strategy for pursuing regional bicycle routes between MPO jurisdictions. Include public input and identify funding sources.	<u>In Progress</u>
11/14/07	Develop a combined mode 2009-2015 TIP regional priority list by division with costs.	<u>Completed:</u> See Attachment 7 and 7A of 1/09/08 TAC Agenda.
12/12/07	Provide a presentation and update on the 21 st Century Transportation Committee	<u>Completed:</u> See Attachment 6 of 3/12/08 TAC Agenda.
12/12/07	Send a letter to NCDOT regarding U-3804 Hillandale Road widening using similar language as the Durham Board of County Commissioners.	<u>Completed:</u> See Attachment 15 of 1/09/08 TAC Agenda.
02/13/08	Present to the JCCPC and planning boards on the LRTP targets and the importance of land use.	<u>In Progress:</u>

40 Alice Gordon, TAC Chair called the meeting to order at 7:07 p.m. and the Roll Call was
41 conducted.

42 **PRELIMINARIES:**

43 **Adjustments to the Agenda**

44 Alice Gordon will make a presentation to Alex Zaffron, Town of Carrboro.

45 **Public Comments**

46 There were no public comments.

47 **Directives to Staff (Attachment 4)**

48 There were no comments regarding the Directives to Staff.

49 **ACTION ITEMS:**

50 **Presentation of Plaque to Alex Zaffron**

51 Alice Gordon, on behalf of the TAC, presented a plaque to Alex Zaffron, former Town of
52 Carrboro TAC member, for his dedicated years of service on the TAC.

53 Alex Zaffron stated it was a pleasure to work with the TAC. He complemented the City
54 of Durham on the Downtown project and also the TAC staff members.

55 **January 9, 2008 TAC Meeting Minutes (Attachment 5)**

56 A motion was made by Mike Woodard and seconded by Becky Heron approving the
57 January 9, 2008 TAC Meeting Minutes with one correction on line 154; removing the word
58 “have”. The motion carried unanimously.

59 **2009-2015 Metropolitan Transportation Improvement Program (MTIP) – Public Hearing**
60 **(Attachment 6, 6A, 6B, 6C, 6D, 6E, and 6F)**

61
62 The Public Hearing on the 2009-2015 Metropolitan Transportation Improvement
63 Program (MTIP) was opened at 7:14 p.m.

64 Daniel Clever, Chairman of the (BPAC) Durham Bicycle and Pedestrian Advisory
65 Commission, spoke regarding regional bicycle and pedestrian corridors in Durham. A package
66 was distributed to TAC members at the beginning of the meeting. The commission is interested
67 in bicycle connectivity. Rather than listing individual projects on their own merits, they feel that
68 evaluating projects in the context of their interconnectivity is an important criterion that should
69 be considered.

70 Michael Shiflett spoke regarding the funding of the 2009-2015 Metropolitan
71 Transportation Improvement Program (MTIP). Mr. Shiflett would like the TAC to consider a
72 vehicle mileage fee for raising revenue that would be billed each year and he thinks it would
73 encourage travel demand management. The benefit to having a vehicle mileage fee is it would
74 be collected locally and distributed locally. Mr. Shiflett will send the link of information on the
75 vehicle mileage fee and areas already using the vehicle mileage fee to Ellen Beckmann so it can
76 be distributed to TAC members.

77 Becky Heron stated she hopes we will not go to a sales tax. We need to find another way
78 as there are so many other local needs. If there is a sales tax, it needs to be dedicated to other
79 local needs.

80 Alice Gordon entered the written comments from Jessica LaMontagne. She also entered
81 a resolution from the Orange County Board of County Commissioners with recommendations
82 and comments on the draft 2009-2015 MTIP into the record.

83 Ed Harrison provided a resolution from the Town of Chapel Hill with recommendations
84 and comments on the draft 2009-2015 MTIP. The Town of Chapel Hill wants the project to
85 relocate Mason Farm Road taken out of the TIP.

86 Alice Gordon stated there will be two one-on-one meetings with NCDOT. The meeting
87 for Division 5 is on February 25, 2008 from 1:30 p.m. to 4:00 p.m. and the meeting for Division
88 7 is on March 4, 2008 from 10:30 a.m. to 1:00 p.m. Ellen Beckmann stated the STIP will be
89 adopted in May or June.

90 Ed Harrison reaffirmed the dates of the public meetings for the Draft 2009-2015 STIP.
91 The meeting for Division 7 is February 20, 2008 at 2:00 p.m. and Division 5 is February 21,
92 2008 at 2:00 p.m.

93 Diane Catotti asked if the dates of the STIP can be reversed because of a work session
94 meeting for the City of Durham and Mark Ahrendsen stated it can not be changed because of the
95 notification process. Mr. Woodard expressed a concern again that the time of the meeting does
96 not encourage public participation.

97 A motion was made by Diane Catotti and seconded by Mike Woodard to close the public
98 hearing at 7:34 p.m. The motion carried unanimously.

99 **21st Century Transportation Committee Update (Attachment 7)**

100 Nina Szlosberg with NCDOT was not able to attend the meeting this evening. Therefore,
101 the 21st Century Transportation Committee Update will be rescheduled.

102 **Triangle Parkway (Attachment 8, 8A, and 8B)**

103 Steve DeWitt, a N.C. Turnpike Authority representative, provided a Power Point
104 Presentation on the Triangle Parkway, which addresses concerns expressed by TAC members.

105 The N.C. Turnpike Authority has met with EPA and NIEHS eleven times from 2006 to
106 2008. A meeting was held this afternoon with EPA with around one hundred employees
107 attending. Some of the concerns from both the management and the employees are as follows:
108 access on Hopkins Road to the back entrance of the EPA; the closing of the NC-147 spur to T.W.

109 Alexander Drive; air quality and noise impacts at their daycare; blasting; limiting the cutting of
110 trees; access to their air quality monitoring site; and the actual location of the construction
111 staging activity.

112 N.C. Turnpike Authority has met with NCDOT regarding the Hopson Road entrance
113 concerns addressed by employees. NCDOT has agreed to leave it as a full movement
114 intersection based on the traffic analysis and a signal is not warranted. However, NCDOT has
115 also agreed to do studies when requested and once warrants are met to have a signal. The N.C.
116 Turnpike Authority has agreed to fund the design and installation of the signal.

117 N.C. Turnpike Authority has looked at leaving the NC-147 spur open; but from a safety
118 standpoint it is not feasible. The super elevation of the roadway and the deceleration lane
119 coming off I-40 cause a safety concern. The design is not appropriate due to conflicts between
120 traffic leaving NC-147 to go to the spur and the traffic coming from I-40 to NC-147. Leaving
121 the spur open will impact the operation of the I-40 interchange and FHWA would not approve
122 the interchange concept.

123 Ed Harrison stated it concerns him to see a service street losing its connection to the
124 interstate system. Spencer Franklin stated the connection to NC-147 would have to be made
125 from Alexander Drive, Cornwallis Road or Hopson Road on either side of the spur.

126 There will be a detour bridge on NC-54 over NC-147 to allow the spur to stay open for
127 the majority of the time construction is going on.

128 Steve DeWitt stated the project has been advertised and hopefully will be awarded
129 sometime this summer. It is all dependent on receiving gap funding from the legislature.

130 **FY 2007-2008 Unified Planning Work Program (UPWP) Amendment #2 (Attachment 9,**
131 **9A, and 9B)**

132

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

135 A motion was made by Mike Woodard and seconded by Diane Catotti to adopt the
136 Resolution regarding Amendment #2 to the 2007-2008 Unified Planning Work Program. The
137 motion carried unanimously.

138 **2007-2013 Metropolitan Transportation Improvement Program (MTIP) – Amendment #1**
139 **– Durham Train Station (Attachments 10 and 10A)**

140 Mark Ahrendsen provided an introduction for the 2007-2013 Metropolitan Transportation
141 Improvement Program (MTIP) – Amendment #1 – Durham Train Station, along with the
142 attachments.

143 A motion was made by Becky Heron and seconded by Diane Catotti to adopt the
144 Resolution regarding Amendment #1 to the 2007-2013 MTIP. The motion carried unanimously.

145 **2035 LRTP and CTP – Targets (Attachment 11, 11A, and 11B)**

146 Andy Henry provided an introduction for the 2035 LRTP and CTP – Targets, along with
147 the attachments. Andy Henry explained that the key targets will be used in presentations to the
148 public and elected officials. Staff will come back to the TAC with an evaluation of the LRTP.

149 Diane Catotti complimented staff on the production of the graphs and charts as it is very
150 straightforward. Diane Catotti asked if the targets are weighted and Andy stated they are all
151 equal. Ed Harrison asked when the public will be able to comment on the projects, such as
152 Southwest Durham Drive. Andy Henry stated in April during the alternatives analysis.

153 Alice Gordon asked what peak period is being used. Andy Henry stated it is the morning
154 and afternoon peaks. For congestion, they look at the vehicle miles traveled in congestion,
155 experiencing delay. Alice Gordon asked if the targets can be changed if other measures become
156 important and Andy stated yes they can be.

158 Diane Catotti asked if there is some way to brief our planning commission and our
159 colleagues, including the boards involved because land use is important.

160 Alice Gordon stated the way the core targets are laid out is very helpful as it makes it
161 clear and thanked staff.

162 A motion was made by Mike Woodard and seconded by Diane Catotti to approve the
163 2035 LRTP and CTP Targets. The motion carried unanimously.

164 **REPORTS:**

165 **Reports from the TAC Chair**

166 Alice Gordon stated the STAC process is moving along nicely. They have a meeting
167 scheduled on February 29, 2008 from 9 a.m. until 3 p.m. They should be making their
168 recommendations and a final report.

169 Mark Ahrendsen stated they are having conflicts prioritizing the projects. The core of
170 their recommendation is a fifty-six mile fixed-guideway system from Chapel Hill to Durham
171 through RTP, Raleigh, Cary, downtown Raleigh, and northeast Raleigh, connecting to the
172 airport. That ties the region together and provides something for everyone. The implementation
173 will be the issue.

174 Mark Ahrendsen stated the 2020 rollout is about \$2 billion which includes 25% federal
175 dollars. The local governments have to be supportive of the land use decisions that will make the
176 transit investment successful. How to govern a regional system is another question.

177 Alice Gordon stated a joint TAC meeting needs to be set up by the next TAC meeting.
178 April 30th was proposed but did not work due to conflicts.

179 **Report from Staff (Attachment 13)**

180 The Report from Staff is attached for review.

181 **Report from the TCC Chair**

182 Mark Ahrendsen stated the 21st Century Transportation Committee will provide an
183 interim report in May and the final recommendations by the end of December. The committee is
184 focusing on four things in the short term that they intend to present at the short session of the
185 General Assembly. (1) One is the elimination of the transfer from the highway trust fund to the
186 general fund. That is \$170 million that could be kept in the transportation program; (2) gap
187 funding for the turnpikes and how they are going to deal with it; (3) bridge safety issues; and (4)
188 urban congestion.

189 **NCDOT Report (Attachment 15)**

190 The NCDOT Report is attached for review.

191 **INFORMATIONAL ITEMS:**

192 **Recent News Articles and Updates (Attachment 16)**

193 The recent news articles and updates are attached.

194 **Adjournment**

195 There being no further business of the Transportation Advisory Committee, a motion was
196 made by Diane Catotti and seconded by Mike Woodard to adjourn the meeting at 8:42 p.m. The
197 motion carried unanimously.

**Marc Basnight
President Pro
Tempore,
North Carolina Senate**



**Joe Hackney
Speaker,
North Carolina
House of
Representatives**

Raleigh, North Carolina 27601-1096

21st Century Transportation Committee

Section 1. The **21st Century Transportation Committee** (hereinafter "Committee") is established by the President Pro Tempore of the Senate and the Speaker of the House of Representatives pursuant to G.S. 120-19.6(a1), Rule 31 of the Rules of the Senate of the 2007 General Assembly, and Rule 26(a) of the Rules of the House of Representatives of the 2007 General Assembly.

Section 2. The Committee consists of the 24 members listed below. The President Pro Tempore of the Senate shall appoint 12 members of the Committee, and 4 of these 12 appointments shall be made upon the recommendation of the Governor. The Speaker of the House of Representatives shall appoint 12 members of the Committee, and 4 of these 12 appointments shall be made upon the recommendation of the Governor.

The Committee shall select its chair upon the recommendation of the Governor. The Committee and the terms of the members shall expire when the Committee submits a final report to the General Assembly. Members serve at the pleasure of the appointing officer.

President Pro Tempore Appointments

- Senator David Hoyle
- Senator Clark Jenkins
- Senator Richard Stevens
- Dr. Joseph Monroe, Dean, Guilford County
- Mr. Lanny Wilson, New Hanover County
- Mr. Billy Sewell, Onslow County
- Mr. Stephen Zelnak, Jr., Wake County
- The Honorable Richard Blackburn, Ashe County
- *The Honorable Terry Bellamy, Buncombe County
- *The Honorable Sam Hunt, Alamance County
- *The Honorable Allen Joines, Forsyth County
- *Mr. Gregory Plemmons, Guilford County

Speaker of the House Appointments

- Representative Nelson Cole
- Representative Becky Carney
- Representative Lorene Coates
- Representative Phillip Frye
- Representative William C. "Bill" McGee
- Representative William L. Wainwright
- The Honorable George W. Miller, Jr., Durham County
- Ms. Nina Szlosberg, Wake County
- *Mr. Charles F. Bowman, Mecklenburg County
- *The Honorable Chuck McGrady, Henderson County
- *Mr. D. Jordan "Jordy" Whichard, III, Pitt County
- **Mr. Brad Wilson, Chair, Wake County

* Recommendation from Governor Michael F. Easley
 ** Recommendation for appointment as Chair by Governor Easley

Section 3. The Committee shall study the transportation infrastructure needs of the State. The Committee shall study and report on the following:

- (1) Ways to improve the transportation systems of the State in order to promote economic growth and ensure that the State can compete and participate in the global economy.
- (2) Innovative methods to fund the transportation needs of the State, including an examination of traditional and nontraditional methods of financing transportation infrastructure.
- (3) Priorities of the Department of Transportation, including methods to ensure adequate funding for corridors and projects of statewide significance.
- (4) Methods to use new and innovative technology to improve the transportation system.
- (5) Local funding options for transportation.
- (6) Ways to adequately fund road construction to address urban congestion and to improve mobility.
- (7) Methods to spend transportation funds in the most effective and cost efficient manner, including ways to use recycled materials, and reuse and recycle road materials.
- (8) Ways to maintain the continued safety of the current transportation system, including an analysis of the safety and reliability of bridges in the State.
- (9) The appropriate division of responsibility for transportation infrastructure between State and local government and any federal role in providing transportation infrastructure needs.
- (10) An examination of the role of ports, airports, mass transit, rail, and pedestrian and cycling access in providing the transportation needs of the State.
- (11) A review of public transportation needs in urban areas.
- (12) Methods to encourage fuel conservation and energy conservation in North Carolina.
- (13) Any other issues the Committee finds relevant to this study.

Section 4. The Committee shall meet upon the call of the chair. A quorum of the Committee is a majority of its members. No action may be taken except by a majority vote at a meeting at which a quorum is present.

Section 5. The Committee, while in the discharge of its official duties, may exercise all powers provided for under G.S. 120-19 and Article 5A of Chapter 120 of the General Statutes. The Committee may contract for professional, clerical, or consultant services, as provided by G.S. 120-32.02.

Section 6. Members of the Committee shall receive per diem, subsistence, and travel allowance as provided in G.S. 120-3.1, 138-5 and 138-6, as appropriate.

Section 7. The expenses of the Committee shall be considered expenses incurred for the joint operation of the General Assembly. An initial allocation of \$50,000 shall be provided to the Committee from funds appropriated to the General Assembly.

Section 8. The Legislative Services Officer shall assign professional and clerical staff to assist the Committee in its work. The Director of Legislative Assistants of the House of Representatives and the Director of Legislative Assistants of the Senate shall assign clerical support staff to the Committee.

Section 9. The Committee may meet at various locations around the State in order to promote greater public participation in its deliberations. The Legislative Services Commission shall grant adequate meeting space to the Committee in the State Legislative Building or the Legislative Office Building.

Section 10. The Committee may submit an interim report on the results of its study, including any proposed legislation, to the members of the Senate and the House of Representatives, on or before May 1, 2008, by filing a copy of the report with the Office of the President Pro Tempore of the Senate, the Office of the Speaker of the House of Representatives, and the Legislative Library. The Committee shall submit a final report on the results of its study, including any proposed legislation, to the members of the Senate and the House of Representatives, on or before December 31, 2008, by filing a copy of the report with the Office of the President Pro Tempore of the Senate, the Office of the Speaker of the House of Representatives, and the Legislative Library. The Committee shall terminate on December 31, 2008, or upon the filing of its final report, whichever occurs first.

Effective this 29th day of October, 2007



Marc Basnight
President Pro Tempore of the Senate



Joe Hackney
Speaker of the House of Representatives

10/29/07

2035 Long Range Transportation Plan (LRTP)

Deficiency Analysis and Need Assessment

TAC Meeting – March 12, 2008

Deficiency Analysis and Needs Assessment

Content

- Triangle Regional Model Output
 - Evaluation Measures
 - Isochrone Maps
 - Travel Time Tables and Maps
 - Volume/Capacity Maps
- Additional Challenges
 - Transportation Finance
 - Maintenance
 - Demographics
 - Regulatory

Deficiency Analysis and Needs Assessment

Content (Continued)

- Today's presentation has highlights.
- Full complement of tables and maps:
 - TAC members received full copy
 - Also available on MPO Web site (especially model output documents)

Evaluation Measures

Background

- General indicators of overall system:
 - Mobility Performance, i.e. travel time
 - Mode Choice
 - Travel volume
- Not specific to corridor or project.
- Useful for overall comparison of LRTP Alternatives

Evaluation Measures

Vehicle Miles Traveled (VMT) & Vehicle Hours Traveled (VHT)

Measures	2005	2035 E+C	2035 LRTP	2005-2035	2005-2035	2035 E+C -
				E+C	LRTP	2035 LRTP
				Change	Change	Change
1.0 Performance Measures						
1.1 Total VMT (daily)	10,673,559	16,660,440	16,934,762	56%	59%	2%
1.2 Total VHT (daily)	234,968	441,051	386,106	88%	64%	-12%

- VMT and VHT will dramatically increase in the Existing-plus-Committed (E+C) scenario.
- VHT growth outpaces VMT growth.

- VMT growth persists with the implementation of the 2030 LRTP network.
- VHT growth is greatly reduced with the implementation of the 2030 LRTP network

Evaluation Measures

Average Travel Time

Measures		2005	2035 E+C	2035 LRTP	2005-2035	2005-2035	2035 E+C -
					E+C	LRTP	2035 LRTP
					Change	Change	Change
1.0	Performance Measures						
1.5	Average Travel Time - All Trips (min.)	15	17	16	14%	8%	-5%
1.6	Average Travel Time - Work Trips (min.)	19	26	22	32%	16%	-12%
1.7	Peak Average Travel Time - All Trips (min.)	17	20	18	23%	11%	-10%

- Average Travel Time increases, and most significantly for work trips and peak trips in the E+C scenario.

- The 2030 LRTP scenario reduces the Average Travel Time growth for all trip types, especially work trips and peak trips.

Evaluation Measures

Congestion

Measures		2005	2035 E+C	2035 LRTP	2005-2035	2005-2035	2035 E+C -
					E+C	LRTP	2035 LRTP
					Change	Change	Change
1.0	Performance Measures						
1.9	Percent of VMT Congested - All Day						
1.91	- Freeway	2.30%	7.10%	2.50%	209%	9%	-65%
1.92	- Arterial	1.90%	9.20%	2.60%	384%	37%	-72%
1.9.3	- All Facilities	1.80%	7.30%	2.50%	306%	39%	-66%
1.10	Percent of VMT Congested - Peak						
1.10.1	- Freeway	4.10%	11.10%	4.20%	171%	2%	-62%
1.10.2	- Arterial	3.10%	14.10%	3.30%	355%	6%	-77%
1.10.3	- All Facilities	3.00%	11.50%	3.90%	283%	30%	-66%

- The percent of VMT in congestion increases about two-fold to four-fold for all road types in the E+C scenario.

- The implementation of the 2030 LRTP network greatly reduces congestion growth.

- Arterial Congestion growth is greatest, while freeway is the least.

Evaluation Measures

Mode Share – All Trips and Peak Trips

Measures	2005	2035 E+C	2035 LRTP	2005-2035	2005-2035	2035 E+C -	
				E+C	LRTP	2035 LRTP	
				Change	Change	Change	
1.0 Performance Measures							
2.1	Percent Mode Choice - All Trips						
2.1.1	- Drive alone (single occupant vehicle -SOV)	54.0%	54.6%	54.2%	1%	0%	-1%
2.1.2	- Carpool (Share ride)	36.6%	36.7%	36.2%	0%	-1%	-1%
2.1.3	- Bus	2.4%	1.8%	2.5%	-23%	4%	36%
2.1.4	- Rail	0.0%	0.0%	0.3%	N/A	N/A	N/A
2.1.5	- Non-motorized (Bike and Walk)	7.1%	6.9%	6.8%	-3%	-4%	-1%

- For Mode Choice, the travel model is fairly insensitive to changes in population and employment, and network (E+C and 2030 LRTP scenarios)

- Transit Mode Choice decreases in the E+C scenario because most population and employment increases occur in areas that currently do not have transit service.

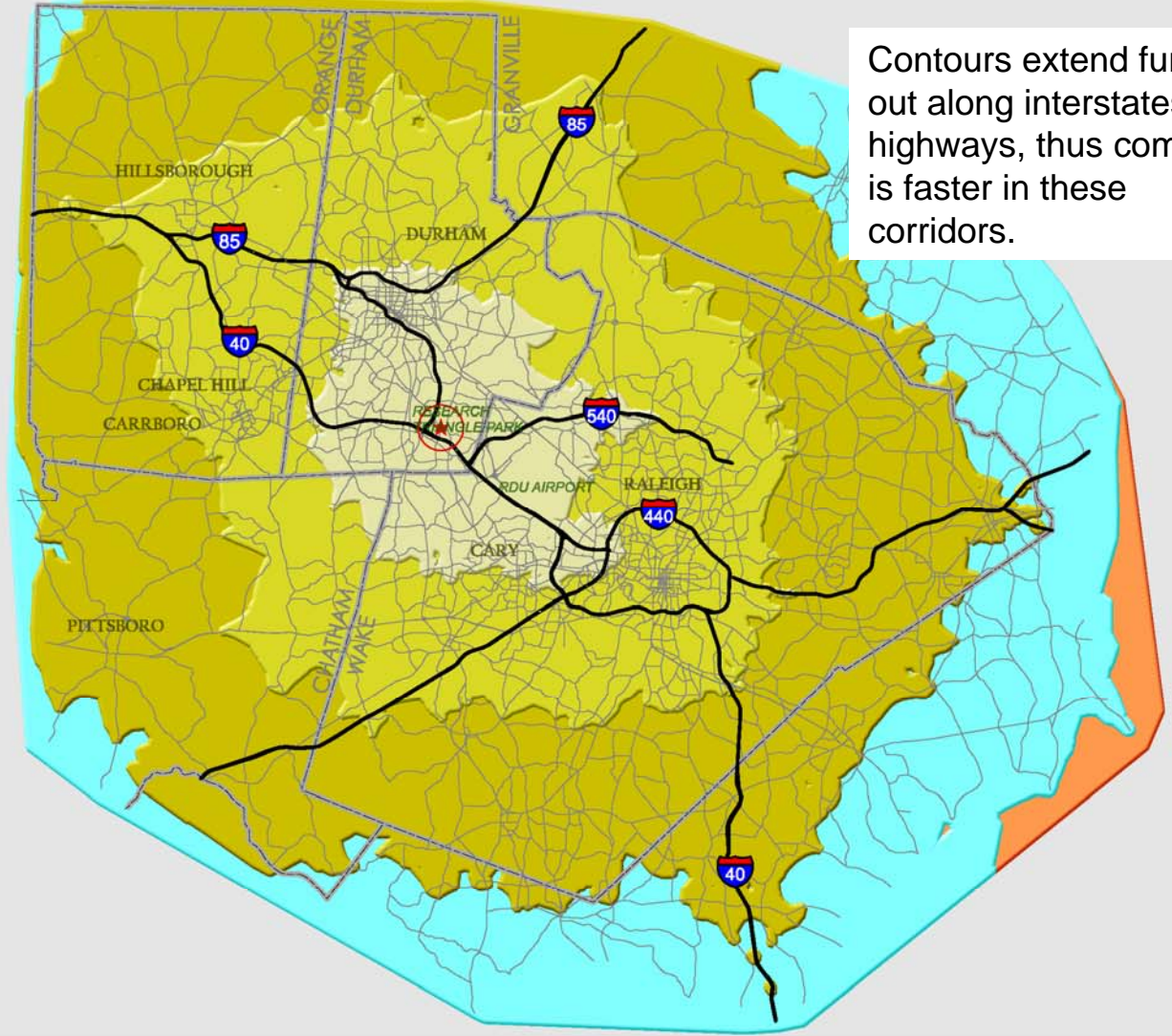
- Transit Mode Choice increases only moderately with the implementation of the bus and rail transit in the 2030 LRTP network.

Travel Isochrones

Background

- More specific than Evaluation Measures – can start to see corridor mobility.
- Based on afternoon commute from eight selected centers:
 - Downtown Durham
 - Duke University
 - RTP
 - RDU Airport
 - Chapel Hill Carrboro
 - Hillsborough
 - Pittsboro
 - SouthPoint Mall
- Map illustrates “contours” for 15-, 30-, 45-minute, etc. commutes from the centers.
- Three maps for each center:
 - 2005
 - 2005 E+C (2035 SE Data using 2005 network)
 - 2035 LRTP (2035 SE Data using 2030 LRTP network)
- This presentation shows RTP. Other centers in report.

Contours extend further out along interstates and highways, thus commute is faster in these corridors.



This map estimates the areas that are within 15 minute-, 30 minute-, 45 minute-, etc. commutes from RTP during the afternoon traffic peak in 2005. This map assumes 2005 population and employment and a 2005 transportation network.



TRAVEL TIMES FROM RESEARCH TRIANGLE PARK (2005)

- 15
- 30
- 45
- 60
- 75
- 90
- 105
- 120+

MINUTES

County Boundary



Long-Range Transportation Plan 2035

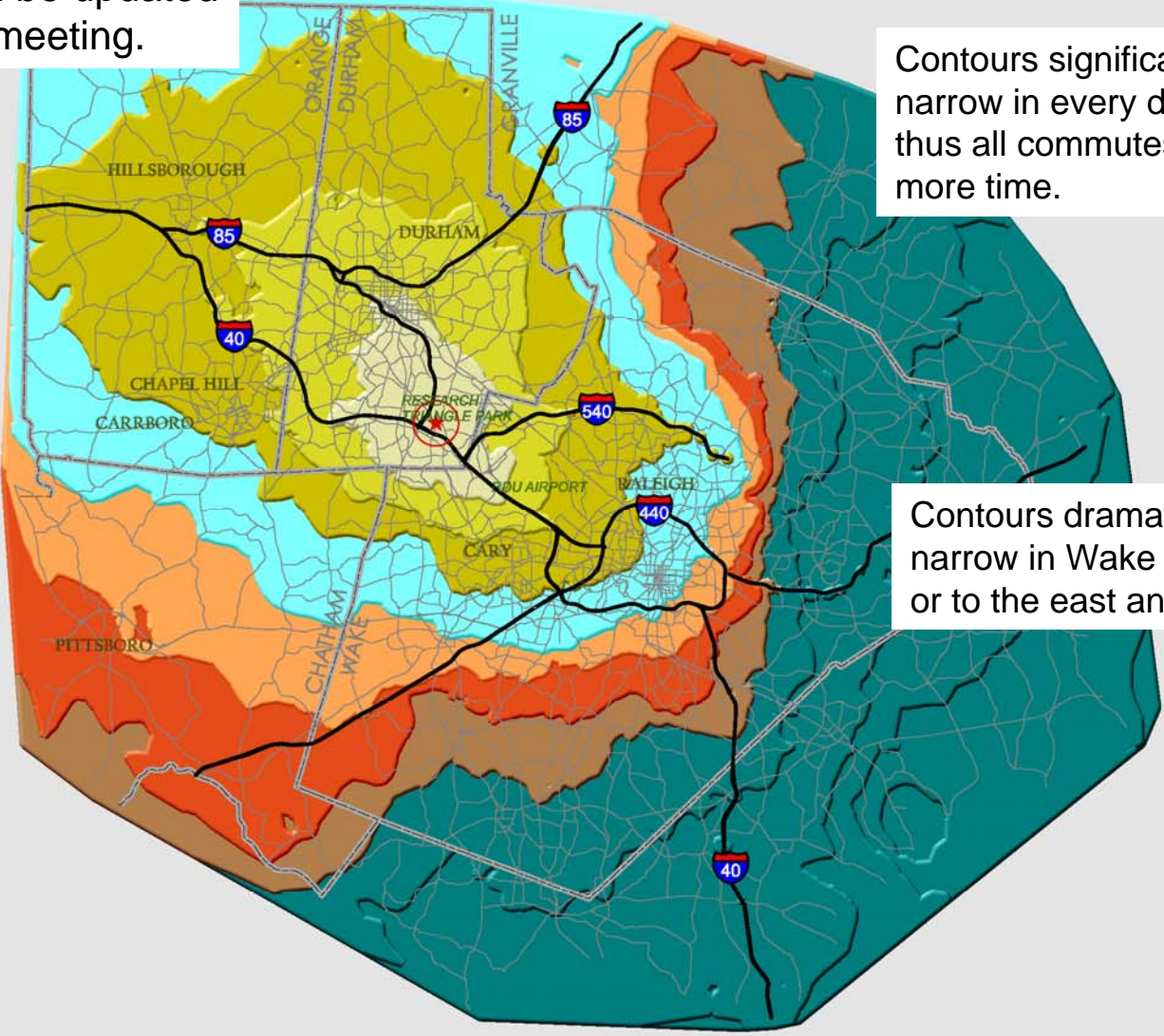
FIGURE 8A.

11.15.2007

This map will be updated for TAC meeting.

Contours significantly narrow in every direction, thus all commutes take more time.

Contours dramatically narrow in Wake County, or to the east and south.



This map estimates the areas that are within 15 minute-, 30 minute-, 45 minute-, etc. commutes from RTP during the afternoon traffic peak in 2035 if the population and employment continue to grow but no additional transportation improvements are made. This map assumes 2035 population and employment operating on a 2005 transportation network.



TRAVEL TIMES FROM RESEARCH TRIANGLE PARK (2035 BASELINE)

- 15
 - 30
 - 45
 - 60
 - 75
 - 90
 - 105
 - 120+
- MINUTES

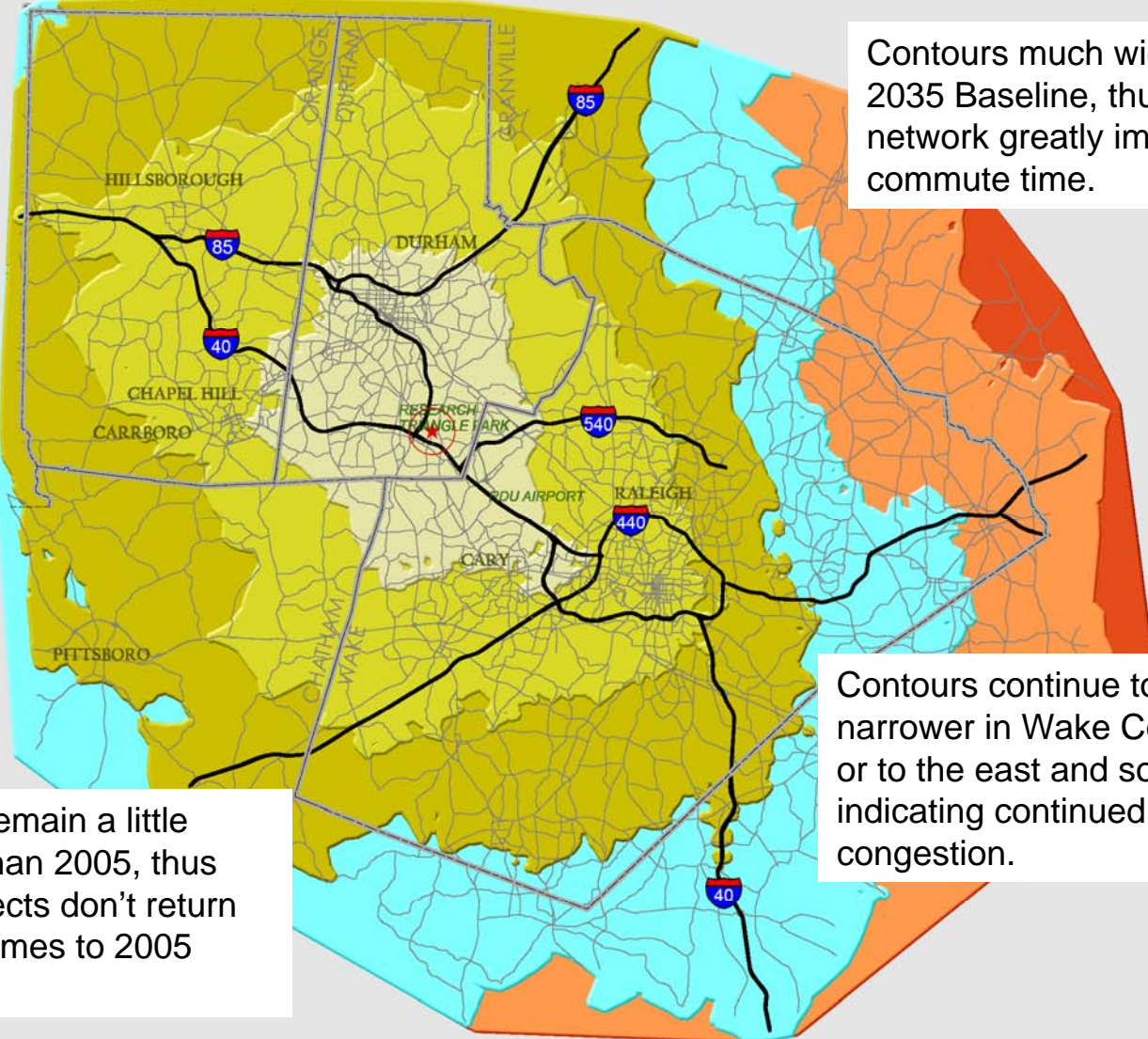
County Boundary



FIGURE 8B.

11.15.2007





Contours much wider than 2035 Baseline, thus LRTP network greatly improves commute time.

Contours continue to be narrower in Wake County, or to the east and south, indicating continued congestion.

Contours remain a little narrower than 2005, thus LRTP projects don't return commute times to 2005 level.



This map estimates the areas that are within 15 minute-, 30 minute-, 45 minute-, etc. commutes from Research Triangle Park during the afternoon traffic peak in 2035 if the population and employment continue to grow and substantial transportation improvements are made. This map assumes 2035 population and employment operating on the transportation network adopted in the current 2030 Long Range Transportation Plan (LRTP).



TRAVEL TIMES FROM RESEARCH TRIANGLE PARK (2035 LRTP)

- 15
- 30
- 45
- 60
- 75
- 90
- 105
- 120+

MINUTES

County Boundary

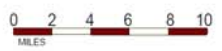


FIGURE 8C.

1.14.2008

Regional Center Travel Times

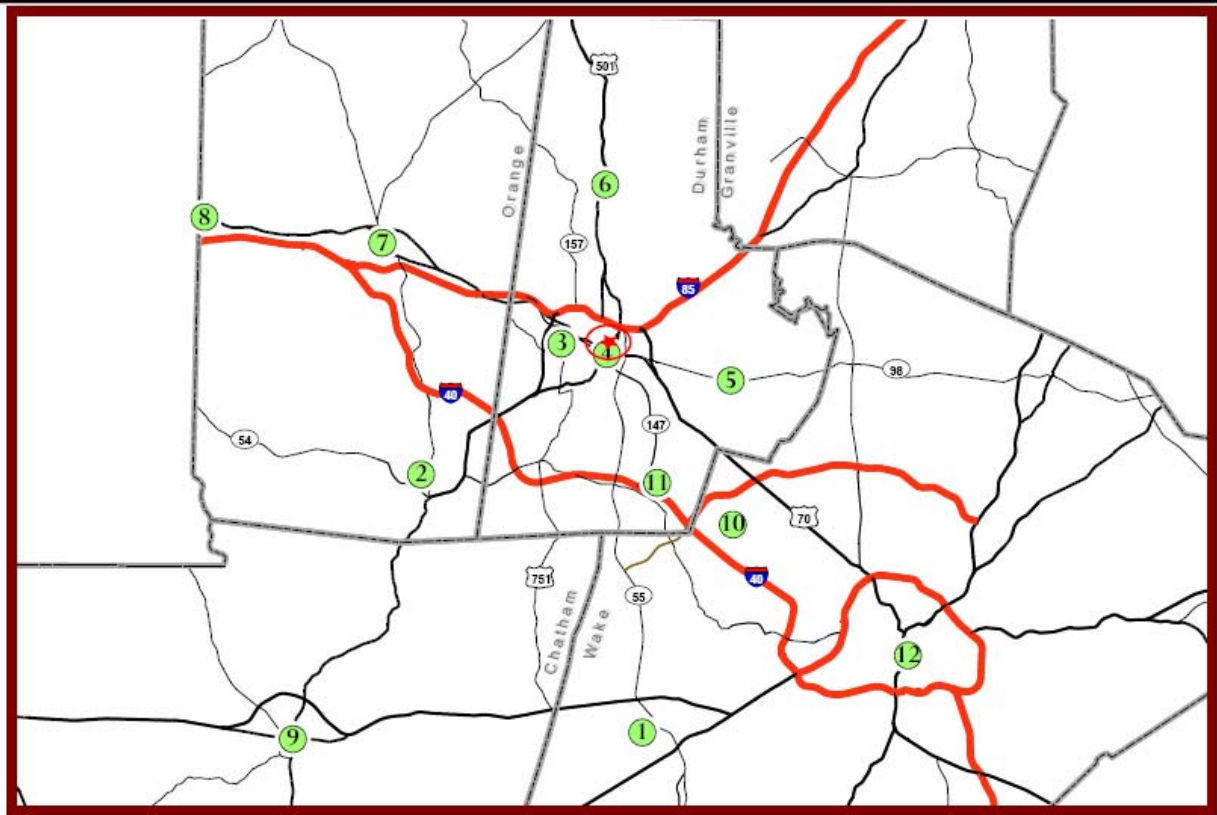
Background

- Shows mobility forecasts to/from regional centers.
- Based on afternoon commute from five selected centers:
 - Downtown Durham
 - Duke University
 - RTP
 - Chapel Hill/Carrboro
 - RDU Airport
- Presented two ways:
 - Map with point centers and data table
 - Map for each forecast that shows specific route:
 - 2005
 - 2005 Baseline (2035 SE Data using 2005 network)
 - 2035 LRTP (2035 SE Data using 2030 LRTP network)
- This presentation shows Downtown Durham. Other centers in report.

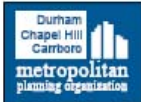
Downtown Durham

Travel Time Forecasts

- Travel times to other centers will increase from 13% to 111% in the E+C scenario.
- Travel time increases will be far greatest in Wake County corridors (#1 Cary/Apex and #12 Downtown Raleigh), more than doubling in the E+C scenario.
- Travel time increases will be the lowest along the I-85 corridor in Orange County (#7 Downtown Hillsborough and #8 Mebane).
- The implementation of the 2030 LRTP network greatly reduces the travel time growth and shifts travel routes to interstates and highways.
- To some extent, the travel time growth persist east (#5 Durham East), southeast (#12 Downtown Raleigh and 11 RTP) in the 2030 LRTP network.



No.	Name	2005	E + C	2035	2005 to E+C	2005 to 2035	E+C to 2035
1	Cary/Apex	31	65	27	106%	-12%	-57%
2	Chapel Hill and	25	33	25	33%	1%	-25%
3	Duke University	---	---	---	---	---	---
4	Durham (Downtown)	---	---	---	---	---	---
5	Durham (East)	11	17	14	62%	26%	-22%
6	Durham (North)	16	21	16	33%	3%	-23%
7	Hillsborough	16	20	16	24%	2%	-18%
8	Mebane	23	26	24	13%	2%	-10%
9	Pittsboro (Downtown)	43	70	43	62%	0%	-38%
10	Raleigh-Durham	17	24	18	43%	9%	-24%
11	Research Triangle	9	13	10	36%	10%	-19%
12	Raleigh (Downtown)	30	64	37	111%	20%	-43%



The map and table show travel times in minutes from Downtown Durham:

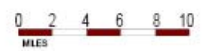
- 2005
- Existing plus Committed (2035 demographics with existing and committed transportation facilities)
- 2035 with Long-Range Transportation Plan



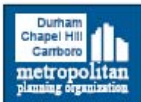
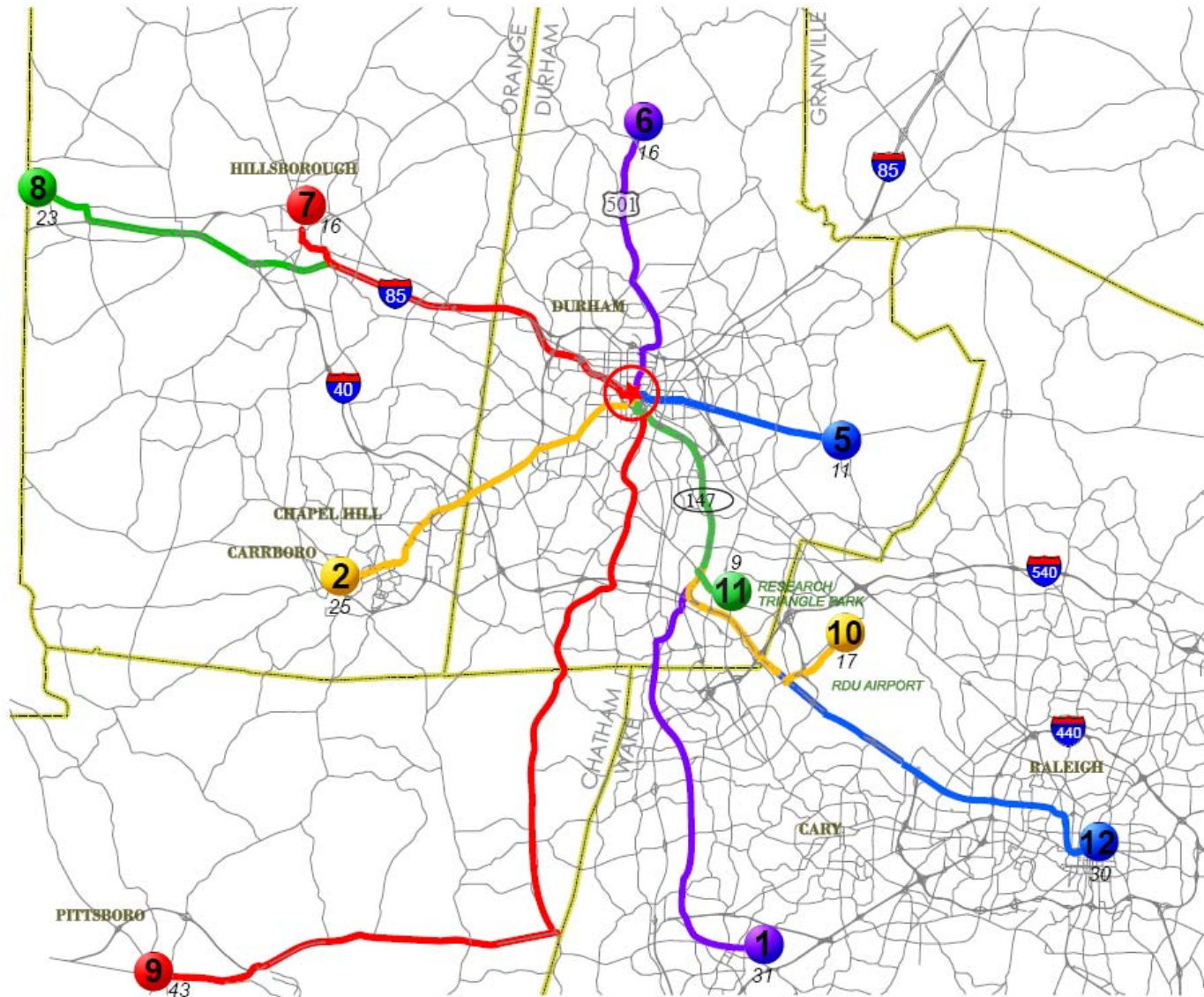
TRAVEL TIMES FROM DOWNTOWN DURHAM



County Boundary



3.12.2008



This map indicates the shortest path, in minutes, from Downtown Durham suggested by the Triangle Regional Model in the year 2005 during the afternoon peak period.

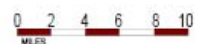


TRAVEL ROUTES FROM DOWNTOWN DURHAM (2005)

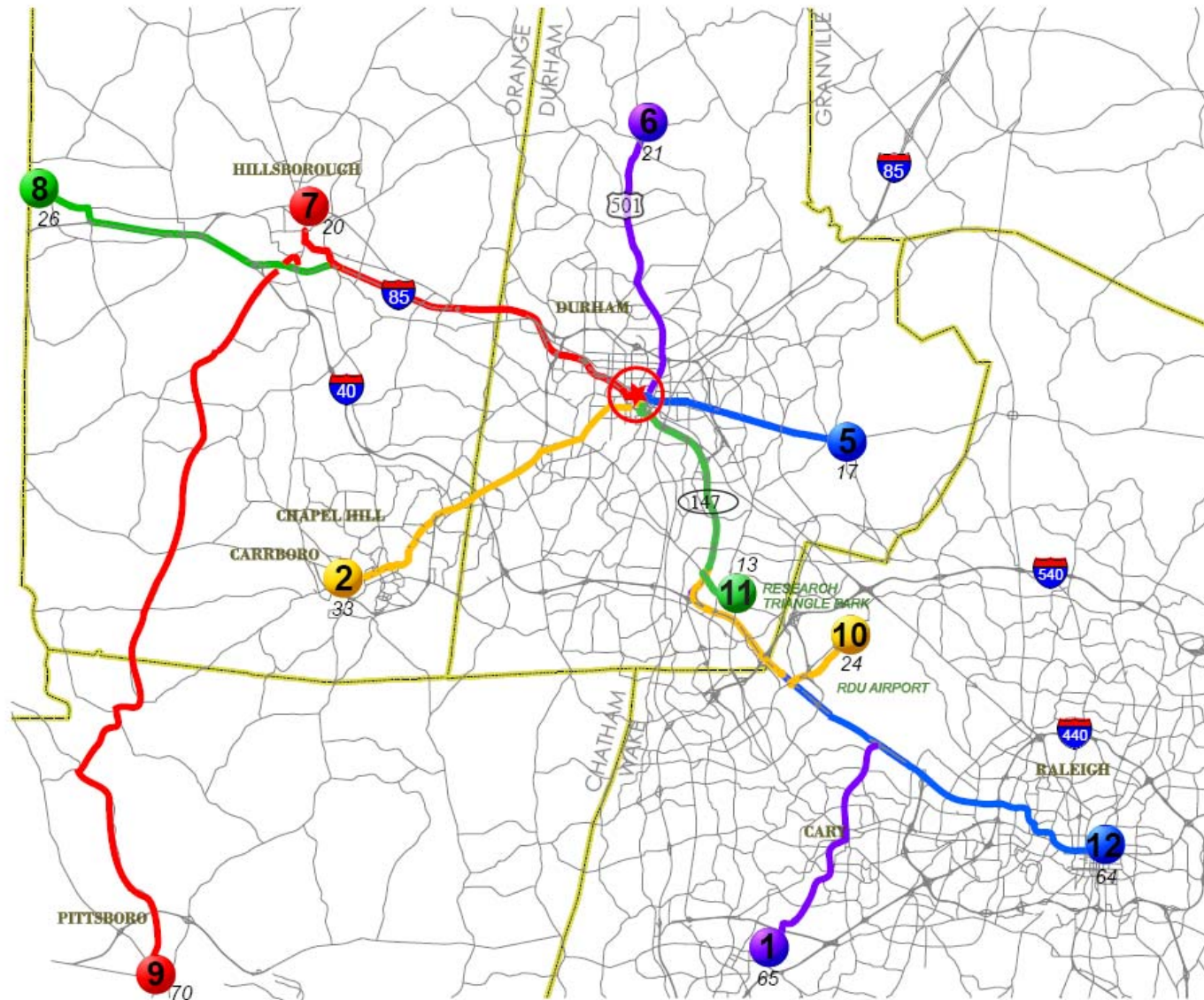
Start Path Finish

minutes

County Boundary



3.12.2008



This map indicates the shortest path, in minutes, from Downtown Durham suggested by the Triangle Regional Model in the year 2035 during the afternoon peak period given the existing and committed transportation facilities.



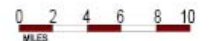
3.12.2008

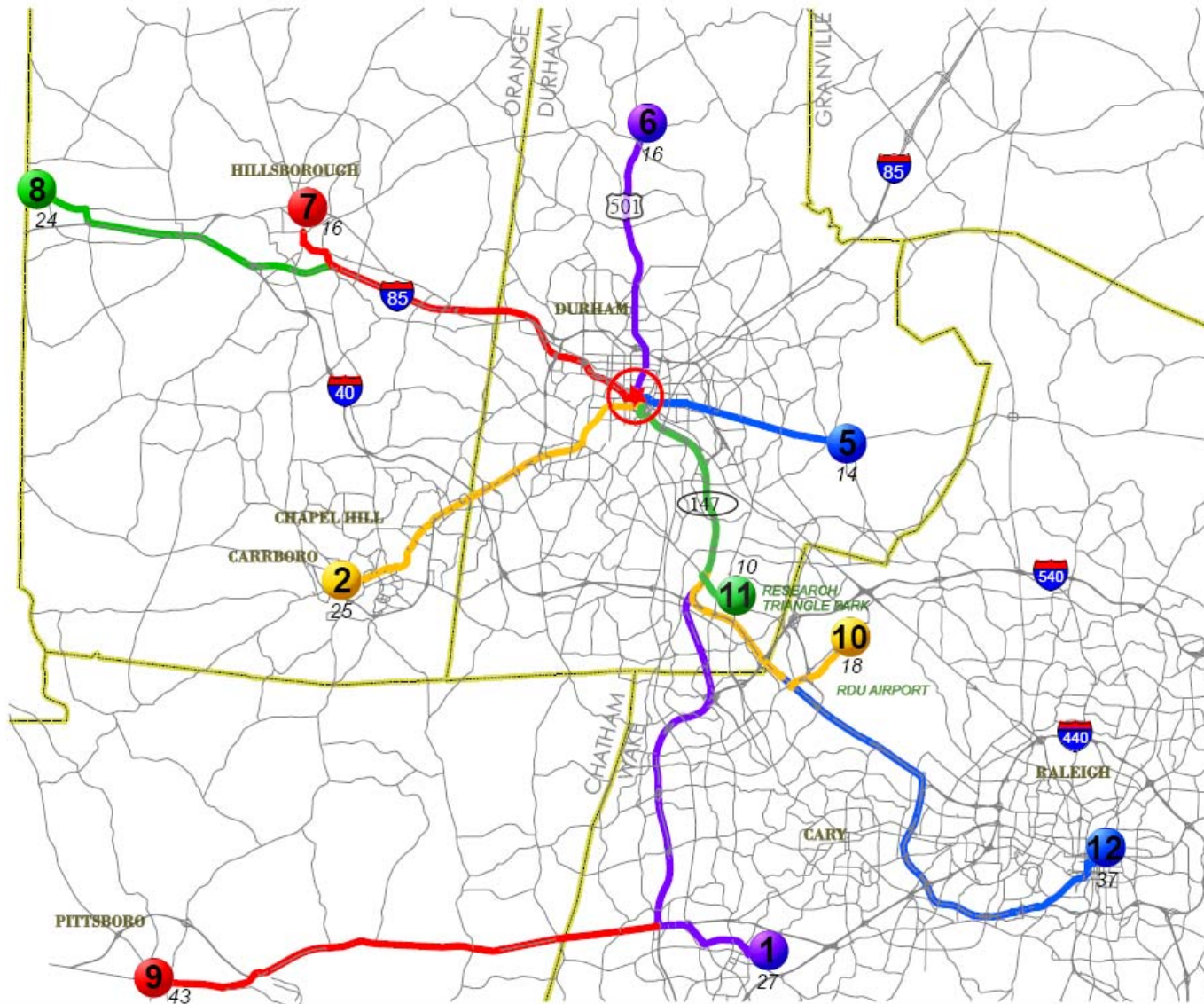
TRAVEL ROUTES FROM DOWNTOWN DURHAM (E+C)

Start Path Finish

 minutes

County Boundary





This map indicates the shortest path, in minutes, from Downtown Durham suggested by the Triangle Regional Model in the year 2035 (LRTP) during the afternoon peak period.



TRAVEL ROUTES FROM DOWNTOWN DURHAM (2035, LRTP)

Start Path Finish
 minutes

County Boundary



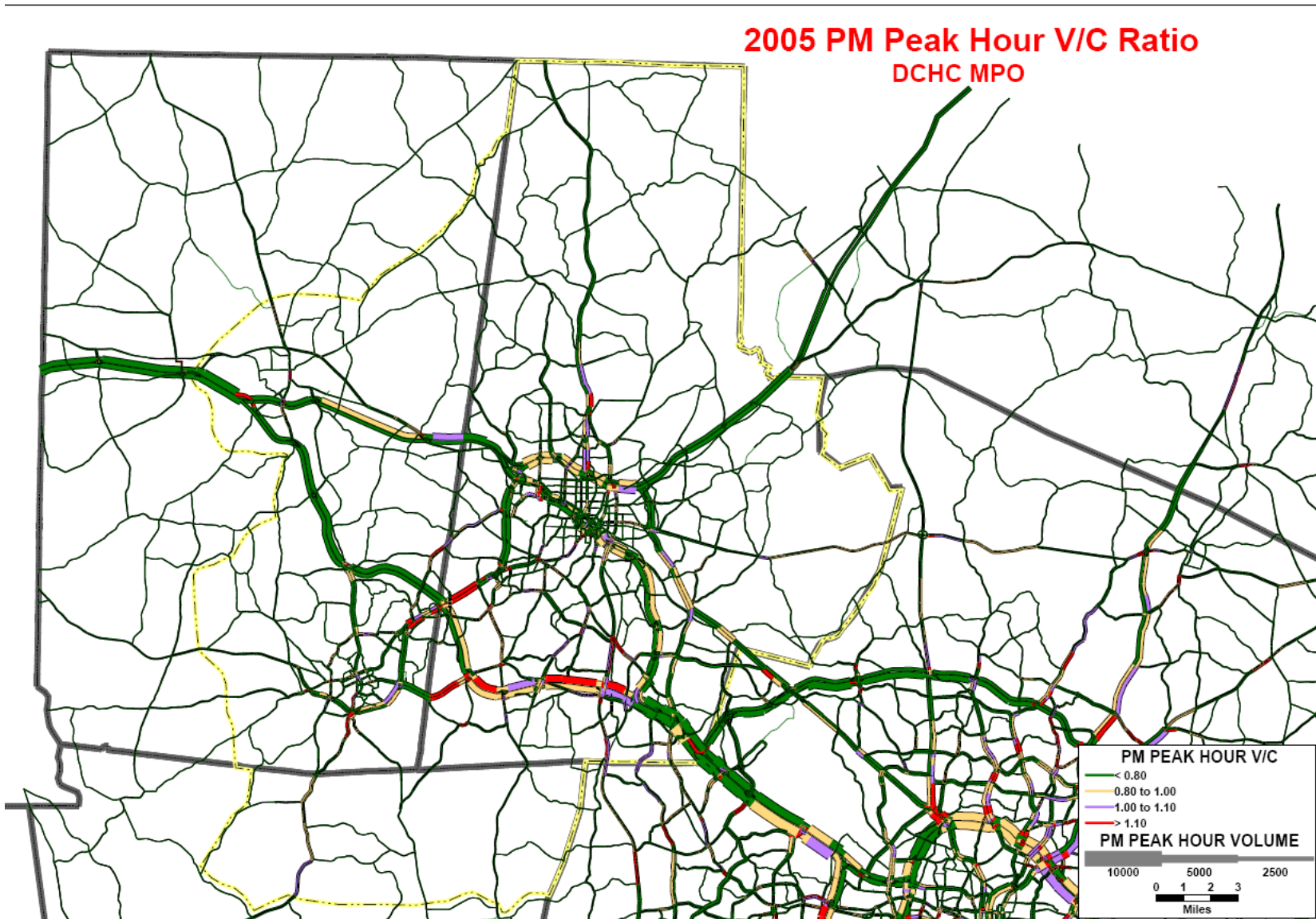
3.12.2008

One-Hour Peak V/C Maps

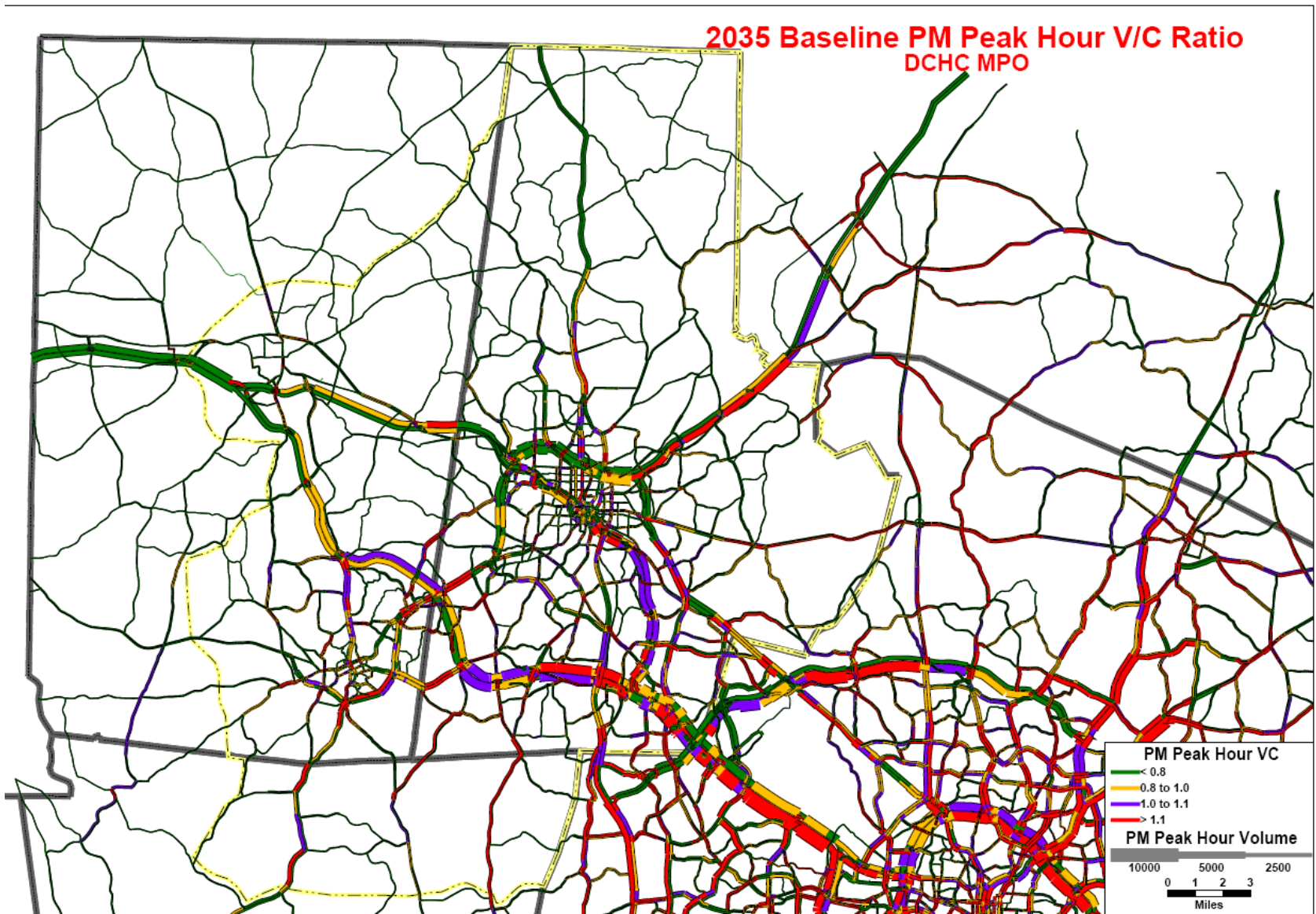
Background

- One-Hour V/C maps show the current and forecasted congestion on specific road segments based on the afternoon peak hour.
- "V/C" means the traffic volume divided by the traffic capacity of the road segment. For example, a volume of 9,000 vehicles on a road that is capable of carrying 10,000 vehicles will produce a V/C of 0.9.
- A V/C of 1.0 is equal to a Level of Service (LOS) of "E", which can be described as:

Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.
- The width of the line showing the roadway also indicates the relative traffic volume on that roadway.

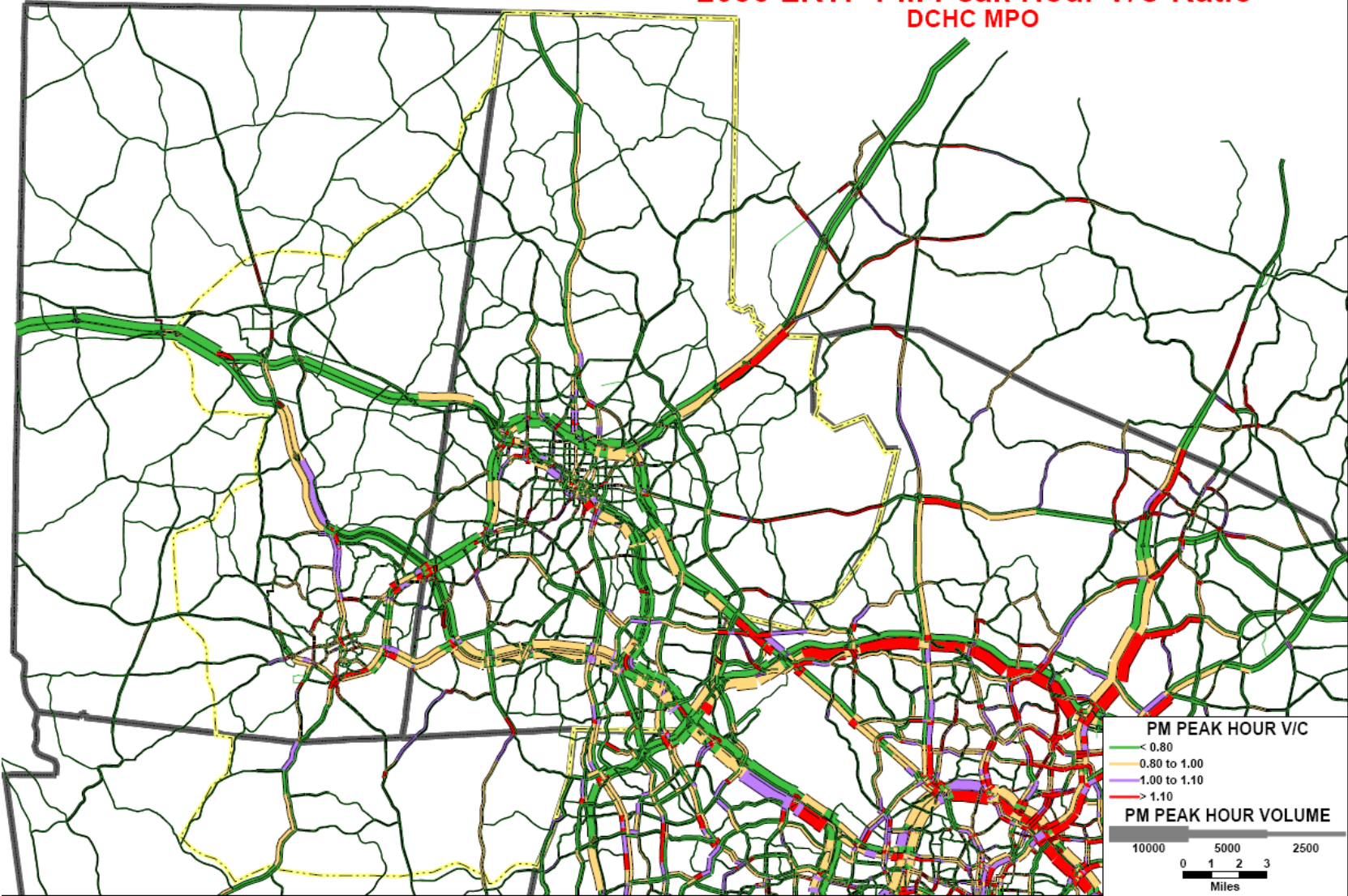


Congestion is most evident west of the RTP area; on NC 54, US 15-501 and Erwin Rd. between Durham and Chapel Hill; and arterials near Duke University and UNC-Chapel Hill.



Congested corridors become almost universal except for parts of I-40 and I-85 in Orange and Durham County, and the US-15-501 bypass in Durham.

2035 LRTP PM Peak Hour V/C Ratio
DCHC MPO



2035 LRTP facilities effectively address congestion except in the downtown, Duke University and Duke St./Roxboro St. corridors in Durham; and some Chapel Hill gateways such as NC 86, Columbia St., and US 15-501

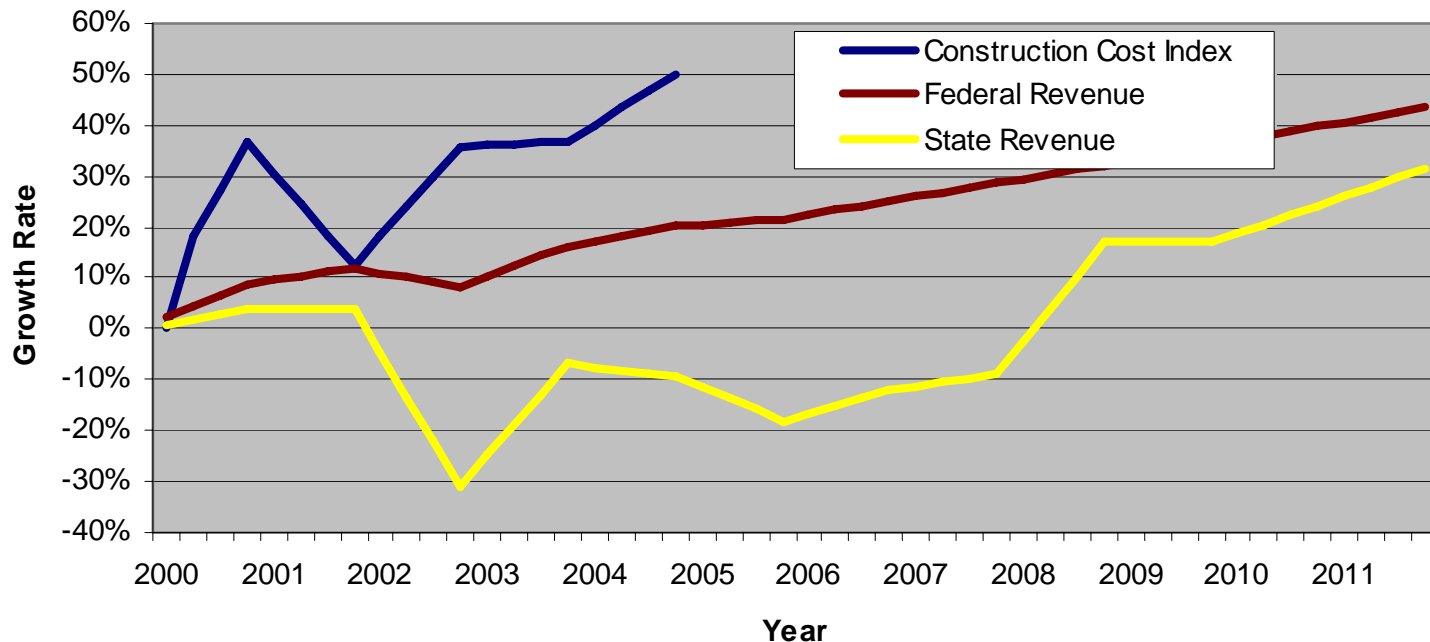
Additional Challenges

- **Soaring Costs**

- National maintenance and construction cost increases 35% to 48% in three years (from 2003 to 2006).
- SAFETEA-LU funding for 2009 will lose 37% to 60% of purchasing power by 2009

- **Relatively Static Funding**

- State legislature caps state gas tax at \$0.299 per gallon (gas tax is 55% of state transportation revenue)



Additional Challenges (continued)

- Maintenance Backlogs (as of 2006)
 - Statewide highway maintenance backlog is \$437 million.
 - Statewide resurfacing backlog is \$688 million.
 - City of Durham maintenance and repaving backlog is \$34 million
- Transit Dependent Population Growing
 - Proportion of minority, Hispanic and senior population will increase in all MPO counties.
- Regulatory
 - New federal legislation emphasizes safety, security and freight transportation.

Wrap Up

- TAC comments and questions today?
- **Next Steps** (next TAC meeting)
 - Present detailed list of Deficiencies and Needs
 - Develop LRTP Alternatives based on these Deficiencies and Needs.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: March 12, 2008

SUBJECT: STP-DA Call for Projects

Overview and Background Information

The Federal Highway Administration (FHWA) provides Surface Transportation Program-Direct Attributable (STP-DA) funds to urbanized areas over 200,000 in population. These funds are provided to the DCHC MPO based on the population of the urbanized area. The DCHC MPO currently receives about \$4 million each year. The MPO receives these funds directly and has the authority to allocate these funds to projects as needed. The MPO's allocation of STP-DA funds is programmed in the TIP. The DCHC MPO has traditionally used STP-DA funds on non-highway capacity projects. STP-DA funds require a 20% local match.

In 2007, the TAC requested that the LPA and TCC work to develop a STP-DA funding proposal for the 2008-2015 TIP. In summer/fall 2007, the DCHC MPO requested potential STP-DA projects for FY 2009 through 2015 from its member governments. The MPO received many project requests from several different categories including:

- LPA staff
- LPA planning activities – both routine planning and special emphasis projects
- 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. Furthermore, a portion of the \$28 million has already been allocated by the TAC to specific projects. As a result, all of the project requests will not be able to be filled.

For the past several months, the TCC and LPA staff have worked to develop a recommendation for STP-DA funding. At the March TAC meeting, the TCC will provide an update on this work and request that the TAC provide feedback on STP-DA funding priorities. The TCC will use this feedback to develop a complete STP-DA funding proposal to be brought to the TAC in April.

STP-DA Funding Policy

The TAC adopted a STP-DA policy in 2003 that states:

“Funding will give priority to projects in the adopted DCHC Long Range Transportation Plan in the following categories and not for roadway projects:

- Public Transit
- Bicycle and Pedestrian Facilities
- Transportation System Management/ Transportation Demand Management/ Intelligent Transportation Systems
- Scenic and Environmental Enhancements
- Planning Studies that support the implementation or development of the adopted DCHC Long Range Transportation Plan
- Air Quality Programs

When projects are being considered, equity and funding in jurisdictions over time will be considered.”

Issues

STP-DA funding has been requested for many different types of projects that conform to the adopted policy. Some projects are “bricks and mortar” construction projects while some are funding for additional staff or planning projects. The project costs range from multi-million dollar bus purchases to \$4,000 planning projects. Some projects will need to be planned for several years in advance while others are short-term projects that could be quickly completed.

The challenge is to set a procedure for STP-DA allocation that provides some funding for all of the project types requested by member jurisdictions. The procedure must provide 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 compared to other projects 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. The adopted policy states that equity and funding in jurisdictions over time should be considered. However, specific guidelines are not set.

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 annual allocation is assumed to be constant but may increase in future years. However, based on the latest figures provided by NCDOT, the MPO’s STP-DA allocation decreased from FY 2007 to FY 2008.

STP-DA Funding Requests

In order to develop a proposal for STP-DA funding, the TCC and LPA grouped the submitted projects 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
 - d. These are projects that require less advance planning and can be completed quickly.
 - e. Note, many small projects needed between 2009 and 2015 are not currently identified. New projects will likely be added to this category as new needs are identified.
2. LPA staff requests and LPA and local government routine planning activities, includes:
 - a. New and existing LPA staff positions
 - b. 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, includes:
 - a. LPA and local government planning activities over \$200,000 (federal)
 - b. Optional activities such as special emphasis projects
4. Transit projects over \$200,000 (federal)

5. Regional bicycle and pedestrian 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.
 - b. The TAC has already approved \$3,923,000 of STP-DA funds for two projects in FY 2009-2015:
 - i. Old Durham Chapel Hill Road Bicycle and Pedestrian \$2,742,000
 - ii. American Tobacco Trail Phase E \$1,181,000

6. Other local projects over \$200,000 (federal), includes:
 - a. Large bicycle and pedestrian projects
 - b. Scenic and environmental enhancements
 - c. The TAC has already approved \$2,958,000 of STP-DA funds for three projects in FY 2009-2015:
 - i. Cornwallis Road Bicycle and Pedestrian \$1,816,000
 - ii. Upper Booker Creek Greenway \$576,000
 - iii. Weaver Dairy Road Bicycle and Pedestrian \$566,000 *if needed*

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 & Ped	\$8,764,662	5	\$1,752,932
Other Local	\$17,299,088	23	\$752,134
Regional TDM	\$1,225,706	1	\$1,225,706
Total	\$53,056,988	70	\$757,957

The TCC recommends dedicating some STP-DA 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, the TCC recommends funding TDM for FY 2013 through 2015 with future CMAQ funds.

In order to track projects and funding in the remaining six project types, the STP-DA spreadsheet would be refashioned into a series of linked spreadsheets for each funding category.

Attachment 8A – STP-DA Funding Options

Attachment 8A outlines a three step process for allocating STP-DA funds. The TCC requests feedback from the TAC on steps 1 and 2.

TCC Recommendation:

Request that the TAC provide policy guidance on the alternative scenarios for the distribution of STP-DA funding.

TAC Action:

Provide policy guidance on the alternative scenarios for the distribution of STP-DA funding.

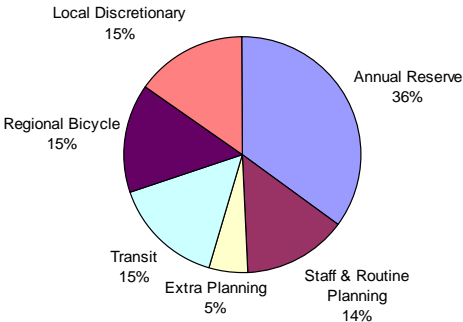
STP-DA Funding Options

The TCC and LPA will be following the following three steps to complete the STP-DA funding proposal. The TCC is asking the TAC for guidance on steps 1 and 2 at this time. In April, the TCC will provide a complete funding proposal that completes step 3.

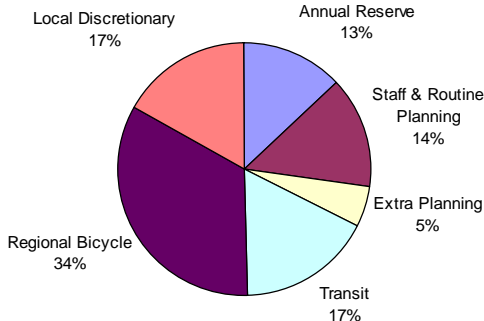
Step 1 – Distribution of STP-DA funding across the six categories

The TCC requests that the TAC provide guidance on the general distribution of STP-DA funding across the six categories. Four illustrative scenarios have been developed. One of these could be endorsed or a hybrid scenario could be developed.

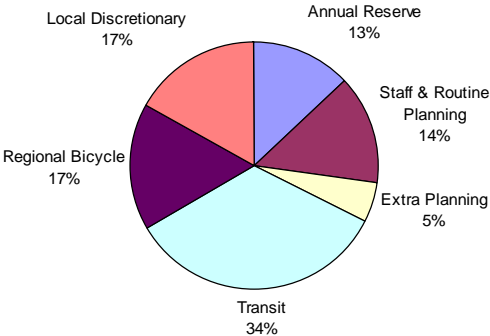
1. Flexibility Emphasis



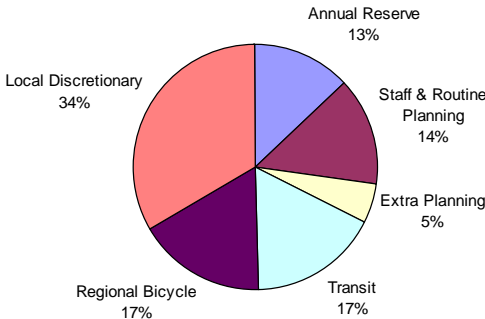
3. Regional Bicycle and Pedestrian Emphasis



2. Transit Emphasis



4. Local Discretionary Emphasis



The four scenarios represent four different emphases:

1. This scenario provides the most **flexibility**. The annual reserve (small projects) category is emphasized. By emphasizing flexibility, this scenario favors smaller projects that can be quickly completed and offers less funding for larger projects that require more advanced planning.

2. This scenario emphasizes DATA and CHT **transit** projects. Transit operators have requested STP-DA funds so they can supplement the funds they receive from FTA and NCDOT. STP-DA funds would provide transit operators a guaranteed level of funding that would help with long-range service planning.
3. This scenario emphasizes **regional bicycle and pedestrian** projects. This would provide funding for projects that currently have very limited funding resources.
4. This scenario emphasizes **local** projects. Local projects can include any project type (transit, bike/ped, enhancements, planning) so this scenario offers municipalities flexibility in funding projects that reflect their own priorities. In general, local bicycle and pedestrian projects would be funded from this category.

For the four scenarios, there is an assumed level of funding for LPA staff and planning and extra planning for illustrative purposes. If the funding is decreased for LPA staff and planning and extra planning, the transit, regional bicycle and pedestrian, and local projects funds would increase. The TCC will be making a formal recommendation on LPA staff and planning at the April TAC meeting.

In January 2008, the TAC approved \$4.5 million of CMAQ funding for transit and TDM projects. The TCC did not recommend funding any bicycle and pedestrian projects because it is easier to calculate air quality benefits for transit projects. The TCC advised that the TAC consider focusing more on bicycle and pedestrian projects for the STP-DA allocation.

Step 2 – Distribution of STP-DA funding within the six categories

The next step is to decide how to distribute the funding within the six categories.

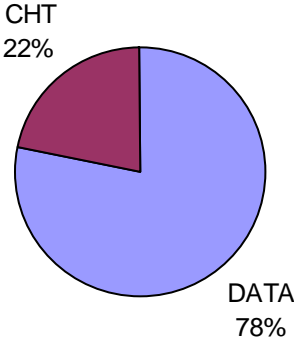
Annual Reserve – The TCC will develop a recommendation for the annual reserve based on the technical merits and priority need of the projects that have been submitted to the MPO. This category is intended to be used for short-term immediate needs and small projects. This category is the most flexible and no guidelines have been proposed for distribution by jurisdiction.

Staff and Routine Planning – The TCC is reviewing the requests for LPA staff and routine planning activities. A recommendation will be brought to the TAC.

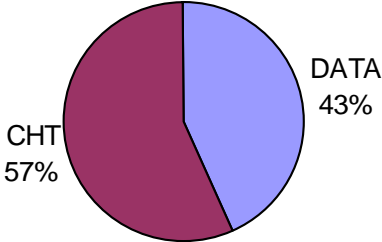
Extra Planning – The TCC is reviewing the requests for extra planning activities. A recommendation will be brought to the TAC.

Transit - The TCC requests that the TAC provide guidance on the distribution of STP-DA funds within the transit category. Options are:

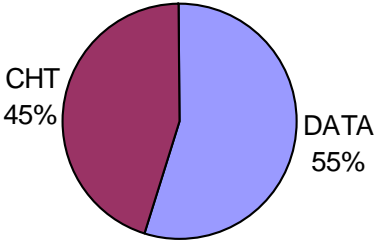
1. By Service Area Population



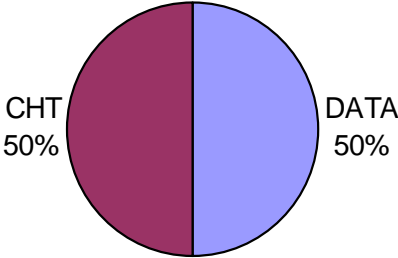
3. By Total Annual Unlinked Trips



2. By Total Annual Passenger Miles



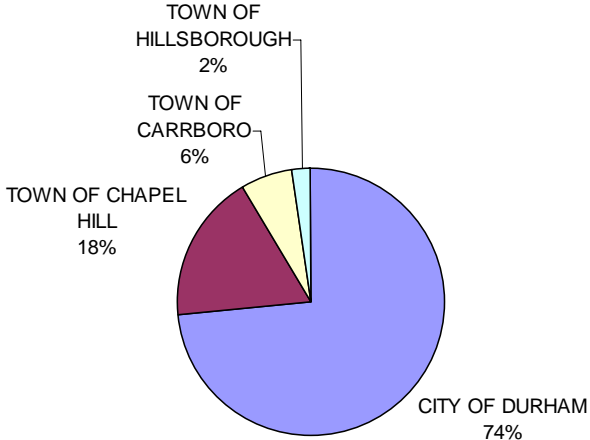
4. Equally between CHT and DATA



Regional Bicycle and Pedestrian – The TCC will develop a recommendation for the regional bicycle and pedestrian allocation based on regional priority corridors. LPA staff intends to formally identify regional connections including soliciting input from the public and local transportation boards.

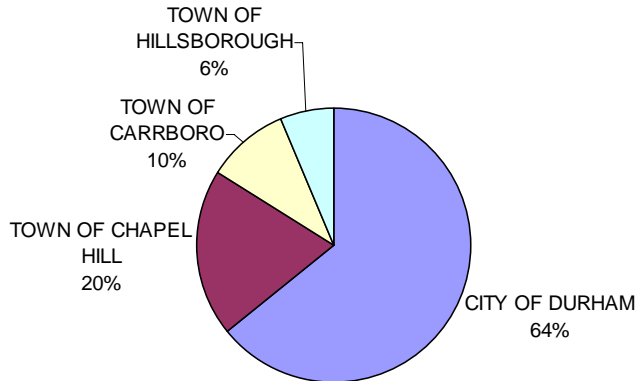
Local Discretionary – The TCC requests guidance from the TAC on how to distribute the local discretionary funds. Two options are:

1. By percentage of MPO municipal population



Municipality	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	

2. Guaranteed \$500,000 minimum for each municipality and then distributed by population. *The exact percentages may vary depending on the total funds allocated to the local discretionary category in step 1. However, the percentages will likely be close to this:*



No counties requested STP-DA funds so they were not included in these two options. Counties could request funding through the annual reserve and regional bicycle and pedestrian categories.

Step 3 – Allocate STP-DA funds to specific projects within each category

The TCC will take the TAC guidance on steps 1 and 2 and will develop a complete STP-DA funding recommendation for the six categories. Specific projects in each jurisdiction will be listed with funding estimates and fiscal years. This recommendation will be brought to the TAC in April.

As mentioned, a recommendation for the allocation of funds within the annual reserve, LPA staff and planning, extra planning, and regional bicycle and pedestrian categories would be done collectively by the TCC. For the transit and local discretionary categories, the TCC will request that the local jurisdictions and transit operators provide a list of their priority projects. The TCC recommendation would correspond with these local priorities.

All funding of specific projects within each category must be presented to the TAC for approval. There is no sub-allocation of funding directly to member governments.



 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. The transit operators continue to dedicate 1% of their annual apportionment to transit enhancement and safety and security as shown although the Federal Transit Administration no longer requires the 1% expenditure. 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

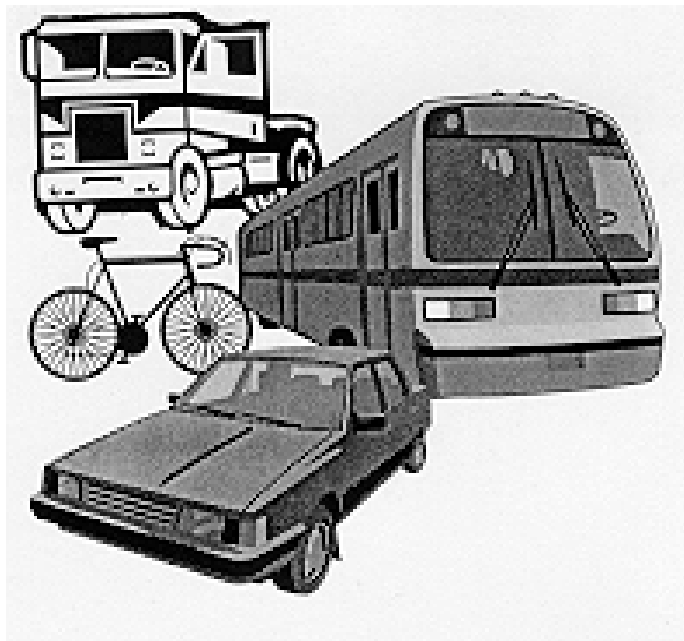
Unified Planning Work Program (UPWP) Development Process

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

2008-09 UPWP does not contain any new initiatives 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)

March 12, 2008

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

FY 2008-2009 Unified Planning Work Program

<u>Table of Contents</u>	<u>Page</u>
Adopting Resolution	1
Transit Adopting Resolution (FTA).....	3
Self Certification Resolution	5
Self Certification Checklist	7
Overview.....	13
Introduction.....	17
Development Schedule	23
MPO Summary tables	27
MPO Funding Distribution & Agency Allocation Tables	29
MPO Detailed Funding Source Tables	30
MPO PL and STP-DA Tasks Funding Tables	31
Composite Agency Tables - PL and STP-DA.....	32
General Task Descriptions and Summary.....	33
Five-Year Work Program.....	47

Appendices Agency Project Descriptions and Funding Source Tables

City of Durham	
Durham/LPA Task Funding Table.....	57
DATA Transit (FTA) Table	58
DATA Funding Narrative	59
FTA Disadvantaged Business Contracting Opportunities Form.....	68
Town of Carrboro	
Task Funding Table	70
Task Description and Narrative	71

Town of Chapel Hill

- Task Funding Table 76
- Task Description 77
- Chapel Hill Transit (FTA) Funding Table 78
- Chapel Hill Transit (FTA) Narratives 79
- FTA Disadvantaged Business Contracting Opportunities Form..... 96

N.C. Department of Transportation

- Task Descriptions & Funding Table 98

Triangle Transit Authority (TTA)

- Task Funding Table 100
- TTA Transit (FTA) Narrative 101
- FTA Disadvantaged Business Contracting Opportunities Form..... 102

Triangle J Council of Governments (TJCOG)

- Task Funding Table 104
- Task Description and Narrative 105

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 seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires _____

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

RESOLUTION (PTD-FTA)

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

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 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 _____

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

Metropolitan Planning Self-Certification Process

CFR 450.334

The State and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects...; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38).

In addition, the following checklist should help guide the MPOs as they review their processes and programs for self-certification.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]
- 4.
5. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus? Are work programs consistent with the adopted prospectus?
 - b. Are tasks and products clearly outlined?
 - c. Is the U/PWP consistent with the LRTP?
 - d. Has the UPWP been checked for effectiveness to see if it is further meeting the goals of the LRTP?
 - e. Is UPWP product driven and result oriented?
 - f. Is the work identified in the U/PWP completed in a timely fashion?
6. Does the area have a valid transportation planning process? 23 CFR 450.322
 - a. Is the transportation planning process continuous, cooperative and comprehensive?
 - b. Is there a valid LRTP?
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption?
 - d. Does it address the 8-planning factors?
 - e. Does it include strategies for evaluating effectiveness of Plan goals and targets?
 - f. Does it cover all modes applicable to the area?
 - g. Does it address preservation of existing systems? Is consideration of the preservation of existing systems clearly documented in stand-alone section?
 - h. How is freight considerations incorporated into the LRTP?
 - i. How is safety considerations incorporated in the LRTP? Are safety considerations documented separately (stand-alone)?
 - j. Is it financially constrained?
 - k. Has the MPO demonstrated reasonableness of LRTP Revenue sources? How?
 - l. Does it include funding for the maintenance and operation of the system?
 - m. Does it include environmental mitigation?
 - n. Does it conform to the State Implementation Plan (SIP) (if applicable)?

- o. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?
- 7. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332
 - a. Is it consistent with the LRTP?
 - b. Is it fiscally constrained?
 - c. Is it developed cooperatively with the state and local transit operators?
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor?
- 8. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP?
 - b. Was it used for the development of the TIP?
 - c. Is it monitored and reevaluated to meet the needs of the area?
- 9. Does the area have a process for including environmental mitigation discussions in the planning process? (SAFETEA-LU)
 - a. How _____
 - b. Why not _____
- 10. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898?
 - a. Title VI
 - i. Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)]
 - b. Environmental Justice (Executive Order 12898)
 - i. Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?
 - ii. Has the MPO developed Environmental Justice Policy and Program?
 - iii. Has the MPO involved EJ community in the development of the UPWP?
 - c. ADA
 - i. Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation? [49 CFR 27.13]
 - d. DBE
 - i. Does the MPO have a DBE policy statement that expresses commitment to the DBE program? [49 CFR 26.23]
- 11. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
 - a. Did the public participate in the development of the PIP?
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f.
 - g. Does the PIP include criteria for measuring the effectiveness of PIP?
 - h. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - i. Are plans/program documents available in an electronic accessible format, i.e. MPO website?

- j. Has the MPO employed visualization tools in LRTP, TIP and planning projects?
 - k. Does the PIP include visualization tools?
 - l. Is the EJ community given the adequate and meaningful opportunity to provide comments on the planning process?
12. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? (SAFETEA-LU)
- a. How _____
 - b. Why not _____
13. Has the UPWP been checked for effectiveness to see if it is further meeting the goals of the LRTP?
14. Does the UPWP meet SAFETEA-LU requirements? If not, what is the timeline to update the UPWP?
15. Do the selected work items reflect the planning priorities facing the MPO?
16. Do the MPO product UPWP reports consistent with agreements and federal regulation? Are UPWP products and accomplishments documented in reports? Are accomplishments consistent with the proposed work programs? Are reports made available to the Policy Board and the Public? How are reports disseminated?
17. How is safety consideration reflected in the MPO planning process?
18. What steps have you taken to incorporate freight concerns in the planning process? Is freight considered in the project selection and prioritization process?
19. Are freight providers included in the MPO's boards, advisory groups, task forces? If no, what steps are being taken to incorporate these groups?
20. Has the MPO developed methodology to measure the impact freight on the transportation system?
21. What process/procedures are used to self-certify the planning process?
- a. How are the transit authority, State DOT, and others involved?
 - b. What criteria have been established for the self-certification?
 - c. Is there an opportunity for public comment? If so, how are comments addressed?
 - d. How is the self-Certification Process documented?
22. What supporting documentation/information is provided to the MPO policy board when the self-certification is approved?
- a. Is the policy board provided documentation on what is required in the planning process by various laws? When and how?
 - b. Is support/documentation to support the self-certification provided to the policy board and the public?
23. How is the annual self-certification provided to the Federal agencies—as part of the TIP/STIP or UPWP, or in a separate submittal?
24. Does the MPO have processes, procedures, guidelines, and/or policies that address Title VI, ADA, DBE, lobbying, and other regulatory requirements?
25. How are these documented and applied?
26. Are there any specific strategies in place to reach the Hispanic community?

27. Do you have the following: a Citizens Advisory Committee, and a Transportation Disadvantaged Advisory Committee to make recommendations to the MPO (as the TCC currently does)? If not, are there plans to incorporate these committees?
28. For projects identified in the LRTP, do you develop Purpose & Need Statements? If so, how detailed are these P&N statements?
29. How was the public involved in the development/update of your CMP?
30. Is the CMP current? Does the CMP meet SAFETEA-LU requirements? If not, what is the timeline to update the CMP?

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

**2008-2009 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	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	Jun-08	NCDOT/FHWA approves 2008-2009 UPWP																					■			
11	Jul-08	2008-2009 UPWP available July 1																								■

Summary MPO Funding Source 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			
		SPR		STP-DA		Section 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Sec. 133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA				
20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%						
Durham/DATA Carrboro Chapel Hill/CHT			252,757	1,011,028	72,791	291,165	14,453	14,453	115,627	38,333	38,333	306,665	0	0	0	378,335	52,787	1,724,485	2,155,606	
			0	0	5,810	23,240	0	0	0	0	0	0	0	0	0	5,810	-	23,240	29,050	
			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	
Orange County TJCOG TTA NCDOT			0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
			6,406	25,625	0	0	0	0	0	0	0	0	0	0	0	-	6,406	25,625	32,031	
			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	
	12300	49200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,300	49,200	61,500	
Totals		\$12,300	\$49,200	\$259,163	\$1,036,653	\$95,592	\$382,368	\$28,340	\$28,340	\$226,719	\$171,836	\$171,836	\$1,374,689	\$0	\$0	\$0	\$548,525	\$218,882	\$3,069,629	\$3,837,036

MPO Detailed (FHWA/FTA Funds)		Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program MPO Detailed Tasks and Funding Source Tables - FHWA/FTA Funds															MPO detailed tasks and funding			
		SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
Task Description		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																			
1	Traffic Volume Counts	0	0	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	0	0	-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4	Traffic Accidents	0	0	500	2,000	0	0	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500
5	Transit System Data	0	0	1,250	5,000	125	500	9,453	9,453	75,627	12,370	12,370	98,957	0	0	0	23,198	21,823	180,084	225,105
6	Dwelling Unit, Pop. & Emp. Change	0	0	3,750	15,000	4,750	19,000	0	0	0	0	0	0	0	0	0	8,500	-	34,000	42,500
7	Air Travel	0	0	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	0	0	-	-	-	-
9	Travel Time Studies	0	0	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	0	0	2,500	10,000	5,051	20,203	625	625	5,000	375	375	3,000	0	0	0	8,551	1,000	38,203	47,754
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II B	Long Range Transp. Plan																			
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	Travel Model Updates	2,100	8,400	145,000	580,000	0	0	0	0	14,500	14,500	116,000	0	0	0	159,500	16,600	704,400	880,500	
4	Travel Surveys	0	0	0	0	0	0	0	0	9,375	9,375	75,000	0	0	0	9,375	9,375	75,000	93,750	
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
6	Community Goals & Objectives	0	0	0	0	1,060	4,240	0	0	0	0	0	0	0	0	0	1,060	-	4,240	5,300
7	Forecast of Future Travel Patterns	0	0	1,250	5,000	2,500	10,000	0	0	0	0	0	0	0	0	0	3,750	-	15,000	18,750
8	Capacity Deficiency Analysis	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
9	Highway Element of th LRTP	0	0	875	3,500	3,800	15,200	0	0	0	0	0	0	0	0	0	4,675	-	18,700	23,375
10	Transit Element of the LRTP	0	0	1,625	6,500	6,500	26,000	875	875	7,000	12,811	12,811	102,486	0	0	0	21,811	13,686	141,986	177,483
11	Bicycle & Ped. Element of the LRTP	0	0	9,500	38,000	4,225	16,900	1,250	1,250	10,000	0	0	0	0	0	0	14,975	1,250	64,900	81,125
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13	Collector Street Element of LRTP	200	800	7,000	28,000	115	460	0	0	0	0	0	0	0	0	0	7,115	200	29,260	36,575
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
16	Financial Planning	0	0	0	0	2,625	10,500	313	313	2,500	0	0	0	0	0	0	2,938	313	13,000	16,250
17	Congestion Management Strategies	800	3,200	0	0	7,350	29,400	2,500	2,500	20,000	1,616	1,616	12,928	0	0	0	11,466	4,916	65,528	81,910
18	Air Qual. Planning/Conformity Anal.	200	800	3,906	15,625	500	2,000	0	0	0	0	0	0	0	0	0	4,406	200	18,425	23,031
II C	Short Range Transit Planning																			
1	Short Range Transit Planning	0	0	0	0	205	820	0	0	30,000	30,000	240,000					30,205	30,000	240,820	301,025
III-A	Planning Work Program	400	1,600	0	0	3,200	12,800	161	161	1,288	3,858	3,858	30,866	0	0	0	7,219	4,419	46,554	58,193
III-B	Transp. Improvement Plan	400	1,600	0	0	5,375	21,500	250	250	2,000	864	864	6,912	0	0	0	6,489	1,514	32,012	40,015
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																			
1	Title VI	0	0	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	1,560	6,240	0	0	0	125	125	1,000	0	0	0	1,685	125	7,240	9,050
3	Minority Business Enterprise	0	0	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	810	3,240	5,000	5,000	40,000	375	375	3,000	0	0	0	6,185	5,375	46,240	57,800
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750
6	Public Involvement	0	0	2,500	10,000	5,800	23,200	0	0	0	5,646	5,646	45,165	0	0	0	13,946	5,646	78,365	97,956
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Incidental Plng./Project Dev.																			
1	Transportation Enhancement Plng.	100	400	0	0	100	400	0	0	0	0	0	0	0	0	0	100	100	800	1,000
2	Enviro. Analysis & Pre-TIP Plng.	1,000	4,000	750	3,000	1,911	7,645	625	625	5,000	0	0	0	0	0	0	3,286	1,625	19,645	24,556
3	Special Studies	1,000	4,000	43,298	173,190	4,050	16,200	1,913	1,913	15,304	47,000	47,000	376,000	0	0	0	96,261	49,913	584,694	730,868
4	Regional or Statewide Planning	2,100	8,400	8,250	33,000	2,500	10,000	625	625	5,000	625	625	5,000	0	0	0	12,000	3,350	61,400	76,750
III-E	Management & Operations																			
1	Management & Operations	4,000	16,000	12,500	50,000	24,730	98,920	4,750	4,750	38,000	31,672	31,672	253,375	0	0	0	73,652	40,422	456,295	570,369
Totals		\$12,300	\$49,200	\$259,163	\$1,036,653	\$95,592	\$382,368	\$28,340	\$28,340	\$226,719	\$171,836	\$171,836	\$1,374,689	\$0	\$0	\$0	\$554,931	\$212,476	\$3,069,629	\$3,837,036

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	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II A	Surveillance of Change									
1	Traffic Volume Counts	10,250	41,000	51,250	0	0	0	10,250	41,000	51,250
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0
3	Street System Changes	0	0	0	0	0	0	0	0	0
4	Traffic Accidents	500	2,000	2,500	0	0	0	500	2,000	2,500
5	Transit System Data	1,250	5,000	6,250	125	500	625	1,375	5,500	6,875
6	Dwelling Unit, Pop. & Emp. Change	3,750	15,000	18,750	4,750	19,000	23,750	8,500	34,000	42,500
7	Air Travel	0	0	0	500	2,000	2,500	500	2,000	2,500
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
9	Travel Time Studies	3,210	12,838	16,048	5,000	20,000	25,000	8,210	32,838	41,048
10	Mapping	2,500	10,000	12,500	5,051	20,203	25,254	7,551	30,203	37,754
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0
13	Bike & Ped. Counts	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
2	Collection of Network Data	0	0	0	0	0	0	0	0	0
3	Travel Model Updates	145,000	580,000	725,000	0	0	0	145,000	580,000	725,000
4	Travel Surveys	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
6	Community Goals & Objectives	0	0	0	1,060	4,240	5,300	1,060	4,240	5,300
7	Forecast of Future Travel Patterns	1,250	5,000	6,250	2,500	10,000	12,500	3,750	15,000	18,750
8	Capacity Deficiency Analysis	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250
9	Highway Element of th LRTP	875	3,500	4,375	3,800	15,200	19,000	4,675	18,700	23,375
10	Transit Element of the LRTP	1,625	6,500	8,125	6,500	26,000	32,500	8,125	32,500	40,625
11	Bicycle & Ped. Element of the LRTP	9,500	38,000	47,500	4,225	16,900	21,125	13,725	54,900	68,625
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0
13	Collector Street Element of LRTP	7,000	28,000	35,000	115	460	575	7,115	28,460	35,575
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	0	0	0	1,250	5,000	6,250	1,250	5,000	6,250
16	Financial Planning	0	0	0	2,625	10,500	13,125	2,625	10,500	13,125
17	Congestion Management Strategies	0	0	0	7,350	29,400	36,750	7,350	29,400	36,750
18	Air Qual. Planning/Conformity Anal.	3,906	15,625	19,531	500	2,000	2,500	4,406	17,625	22,031
II C	Short Range Transit Planning									
1	Short Range Transit Planning	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	Title VI	0	0	0	0	0	0	0	0	0
2	Environmental Justice	0	0	0	1,560	6,240	7,800	1,560	6,240	7,800
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	0	0	0	810	3,240	4,050	810	3,240	4,050
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
6	Public Involvement	2,500	10,000	12,500	5,800	23,200	29,000	8,300	33,200	41,500
7	Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Plng.	0	0	0	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 PL/STP-DA		Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program Composite Agency Tables (PL & STP-DA Funds)																						
	Task Description	Chapel Hill			Carrboro			Orange			TJCOG			Durham			TTA			MPO				
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%		
II A	Surveillance of Change																							
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2 Vehicle Miles of Trave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5 Transit System Data	0	0	0	125	500	625	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,375	5,500	6,875
	6 Dwelling Unit, Pop. & Emp. Change	1,250	5,000	6,250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,500	34,000	42,500
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	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	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	0
	10 Mapping	2,491	9,963	12,454	60	240	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,210	32,838	41,048
	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	0
	12 Bike & Ped. Facilities Inventon	0	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	0
II B	Long Range Transp. Plan																							
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	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	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	0
	6 Community Goals & Objectives	0	0	0	60	240	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,060	4,240	5,300
	7 Forecast of Future Travel Pattern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,750	15,000	18,750
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250	5,000	6,250
	9 Highway Element of th LRTP	0	0	0	50	200	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,675	18,700	23,375
	10 Transit Element of the LRTP	1,250	5,000	6,250	250	1,000	1,250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,125	32,500	40,625
	11 Bicycle & Ped. Element of the LRTP	1,125	4,500	5,625	600	2,400	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,725	54,900	68,625
	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	0	0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	115	460	575	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,115	28,460	35,575
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Plannin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250	5,000	6,250
	16 Financial Planninç	625	2,500	3,125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,625	10,500	13,125
	17 Congestion Management Strategies	4,250	17,000	21,250	100	400	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,350	29,400	36,750
	18 Air Qual. Planninç/Conformity Anal	0	0	0	0	0	0	0	0	0	0	0	3,906	15,625	19,531	500	2,000	2,500	0	0	0	4,406	17,625	22,031
II C	Short Range Transit Planning																							
II C	1 Short Range Transit Planningç	0	0	0	205	820	1,025	0	0	0	0	0	0	0	0	0	0	0	0	0	0	205	820	1,025
III-A	Planning Work Program	250	1,000	1,250	200	800	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,200	12,800	16,000
III-B	Transp. Improvement Plan	250	1,000	1,250	125	500	625	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,375	21,500	26,875
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																							
III-C	1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	0	0	0	60	240	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,560	6,240	7,800
	3 Minority Business Enterpris	0	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 & Disabler	0	0	0	60	240	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810	3,240	4,050
	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	0
	6 Public Involvement	0	0	0	300	1,200	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,300	33,200	41,500
	7 Private Sector Participator	0	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 Ping./Project Dev																							
III-D	1 Transportation Enhancement Ping	0	0	0	100	400	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	400	500
	2 Enviro. Analysis & Pre-TIP Ping	0	0	0	100	400	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,661	10,645	13,306
	3 Special Studies	0	0	0	300	1,200	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47,348	189,390	236,738
	4 Regional or Statewide Planninç	1,250	5,000	6,250	0	0	0	0	0	0	0	2,500	10,000	12,500	7,000	28,000	35,000	0	0	0	0	10,750	43,000	53,750
III-E	Management & Operations																							
III-E	1 Management & Operations	4,250	17,000	21,250	3,000	12,000	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,230	148,920	186,150
Totals		16,991	67,963	84,954	5,810	23,240	29,050	0	0	0	0	6,406	25,625	32,031	325,548	1,302,193	1,627,741	0	0	0	354,755	1,419,021	1,773,776	

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

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, 2008 to June 30, 2013

	1	2	3	4	5	
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	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	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	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	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	Street System Changes update
1.4	Traffic accidents data	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	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	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel	Air travel
1.8			VOC	VOC	VOC	VOC
1.9	Travel Time		Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	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	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	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)	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	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	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	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2008 UPWP	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	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	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)	Long-Range Transportation Plan (LRTP)
3.1	Land-use Scenario analysis	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	Approval of the SE data & forecasts	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	Alternative analysis	AQ analysis and conformity determination process		Model Update for LRTP analysis	Alternative analysis	AQ analysis and conformity determination process
3.4	Environmental analysis and mitigation	Inter-Agency Consultation process			Development of Preferred Option	Inter-Agency Consultation process
3.5	Consideration of SAFETEA-LU Planning Factors	Draft LRTP AQ Conformity Jan 09 & approval in March 09				Draft LRTP AQ Conformity Jan 2013 & approval in March 2013
3.6	Environmental Justice analysis	Federal approval LRTP June 2009				TAC Approved CTP in March 2013
3.7		TAC Approved CTP				
3.8	Development of financial plan	BOT Approves CTP				BOT Approves CTP May 2013
3.9	Development of Preferred Option					
3.10						

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

	1	2	3	4	5	
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	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
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	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	On-going model maintenance and enhancement activities
4.2	Implement model enhancements and improvements (non-motorized trip, complete feedback loop [logsum], trip purposes, etc.	Model validation refinement	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2010 base year data- traffic counts, transit, etc		
4.3	Calibration (highway and transit) of 2005 model with complete new surveys and expanded area			Collection & development of 2010 networks		
4.4	2005 new model validation and 2035 sensitivity analysis			Socio-economic and demographic data collection and forecasts		
4.5	Model setup for 2005, 2015, 2025, 2035					
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	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	On-going bike and pedestrian advocacy
5.2		Update of the Regional bike Plan				
5.3	On-going bike and pedestrian planning, programming and project management					
6	Short-Range Transit Plan	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-TTA	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)	Congestion Management Process (CMS/CMP)
7.1	Completion of the MPO CMS Plan					
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	On-going CMP monitoring of strategies & effectiveness
7.3			Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion	
7.4			Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.5			Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.6			Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update	
7.7			Develop Performance monitoring Plan		Develop Performance monitoring Plan	
7.8			Identification and evaluation of strategies.		Identification and evaluation of strategies.	
7.9			Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies	
7.10			Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS	
8	TIP	TIP	TIP	TIP	TIP	TIP

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

	1	2	3	4	5	
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	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
	Develop & submit TIP Priority List for 2009-2015 TIP	Reconcile 2009-15 MTIP and STIP	Develop final draft 2011-2017 MTIP. TIP conformity determination	Reconcile 2011-17 MTIP and STIP	Develop final draft 2013-2019 MTIP. TIP conformity determination	Reconcile 2013-19 MTIP and STIP
	Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP	Federal Approval of conforming 2009-15 MTIP, Oct 1 2008	TAC Approves 2011-2017 MTIP	Federal Approval of conforming 2011-17 MTIP, Oct 1 2010	TAC Approves 2013-2019 MTIP	Federal Approval of conforming 2013-19 MTIP, Oct 1 2012
	Develop 2009-2015 MTIP . Public input and comment process.	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2011-2017 STIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2013-2019 STIP	Update TIP ranking & project prioritization methodology as necessary
	TAC Approves 2009-2015 MTIP	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
	BOT Approves 2009-2015 STIP	Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP
		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 MTIP . Public input and comment process.		Development 2013-2019 MTIP . Public input and comment process.		Development 2015-2021 MTIP . Public input and comment process.
	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed
	Annual TIP project Listing	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	Title VI/Civil Rights/EJ
	MPO EJ Plan and Policy		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	
	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	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	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	Evaluate and Perform EJ analysis, impacts as needed
	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/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)	Public Involvement/Participation Plan (PIP/PPP)
	Revise MPO Public Involvement/Participation Plan for SAFETEA-LU compliant	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
	Develop evaluation measures/factors for measuring the effectiveness of the MPO					
	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	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	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	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		

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

	1	2	3	4	5	
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	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
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Develop MPO integrated Land use model	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	Intelligent Transportation System Planning
	Update of the ITS deployment Plan & Regional Architecture	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	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Data and information gathering on MPO safety planning, monitoring and analysis	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.
	Develop strategies for integrating 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	Ongoing integration of safety in the MPO transportation planning process
	Initiate safety planning					
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	Initiate MPO freight planning	Develop MPO freight plan and truck circulation map				
	Develop database and mailing of truck and freight companies	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
	Develop freight component of the LRTP	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
	Intermodal linkage and coordination		Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Initiate MPO strategy for integration systems preservation in the MPO transportation planning process	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
	Gather data and information					
	Address systems preservation in the 2035 LRTP development					
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	Update Database	Maintain Databases	Maintain Databases	Maintain Databases	Maintain Databases	Maintain Databases
	Update Databases & Organize Data Dictionary	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

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

		1	2	3	4	5
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	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
	MPO GIS data warehouse/integration and automation	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>
18	Management and Operations	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	Management and Operations of the MPO 3-C process
	TAC directives	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	Special Studies/State & Regional Planning
	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed
	NC54/140/US 15-501 Sub-area study	NC54/140/US 15-501 Sub-area study				

Appendices

Agency Project Descriptions and Funding Source Tables

City of Durham
Durham/LPA Task Funding Table
DATA Transit (FTA) Table
DATA Task Description and Narrative
DATA Transit (FTA) 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					
II A	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		Surveillance of Change																
1	Traffic Volume Counts	10,250	41,000	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	-	-	-	-	-
3	Street System Changes	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	500	-	-	2,000	2,500
5	Transit System Data	1,250	5,000	0	0	9,453	9,453	75,627	1,120	1,120	8,957			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			7,250	-	29,000	36,250	
7	Air Travel	0	0	500	2,000	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			-	-	-	-	
9	Travel Time Studies	3,210	12,838	5,000	20,000	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			5,000	-	20,000	25,000	
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
II B Long Range Transp. Plan																		
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
3	Travel Model Updates	145,000	580,000	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			-	-	-	-	
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
6	Community Goals & Objectives	0	0	1,000	4,000	0	0	0	0	0	0			1,000	-	4,000	5,000	
7	Forecast of Future Travel Patterns	1,250	5,000	2,500	10,000	0	0	0	0	0	0			3,750	-	15,000	18,750	
8	Capacity Deficiency Analysis	1,250	5,000	0	0	0	0	0	0	0	0			1,250	-	5,000	6,250	
9	Highway Element of the L RTP	875	3,500	3,750	15,000	0	0	0	0	0	0			4,625	-	18,500	23,125	
10	Transit Element of the L RTP	1,625	6,500	5,000	20,000	0	0	0	811	811	6,486			7,436	811	32,986	41,233	
11	Bicycle & Ped. Element of the L RTP	9,500	38,000	2,500	10,000	0	0	0	0	0	0			12,000	-	48,000	60,000	
12	Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
13	Collector Street Element of L RTP	7,000	28,000	0	0	0	0	0	0	0	0			7,000	-	28,000	35,000	
14	Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
15	Freight Movement/Mobility Planning	0	0	1,250	5,000	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			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			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			500	-	2,000	2,500	
II C Short Range Transit Planning																		
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
III-A Planning Work Program																		
		0	0	2,750	11,000	0	0	0	3,483	3,483	27,866			6,233	3,483	38,866	48,583	
III-B Transp. Improvement Plan																		
		0	0	5,000	20,000	0	0	0	239	239	1,912			5,239	239	21,912	27,390	
III-C Cvl Rgts. Cmp/Otr .Reg. Reqs.																		
1	Title VI	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
2	Environmental Justice	0	0	1,500	6,000	0	0	0	0	0	0			1,500	-	6,000	7,500	
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
4	Planning for the Elderly & Disabled	0	0	750	3,000	5,000	5,000	40,000	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			-	-	-	-	
6	Public Involvement	2,500	10,000	5,500	22,000	0	0	0	5,271	5,271	42,165			13,271	5,271	74,165	92,706	
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
III-D Incidental Png./Project Dev.																		
1	Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
2	Enviro. Analysis & Pre-TIP Png.	750	3,000	1,811	7,245	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			47,048	-	188,190	235,238	
4	Regional or Statewide Planning	5,750	23,000	1,250	5,000	0	0	0	0	0	0			7,000	-	28,000	35,000	
III-E Management & Operations																		
1	Management & Operations	12,500	50,000	17,480	69,920	0	0	0	25,794	25,794	206,351	0	0	0	55,774	25,794	326,271	407,839
Totals		\$252,757	\$1,011,028	\$72,791	\$291,165	\$14,453	\$14,453	\$115,627	\$38,333	\$38,333	\$306,665	\$0	\$0	\$0	\$378,335	\$52,787	\$1,724,485	\$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 -DATA					
Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change																	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
5	0	0	0	0	9,453	9,453	75,627	1,120	1,120	8,957				10,573	10,573	84,584	105,730	
6	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
7	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
8	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
9	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
10	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
11	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
12	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
13	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II B	Long Range Transp. Plan																	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
5	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
6	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
7	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
8	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
9	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
10	0	0	0	0	0	0	0	0	811	811	6,486			811	811	6,486	8,108	
11	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
12	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
13	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
14	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
15	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
16	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
17	0	0	0	0	0	0	0	0	1,616	1,616	12,928			1,616	1,616	12,928	16,160	
18	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II C	Short Range Transit Planning																	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
III-A	Planning Work Program																	
	0	0	0	0	0	0	0	0	3,483	3,483	27,866			3,483	3,483	27,866	34,833	
III-B	Transp. Improvement Plan																	
	0	0	0	0	0	0	0	0	239	239	1,912			239	239	1,912	2,390	
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.																	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
4	0	0	0	0	5,000	5,000	40,000	0	0	0	0	0	0	5,000	5,000	40,000	50,000	
5	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
6	0	0	0	0	0	0	0	0	5,271	5,271	42,165			5,271	5,271	42,165	52,706	
7	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
III-D	Incidental Ping./Project Dev.																	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
III-E	Management & Operations																	
1	0	0	0	0	0	0	0	0	25,794	25,794	206,351	0	0	0	25,794	25,794	206,351	257,939
Totals	\$0	\$0	\$0	\$0	\$14,453	\$14,453	\$115,627	\$38,333	\$38,333	\$306,665	\$0	\$0	\$0	\$52,787	\$52,787	\$422,292	\$527,865	

**ATTACHMENT #4
FTA TASK NARRATIVE TABLE
CITY OF DURHAM – DATA FY2008-2009 UPWP**

1- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-A
4- Title	Planning Work Program
5- Task Objective	To identify task areas and staff hours needed to complete each task.
6- Tangible Product Expected	Annual Planning Work program outline and costs associated with them.
7- Expected Completion Date of Products	June-09
8- Previous Work	2007-08 Planning Work Program.
9- Prior FTA Funds	\$33,181
10- Relationship	The Planning Work Program is intended to support various planning efforts throughout the City of Durham's transit system.
11- Agency	City of Durham, Public Works Department (Transportation)
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%	3,486
20- Section 5307 Transit - NCDOT 10%	3,486
21- Section 5307 Transit - FTA 80%	27,886
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442500
3- Task Code	III-B
4- Title	Transportation Improvement Plan
5- Task Objective	To continue the program of developing plans for improving transportation locally.
6- Tangible Product Expected	More efficient plans for improving service and routes locally.
7- Expected Completion Date of Products	June-09
8- Previous Work	Short Range Transportation Development Plan.
9- Prior FTA Funds	\$2,276
10- Relationship	These activities support local transportation planning.
11- Agency	City of Durham, Public Works Department (Transportation)
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%	239
20- Section 5307 Transit - NCDOT 10%	239
21- Section 5307 Transit - FTA 80%	1,912
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442400
3- Task Code	III-C-4
4- Title	Planning for the Elderly & Disabled
5- Task Objective	To conduct reviews to improve cancellations and no shows and revise policies in these areas to prevent frequent occurrences.
6- Tangible Product Expected	Continued certification and re-certification of ACCESS clients and enhancement of service in the most cost efficient manner.
7- Expected Completion Date of Products	June-09
8- Previous Work	Earlier mapping of ACCESS user trips and certification of ACCESS clients.
9- Prior FTA Funds	\$50,000
10- Relationship	
11- Agency	City of Durham, Public Works Department (Transportation)
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%	5,000
17- Section 5303 NCDOT 10%	5,000
18- Section 5303 FTA 80%	40,000
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	City of Durham
2- FTA Code	442100
3- Task Code	III-C-6
4- Title	Public Involvement
5- Task Objective	To seek out untapped ridership through aggressive marketing tactics. To conduct market surveys and seek new advertising mediums.
6- Tangible Product Expected	Positive customer view of the transit system and increased ridership from non traditional users.
7- Expected Completion Date of Products	June-09
8- Previous Work	Significant marketing efforts have been undertaken to improve service and the dissemination of information to the public.
9- Prior FTA Funds	\$49,932
10- Relationship	This information is used in conjunction with Task III-A.
11- Agency	City of Durham, Public Works Department (Transportation)
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%	5,271
20- Section 5307 Transit - NCDOT 10%	5,271
21- Section 5307 Transit - FTA 80%	42,165
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-E
4- Title	Management and Operations
5- Task Objective	To prepare all required reports, to attend technical meetings and to continue oversight of the Transit operation.
6- Tangible Product Expected	To remain in compliance with all reporting requirements, to ensure the efficient operation of the transit system and to ensure that public funds are spent in a responsible manner.
7- Expected Completion Date of Products	June-09
8- Previous Work	Creation of internal procedures to monitor and report transit data and new procedures to monitor financial operations.
9- Prior FTA Funds	\$244,816
10- Relationship	Data retrieved from Transit System Data task II-A-5 also relevant to this task.
11- Agency	City of Durham, Public Works Department (Transportation)
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%	25,794
20- Section 5307 Transit - NCDOT 10%	25,794
21- Section 5307 Transit - FTA 80%	206,351
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442400
3- Task Code	II-A-5
4- Title	Transit System Data
5- Task Objective	To conduct FTA required passenger counts. Continue to conduct systemwide surveys and studies for the purpose of service improvement.
6- Tangible Product Expected	Ridership and Route recommendation report.
7- Expected Completion Date of Products	Jun-09
8- Previous Work	FTA passenger counts are required every 3 years. This data will be collected for 2008.
9- Prior FTA Funds	\$75,467
10- Relationship	Data retrieved is used to disseminate performance information to the Board under task III-E
11- Agency	City of Durham, Public Works Department (Transportation)
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%	9,453
17- Section 5303 NCDOT 10%	9,453
18- Section 5303 FTA 80%	75,627
19- Section 5307 Transit - Local 10%	1,119
20- Section 5307 Transit - NCDOT 10%	1,120
21- Section 5307 Transit - FTA 80%	8,957
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442301
3- Task Code	II-B-10
4- Title	Transit Element of the LRTP
5- Task Objective	Transit survey (Boarding and Alighting, On-Board Surveys). Input at the TCC level on matters related to the transit element of the LRTP.
6- Tangible Product Expected	Transit on-board and transit boarding and alighting survey results. Current and future transit network.
7- Expected Completion Date of Products	Jun-09
8- Previous Work	The on board surveys and conducting on a regular basis.
9- Prior FTA Funds	\$7,682
10- Relationship	
11- Agency	City of Durham, Public Works Department (Transportation)
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%	811
20- Section 5307 Transit - NCDOT 10%	811
21- Section 5307 Transit - FTA 80%	6486
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442301
3- Task Code	II-B-17
4- Title	Congestion Management Strategies
5- Task Objective	Surveys conducted by the DATA TDM coordinator. Seminars are provided by the TDM coordinator.
6- Tangible Product Expected	TDM Survey Results.
7- Expected Completion Date of Products	Jun-09
8- Previous Work	Ongoing
9- Prior FTA Funds	\$15,242
10- Relationship	
11- Agency	City of Durham, Public Works Department (Transportation)
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%	1,616
20- Section 5307 Transit - NCDOT 10%	1,616
21- Section 5307 Transit - FTA 80%	12,928
22- Additional Funds - Local 100%	

DATA FTA Funding Narrative

MPC	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	TAC 3/12/08	Attachment 10A
2- FTA Code	442100	442500	442400	442100	442100	442400	442301	442301	442301		
3- Task Code	III-A	III-B	III-C-4	III-C-6	III-E	II-A-5	II-B-10	II-B-17			
4- Title of Planning Task	Planning Work Program	Transportation Improvement Plan	Planning for the Ederly & Disabled	Public Involvement	Management & Operations	Transit System Data	Transit Element of the LRTP	Congestion Mgmt. Strategies			TOTALS
5- Task Objective	To identify task areas and staff hours needed to complete each task.	To continue developing plans for improving transportation locally.	To conduct reviews to improve cancellations and no shows and revise policies in these areas to prevent frequent occurrences.	To prepare a marketing plan that will outline how we will promote the transit system to the public. To conduct marketing surveys and seek new advertising mediums.	To prepare all required reports, and attend technical meetings relating to transit.	To conduct FTA required passenger counts. Continue to conduct systemwide surveys and studies for the purpose of service improvement	Transit survey (Boarding and Aighting, On-Board Surveys) Input at the TCC level on matters related to the transit element of the LRTP	Surveys conducted by the DATA TDM coordinator. Seminars provided by TDM Coordinator. Regional congestion management team member			
6- Tangible Product Expected	Annual Planning Work Program outline of tasks and costs associated with them.	Continue to seek ways to improve service for customers locally.	Continued certification and re-certification of ACCESS clients and enhancement of service in the most cost efficient manner.	Positive customer view of the transit system and increased ridership from non traditional users.	The Transportation Division will compile all required federal reports; prepare technical reports for Board of Directors, Council and public. The division will attend Board, regional and national meetings.	Ridership and Route Recommendation Report.	Transit-on-board and transit boarding & alighting survey results. Current and future transit network.	TDM Survey Reports			
7- Expected Completion Date of Product(s)	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09	Jun-07			
8- Previous Work			Earlier mapping of ACCESS user trips and certification of ACCESS clients.	Significant marketing efforts have been undertaken to improve service and the dissemination of information to the public.	Earlier efforts included creation of internal procedures to monitor and report grant data.	FTA passenger counts are required every 3 years. Last one was performed in the 2005.					
9- Prior FTA Funds			0	0	0	0	0	0	0	0	0
10- Relationship To Other Activities		This work is identified in Task III-A			Data retrieved from Transit System Data task, II-A-5, relevant also to this task.	Data retrieved is used to disseminate performance information to the Board under task III-E.					
11- Agency Responsible for Task Completion	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Department of Public Works (Transportation).	City of Durham, Public Works Department (Transportation)	City of Durham, Department of Public Works (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)		
12- HPR - Highway - NCDOT 20%											\$0.00
13- HPR - Highway - FHWA 80%											\$0.00
14- Section 104 (f) PL Local 20%											\$0.00
15- Section 104 (f) PL FHWA 80%											\$0.00
16- Section 5303 Local 10%				\$5,000.00			\$9,453				\$14,453.00
17- Section 5303 NCDOT 10%				\$5,000.00			\$9,453				\$14,453.00
18- Section 5303 FTA 80%				\$40,000.00			\$75,627				\$115,627.00
19- Section 5307 Transit - Local 10%	\$3,486	\$239		\$5,271	\$25,794	\$1,119	\$811.00	\$1,616.00			\$38,336.00
20- Section 5307 Transit - NCDOT 10%	\$3,486	\$239		\$5,271	\$25,794	\$1,120	\$811.00	\$1,616.00			\$38,337.00
21- Section 5307 Transit - FTA 80%	\$27,886	\$1,912		\$42,168	\$206,351	\$8,957	\$6,486.00	\$12,928.00			\$306,685.00
22- Additional Funds - Local 100%											\$0.00

Attachment # 7 Anticipated DBE Contracting Opportunities for FY 2009

Name of MPO: **DCHC**

DATA

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
DATA			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			
	Task Description	STP-DA 133b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%				
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0													
	2 Vehicle Miles of Travel	0	0	0	0													
	3 Street System Changes	0	0	0	0													
	4 Traffic Accidents	0	0	0	0													
	5 Transit System Data	0	0	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																	
II B	1 Collection of Base Year Data	0	0	0	0													
	2 Collection of Network Data	0	0	0	0													
	3 Travel Model Updates	0	0	0	0													
	4 Travel Surveys	0	0	0	0													
	5 Forecast of Data to Horizon year	0	0	0	0													
	6 Community Goals & Objectives	0	0	60	240				0	0	0				60	-	240	300
	7 Forecast of Future Travel Patterns	0	0	0	0													
	8 Capacity Deficiency Analysis	0	0	0	0													
	9 Highway Element of th LRTP	0	0	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																	
II C	1 Short Range Transit Planning	0	0	205	820										205	-	820	1,025
III-A	Planning Work Program																	
III-A	1 Planning Work Program	0	0	200	800										200	-	800	1,000
III-B	Transp. Improvement Plan																	
III-B	1 Transp. Improvement Plan	0	0	125	500										125	-	500	625
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
III-C	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													
	4 Planning for the Elderly & Disabled	0	0	60	240				0	0	0				60	-	240	300
	5 Safety/Drug Control Planning	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													
III-D	Incidental Ping./Project Dev.																	
III-D	1 Transportation Enhancement Ping.	0	0	100	400			0	0						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													
III-E	Management & Operations																	
III-E	1 Management & Operations	0	0	3,000	12,000			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	\$23,240	\$29,050

*****DRAFT*****
FY 2008-2009 Unified Planning Work Program
Task Descriptions
Town of Carrboro

II-A Surveillance of Change

- II-A-1 Traffic Volume Counts. No funds programmed.
- II-A-2 Vehicle Miles of Travel. No funds programmed.
- II-A-3 Street System Mileage Change. No funds programmed.
- II-A-4 Traffic Accidents. No funds programmed.
- II-A-5 Transit System Data. Review summary and analysis of transit ridership prepared by Chapel Hill Transit to assess strengths and weaknesses of service, identify future options, and monitor service.
- II-A-6 Dwelling Unit, Population, and Employment Changes. No funds programmed.
- II-A-7 Air Travel. No funds programmed.
- II-A-8 Vehicle Occupancy Rates. No funds programmed.
- II-A-9 Travel Time Studies. No funds programmed.
- II-A-10. Mapping. Maintain the planning area's base maps, including updates to the maps for the municipal street system, the bicycle routes map, and pedestrian facilities map.
- II-A-11 Central Area Parking Inventory. No funds programmed.
- II-A-12 Bike and Pedestrian Facilities Inventory.
- II-A-13 Bike and Pedestrian Counts. No funds programmed.

II-B Maintenance of Inventories

- II-B-1 Collection of Base Year Data. No funds programmed.
- II-B-2 Collection of Network Data.
- II-B-3 Travel Model Updates. No funds programmed.
- II-B-4 Travel Surveys. No funds programmed.

- II-B-5 Forecast of Data to Horizon Year. Produce new household and employment forecasts for inclusion in the travel model.
- II-B-6 Community Goals and Objectives. Take steps to ensure that local goals and objectives are discerned and addressed during the development and implementation of the long-range transportation plan.
- II-B-7 Forecasts of Future Travel Patterns. No funds programmed.
- II-B-8 Capacity Deficiency Analysis. No funds programmed.
- II-B-9 Highway Element of the LRTP. Evaluate and update the highway element of the long-range transportation plan.
- II-B-10 Transit Element of the LRTP. Evaluate and update the transit element of the long-range transportation plan. Activities include long-range transit planning in collaboration with the Town of Chapel Hill, the University of North Carolina, and the Triangle Transit Authority.
- II-B-11 Bicycle and Pedestrian Element of the LRTP. Evaluate and update the bicycle and pedestrian element of the long-range transportation plan. Activities will include updating the Town of Carrboro's bicycle policy and sidewalk policy, and completion of the Town's comprehensive bicycle plan.
- II-B-12 Airport/Air Travel Element of the LRTP. No funds programmed.
- II-B-13 Collector Street Element of the LRTP. Evaluate and update the collector street element of the long-range transportation plan. Activities include the identification of future collector streets, provisions for local street connectivity, development ordinance implementation provisions, and public involvement.
- II-B-14 Rail, Waterway, or Other Mode of the LRTP. No funds programmed.
- II-B-15 Freight Movement / Mobility Planning. No funds programmed.
- II-B-16 Financial Planning. No funds programmed.
- II-B-17 Congestion Management Strategies. Plan, implement, and monitor congestion management strategies, which may include the following: Transportation Demand Management, Intelligent Transportation Systems, Access Control and Management, Traffic Operations Improvements, Growth Management. This item includes costs associated with planning for these items, coordinating with public and private stakeholders, development ordinance implementation provisions, public involvement, and marketing or public education.

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

II-C-1 Short Range Transit Planning.

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

III-A Planning Work Program.

Administer the FY 2008-2009 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needed and emphasis areas and prepare the FY 2009-2010 UPWP.

III-B Transportation Improvement Program.

Participate in meetings and activities associated with funded TIP projects, not covered under III-D-2, such as the Chapel Hill-Carrboro signal system upgrade.

III-C Civil Rights Compliance / Other Regulations and Requirements

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

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

III-C-3 Minority Business Enterprise. No funds programmed.

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

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

III-C-6 Public Involvement. Continue to provide for an open exchange of information and ideas between the public and transportation decision-makers. Continue to evaluate community concerns regarding transportation issues. Specific opportunities will include public workshops on the comprehensive bicycle plan and planning for the Morgan Creek and Bolin Creek greenways.

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

III-D Incidental Planning and Project Development

- III-D-1 Transportation Enhancement Planning. Prepare applications for call for enhancements projects. Administer any projects as necessary.
- III-D-2 Environmental Analysis & Pre-TIP Planning. Participate regularly in the project development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, participating in field inspections, and LRTP development.
- III-D-3 Special Studies. Develop conceptual plans for the Morgan Creek and Bolin Creek Greenways that would determine the best location for the trail and show connections to residential areas, streets, and public facilities.
- III-D-4 Regional or Statewide Planning. No funds programmed.

III-E Management & Operations

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

Town of Chapel Hill
Task Funding Table
Task Description and Narrative
Chapel Hill Transit (FTA) Funding Table
CHT Transit (FTA) 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			
Task Description	STP-DA 133b(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	II A	Surveillance of Change																
1	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
4	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
5	0	0	0	0	0	0	0	1,250	1,250	10,000				1,250	1,250	10,000	12,500	
6	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250	
7	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
8	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
9	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
10	0	0	2,491	9,963	625	625	5,000	375	375	3,000				3,491	1,000	17,963	22,454	
11	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
12	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
13	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
II B	Long Range Transp. Plan																	
1	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
2	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
3	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
4	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750	
5	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
6	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
7	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
8	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
9	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
10	0	0	1,250	5,000	875	875	7,000	0	0	0				2,125	875	12,000	15,000	
11	0	0	1,125	4,500	1,250	1,250	10,000	0	0	0				2,375	1,250	14,500	18,125	
12	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
13	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
14	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
15	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
16	0	0	625	2,500	313	313	2,500	0	0	0				938	313	5,000	6,250	
17	0	0	4,250	17,000	2,500	2,500	20,000	0	0	0				6,750	2,500	37,000	46,250	
18	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
II C	Short Range Transit Planning																	
1	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
III-A	Planning Work Program																	
	0	0	250	1,000	161	161	1,288	375	375	3,000				786	536	5,288	6,610	
III-B	Transp. Improvement Plan																	
	0	0	250	1,000	250	250	2,000	625	625	5,000				1,125	875	8,000	10,000	
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																	
1	0	0	0	0	0	0	0	125	125	1,000				125	125	1,000	1,250	
2	0	0	0	0	0	0	0	125	125	1,000				125	125	1,000	1,250	
3	0	0	0	0	0	0	0	125	125	1,000				125	125	1,000	1,250	
4	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750	
5	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750	
6	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750	
7	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
III-D	Incidental Ping./Project Dev.																	
1	0	0	0	0	0	0	0	0	0	0				-	-	-	-	
2	0	0	0	0	625	625	5,000	0	0	0				625	625	5,000	6,250	
3	0	0	0	0	1,913	1,913	15,304	0	0	0				1,913	1,913	15,304	19,130	
4	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	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	

Blank

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			
Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	II A	Surveillance of Change																
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	0	0	0	0	0	0	0	1,250	1,250	10,000	0	0	0	1,250	1,250	10,000	12,500	
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
10	0	0	0	0	625	625	5,000	375	375	3,000	0	0	0	1,000	1,000	8,000	10,000	
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II B	Long Range Transp. Plan																	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
10	0	0	0	0	875	875	7,000	0	0	0	0	0	0	875	875	7,000	8,750	
11	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
16	0	0	0	0	313	313	2,500	0	0	0	0	0	0	313	313	2,500	3,125	
17	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II C	Short Range Transit Planning																	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-A	Planning Work Program																	
1	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																	
1	0	0	0	0	250	250	2,000	625	625	5,000	0	0	0	875	875	7,000	8,750	
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.																	
1	0	0	0	0	0	0	0	125	125	1,000	0	0	0	125	125	1,000	1,250	
2	0	0	0	0	0	0	0	125	125	1,000	0	0	0	125	125	1,000	1,250	
3	0	0	0	0	0	0	0	125	125	1,000	0	0	0	125	125	1,000	1,250	
4	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	
5	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	
6	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	
7	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
III-D	Incidental Plng./Project Dev.																	
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	0	0	0	0	625	625	5,000	0	0	0	0	0	0	625	625	5,000	6,250	
3	0	0	0	0	1,913	1,913	15,304	0	0	0	0	0	0	1,913	1,913	15,304	19,130	
4	0	0	0	0	625	625	5,000	625	625	5,000	0	0	0	1,250	1,250	10,000	12,500	
III-E	Management & Operations																	
1	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	\$248,895	

**ATTACHMENT #4
FTA TASK NARRATIVE TABLE
CHAPEL HILL TRANSIT FY 2008-2009 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	\$10,000
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 - FHWA 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%	375
20- Section 5307 Transit - NCDOT 10%	375
21- Section 5307 Transit - FTA 80%	3,000
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	\$10,000
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 - FHWA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	875
17- Section 5303 NCDOT 10%	875
18- Section 5303 FTA 80%	7,000
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	\$3,788
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 - FHWA 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-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	\$2,500
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 - FHWA 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%	

I- 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 - FHWA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	1,875
17- Section 5303 NCDOT 10%	1,875
18- Section 5303 FTA 80%	15,000
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	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	\$6,000
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 - FHWA 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%	375
20- Section 5307 Transit - NCDOT 10%	375
21- Section 5307 Transit - FTA 80%	3,000
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	\$5,000
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 - FHWA 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%	625
20- Section 5307 Transit - NCDOT 10%	625
2 1- Section 5307 Transit - FTA 80%	5,000
22- Additional Funds - Local 100%	

I- 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 - FHWA 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%	125
20- Section 5307 Transit - NCDOT 10%	125
21- Section 5307 Transit - FTA 80%	1,000
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 - FHWA 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%	125
20- Section 5307 Transit - NCDOT 10%	125
21- Section 5307 Transit - FTA 80%	1,000
22- Additional Funds - Local 100%	

I- 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	\$5,000
10- Relationship	
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 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%	125
20- Section 5307 Transit - NCDOT 10%	125
21- Section 5307 Transit - FTA 80%	1,000
22- Additional Funds - Local 100%	

I- 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	\$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 - FHWA 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%	375
20- Section 5307 Transit - NCDOT 10%	375
21- Section 5307 Transit - FTA 80%	3,000
22- Additional Funds - Local 100%	

I- 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	\$5,000
10- Relationship	
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 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%	375
20- Section 5307 Transit - NCDOT 10%	375
21- Section 5307 Transit - FTA 80%	3,000
22- Additional Funds - Local 100%	

I- 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	\$2,000
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 - FHWA 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%	375
20- Section 5307 Transit - NCDOT 10%	375
21- Section 5307 Transit - FTA 80%	3,000
22- Additional Funds - Local 100%	

I- 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-09
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 - FHWA 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	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	\$20,000
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 - FHWA 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	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 - FHWA 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%	625
20- Section 5307 Transit - NCDOT 10%	625
21- Section 5307 Transit - FTA 80%	5,000
22- Additional Funds - Local 100%	

I- 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	\$75,524
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 - FHWA 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%	5,878
20- Section 5307 Transit - NCDOT 10%	5,878
21- Section 5307 Transit - FTA 80%	47,024
22- Additional Funds - Local 100%	

**Attachment # 7
Anticipated DBE Contracting Opportunities for FY 2009**

Name of MPO: DCHC 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:

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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.

N.C. Department of Transportation Task Funding Table

NCDOT		Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program Proposed Funding Source Tables													NCDOT			
	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	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%				
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0													-	-	-
	2 Vehicle Miles of Travel	0	0												-	-	-	
	3 Street System Changes	0	0												-	-	-	
	4 Traffic Accidents	0	0												-	-	-	
	5 Transit System Data	0	0						0	0					-	-	-	
	6 Dwelling Unit, Pop. & Emp. Change	0	0												-	-	-	
	7 Air Travel	0	0												-	-	-	
	8 Vehicle Occupancy Rates	0	0												-	-	-	
	9 Travel Time Studies	0	0												-	-	-	
	10 Mapping	0	0												-	-	-	
	11 Central Area Parking Inventory	0	0												-	-	-	
	12 Bike & Ped. Facilities Inventory	0	0												-	-	-	
	13 Bike & Ped. Counts	0	0												-	-	-	
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data	0	0												-	-	-	
	2 Collection of Network Data	0	0												-	-	-	
	3 Travel Model Updates	2,100	8,400												-	2,100	8,400	10,500
	4 Travel Surveys	0	0												-	-	-	
	5 Forecast of Data to Horizon year	0	0												-	-	-	
	6 Community Goals & Objectives	0	0												-	-	-	
	7 Forecast of Future Travel Patterns	0	0												-	-	-	
	8 Capacity Deficiency Analysis	0	0												-	-	-	
	9 Highway Element of th L RTP	0	0												-	-	-	
	10 Transit Element of the L RTP	0	0												-	-	-	
	11 Bicycle & Ped. Element of the L RTP	0	0												-	-	-	
	12 Airport/Air Travel Element of L RTP	0	0												-	-	-	
	13 Collector Street Element of L RTP	200	800												-	200	800	1,000
	14 Rail, Water or other mode of L RTP	0	0												-	-	-	
	15 Freight Movement/Mobility Planning	0	0												-	-	-	
	16 Financial Planning	0	0												-	-	-	
	17 Congestion Management Strategies	800	3,200												-	800	3,200	4,000
	18 Air Qual. Planning/Conformity Anal.	200	800												-	200	800	1,000
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning	0	0												-	-	-	-
III-A	Planning Work Program	400	1,600													400	1,600	2,000
III-B	Transp. Improvement Plan	400	1,600													400	1,600	2,000
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																	
	1 Title VI	0	0												-	-	-	-
	2 Environmental Justice	0	0												-	-	-	-
	3 Minority Business Enterprise	0	0												-	-	-	-
	4 Planning for the Elderly & Disabled	0	0												-	-	-	-
	5 Safety/Drug Control Planning	0	0												-	-	-	-
	6 Public Involvement	0	0												-	-	-	-
	7 Private Sector Participation	0	0												-	-	-	-
III-D	Incidental Plng./Project Dev.																	
	1 Transportation Enhancement Plng.	100	400												-	100	400	500
	2 Enviro. Analysis & Pre-TIP Plng.	1,000	4,000												-	1,000	4,000	5,000
	3 Special Studies	1,000	4,000												-	1,000	4,000	5,000
	4 Regional or Statewide Planning	2,100	8,400												-	2,100	8,400	10,500
III-E	Management & Operations																	
	1 Management & Operations	4,000	16,000												-	4,000	16,000	20,000
Totals		\$12,300	\$49,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,300	\$49,200	\$61,500

Triangle Transit Authority (TTA)
Task Funding Table
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 3/5/2008 11:42					
Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary					
	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total		
II A	Surveillance of Change																		
1			0	0				0	0	0				-	-	-	-		
2			0	0				0	0	0				-	-	-	-		
3			0	0				0	0	0				-	-	-	-		
4			0	0				0	0	0				-	-	-	-		
5			0	0				10,000	10,000	80,000				10,000	10,000	80,000	100,000		
6			0	0				0	0	0				-	-	-	-		
7			0	0				0	0	0				-	-	-	-		
8			0	0				0	0	0				-	-	-	-		
9			0	0				0	0	0				-	-	-	-		
10			0	0				0	0	0				-	-	-	-		
11			0	0				0	0	0				-	-	-	-		
12			0	0				0	0	0				-	-	-	-		
13			0	0				0	0	0				-	-	-	-		
II B	Long Range Transp. Plan																		
B 1			0	0				0	0	0				-	-	-	-		
2			0	0				0	0	0				-	-	-	-		
3			0	0				14,500	14,500	116,000				14,500	14,500	116,000	145,000		
4			0	0				9,000	9,000	72,000				9,000	9,000	72,000	90,000		
5			0	0				0	0	0				-	-	-	-		
6			0	0				0	0	0				-	-	-	-		
7			0	0				0	0	0				-	-	-	-		
8			0	0				0	0	0				-	-	-	-		
9			0	0				0	0	0				-	-	-	-		
10			0	0				12,000	12,000	96,000				12,000	12,000	96,000	120,000		
11			0	0				0	0	0				-	-	-	-		
12			0	0				0	0	0				-	-	-	-		
13			0	0				0	0	0				-	-	-	-		
14			0	0				0	0	0				-	-	-	-		
15			0	0				0	0	0				-	-	-	-		
16			0	0				0	0	0				-	-	-	-		
17			0	0				0	0	0				-	-	-	-		
18			0	0				0	0	0				-	-	-	-		
II C	Short Range Transit Planning																		
1			0	0				30,000	30,000	240,000				30,000	30,000	240,000	300,000		
III-A	Planning Work Program																		
III-B	Transp. Improvement Plan																		
III-C	Cvl Rgts. Cmp/Otr. Reg. Reqs.																		
1			0	0				0	0	0				-	-	-	-		
2			0	0				0	0	0				-	-	-	-		
3			0	0				0	0	0				-	-	-	-		
4			0	0				0	0	0				-	-	-	-		
5			0	0				0	0	0				-	-	-	-		
6			0	0				0	0	0				-	-	-	-		
7			0	0				0	0	0				-	-	-	-		
III-D	Incidental Ping/Project Dev.																		
1			0	0				0	0	0				-	-	-	-		
2			0	0				0	0	0				-	-	-	-		
3			0	0				47,000	47,000	376,000				47,000	47,000	376,000	470,000		
4			0	0				0	0	0				-	-	-	-		
III-E	Management & Operations																		
1			0	0				0	0	0				-	-	-	-		
Totals			\$0	\$0			\$0	\$0	\$0	\$122,500	\$122,500	\$980,000	\$0	\$0	\$0	\$122,500	\$122,500	\$980,000	\$1,225,000

MPO		Triangle Transit Authority						
2- FTA Code								
3- Task Code	II-A-5	II-B-3	II-B-4	II-B-10	II-C-1	III-D-3		
4- Title of Planning Task	Transit System Data	Travel Model Updates	Travel Surveys (Customer Service Surveys)	Transit Element of the LRTP	Short Range Transit Planning	Special Studies	TOTALS	
5- Task Objective	To collect highway and transit travel time data for use in calibration of regional model travel times for the TRM	Support for Triangle Regional Model Service Bureau	Customer Satisfaction Survey	To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOC	This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to TTA's short-range transit service and facility planning	Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP, including capital cost estimation, financial planning, and transit expert studies for corridors and alignments		
6- Tangible Product Expected	Survey data to be utilized by TRM model team	Updated Triangle Regional Model	To conduct a full on-board customer satisfaction survey to evaluate TTA customers' level of satisfaction for a broad range of TTA characteristics	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	On-going staff salaries	RFP and/or Technical Report		
7- Expected Completion Date of Product(s)	6/30/2009	6/30/2009	6/30/2009	6/30/2009	6/30/2009	6/30/2009		
8- Previous Work	Continued and ongoing TRM development of TransCad application	Ongoing support of TRM service bureau	The previous customer satisfaction survey for TTA customers was conducted in 2003.	Continued and ongoing regional corridor analysis for LRTP and other projects	Ongoing staff salaries			
9- Prior FTA Funds	\$80,000	\$100,000	\$32,000	\$96,000	\$224,800	\$160,000	\$692,800	
10- Relationship To Other Activities	Data is used to calibrate the travel times in the regional model.	Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.	Provides customer feedback and input to assist in development TTA service programs and plans.	This supports regional transit planning for capital investments.	Provides staff support to carry out TTA planning activities related to service planning and capital development.	This task will follow from the transit infrastructure planning conducted for the LRTP.		
11- Agency Responsible for Task Completion	TTA and ITRE	Service Bureau at ITRE responsible for task - TTA is a funding partner	TTA	TTA (with joint sponsorship by TJCOC and MPOs, NCDOT)	TTA	TTA		
12- HPR - Highway - NCDOT 20%								
13- HPR - Highway - FHWA 80%								
14- Section 104 (f) PL Local 20%								
15- Section 104 (f) PL FHWA 80%								
16- Section 5303 Local 10%								
17- Section 5303 NCDOT 10%								
18- Section 5303 FTA 80%								
19- Section 5307 Transit - Local 10%	\$10,000	\$14,500	\$9,000	\$5,000	\$30,000	\$47,000	\$115,500	
20- Section 5307 Transit - NCDOT 10%	\$10,000	\$14,500	\$9,000	\$5,000	\$30,000	\$47,000	\$115,500	
21- Section 5307 Transit - FTA 80%	\$80,000	\$116,000	\$72,000	\$40,000	\$240,000	\$376,000	\$924,000	
22- Additional Funds - Local 100%								

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 MPO
Triangle Transit Authority -TTA

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													TJCOG			
	Task Description	STP-DA 133b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		II A	Surveillance of Change															
II A	1 Traffic Volume Counts																	
	2 Vehicle Miles of Travel																	
	3 Street System Changes																	
	4 Traffic Accidents																	
	5 Transit System Data								0	0								
	6 Dwelling Unit, Pop. & Emp. Change																	
	7 Air Travel																	
	8 Vehicle Occupancy Rates																	
	9 Travel Time Studies																	
	10 Mapping																	
	11 Central Area Parking Inventory																	
	12 Bike & Ped. Facilities Inventory																	
	13 Bike & Ped. Counts																	
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data																	
	2 Collection of Network Data																	
	3 Travel Model Updates																	
	4 Travel Surveys	0	0	0	0													
	5 Forecast of Data to Horizon year	0	0	0	0													
	6 Community Goals & Objectives																	
	7 Forecast of Future Travel Patterns																	
	8 Capacity Deficiency Analysis																	
	9 Highway Element of the LRTP																	
	10 Transit Element of the LRTP	0		0	0													
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0													
	12 Airport/Air Travel Element of LRTP																	
	13 Collector Street Element of LRTP			0	0													
	14 Rail, Water or other mode of LRTP																	
	15 Freight Movement/Mobility Planning																	
	16 Financial Planning																	
	17 Congestion Management Strategies																	
	18 Air Qual. Planning/Conformity Anal.	3,906	15,625	0	0											3,906	15,625	19,531
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning																	
III-A	Planning Work Program																	
III-B	Transp. Improvement Plan																	
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.																	
III-C	1 Title VI																	
	2 Environmental Justice																	
	3 Minority Business Enterprise																	
	4 Planning for the Elderly & Disabled																	
	5 Safety/Drug Control Planning																	
	6 Public Involvement																	
	7 Private Sector Participation																	
III-D	Incidental Png./Project Dev.																	
III-D	1 Transportation Enhancement Png.																	
	2 Enviro. Analysis & Pre-TIP Png.																	
	3 Special Studies	0	0	0	0				0	0	0	0	0					
	4 Regional or Statewide Planning	2,500	10,000	0	0										2,500	10,000		12,500
III-E	Management & Operations																	
III-E	1 Management & Operations	0	0															
Totals		\$6,406	\$25,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,406	\$25,625	\$32,031

Task Descriptions and Summary Narratives for Triangle J Council of Governments FY 2008-09 UPWP

Task III-D-4: Regional and Statewide Planning

TJCOG will continue to work with DCHC MPO, CAMPO, NCDOT, ITRE, TTA and RPOs in the region on critical coordination issues related to the intersection of land use, transportation and air quality related to development of the 2035 LRTPs, follow-up to the Special Transit Advisory Committee and other regional-scale efforts, and the use and improvement of the Triangle Regional Model.

Objectives:

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

Previous Work:

1. Unified conformity reports for the entire Non-attainment area covering all or portions of 3 MPOs and 3 RPOs were prepared for the 2030 LRTPs, 2004-10 TIP, 2006-12 TIP, amended 2030 LRTPs, 2007-13 TIP and 2009-15 TIP (in process).
2. Information was provided to all partners on the framework for development of SIP motor vehicle emission budgets.
3. Planners from local governments, TTA, ITRE, and MPOs worked together to develop SE data estimates and projections for the 2035 LRTPs.
4. Provided coordination support for ITRE Model Service Bureau during search for new director and continues to facilitate the quarterly meetings of the TRM Executive Committee.
5. The triangleair.org website was created as a vehicle to share information.
6. Manage the work and provide technical support for the Transit Infrastructure Blueprint Technical Analysis and provide technical support and GIS and web services for the Special Transit Advisory Commission.
7. Manage and provide technical support and GIS services for the US15-501 Corridor Alignment Analysis.

Proposed Activities:

1. Oversee the Conformity Process for the 2035 LRTPs, from initial Interagency Consultation Meeting through publication of the final report.
2. Work with partners on using land use data to consider land use scenarios in the development of 2035 LRTPs.
3. Collect and disseminate information on land use, transportation and air quality issues and ensure that conformity concerns are represented in transportation planning and modeling efforts.
4. Work with MPOs on responding to proposals for development of the Ozone SIP for the Triangle non-attainment area.
5. Continue facilitation of ITRE Model Service Bureau Executive Committee and support

coordination between the service bureau and users of the TRM.

6. Assist MPOs in consistent, transparent, documented development of fiscal constraint mechanisms for the 2035 LRTPs.
7. Continue to participate in regional and statewide transportation planning efforts such as Joint MPO TAC, TriMAP, and any follow-up to the Special Transit Advisory Commission, TTA projects and the Chapel Hill Transit Master Plan.
8. Prepare memos and reports documenting activities.
9. Work with individual MPO members as needed on regional-scale land use, transportation and air quality issues.

Products:

1. Conformity Report for the 2035 LRTPs, including all related materials such as schedule/responsibility spreadsheet and Pre-Analysis Consensus Plan.
2. Memos and reports, as needed, related to land use and land use scenarios, project-level consistency across boundaries, conformity and motor vehicle emission budget issues.
3. ITRE TRM service bureau executive committee meeting summaries, and any related material.
4. Clear documentation of all methods, assumptions and data.

Relationship to Other Plans and MPO Activities:

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

Completion Date:

This phase of work will be completed during the FY08-09 fiscal year.

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

Tasks will be undertaken by existing TJCOG staff.

Funding Commitments from Other Entities:

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

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 Grzynski (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

**DCHC MPO Regional Priority List
Division 5 – Durham County**

Top 15 Priority Projects

1. Transportation Demand Management (TDM)
 - Estimated Cost: \$18,251,000
 - Cost shared between DCHC MPO, CAMPO, NCDOT, and local service providers
 - DCHC MPO has recommended CMAQ funding for years 2009-2012
2. Intelligent Transportation System (ITS) Deployment
 - Estimated Cost: \$21,400,000
 - Includes all or part of the following projects:
 - i. Freeway Management on I-40, I-85, US 15-501, US 70, NC 147, Triangle Parkway, and East End Connector
 - ii. Incident Management System
 - iii. Arterial Management
 - iv. Public Transportation ITS on Regional Rail and Buses
 - v. Rail Operation Information Network
 - vi. Advanced Traveler Information System
 - vii. Electronic Toll for Triangle Parkway
 - viii. Emergency Management
 - ix. ITS Data Warehouse and Archive
 - x. Commercial Vehicle ITS
3. U-0071 East End Connector
 - Estimated Cost: \$182,200,000
 - Fully funded for ROW in FY 2010 and Partially funded for Construction in FY 2014 (delayed two years from FY 2012 in the 2007-2013 STIP)
 - Includes Holloway Street Sidewalk Project from US 70 Bypass to N. Miami Blvd. (Bicycle/Pedestrian priority project #10)
4. 2009 Transit Projects
 - Estimated Cost: \$19,262,000
 - All projects requested by DATA and TTA in FY 2009
 - i. TTA – 15 Replacement Buses
 - ii. TTA – Routine Capital Items
 - iii. TTA – Planning Assistance (*placeholder for STAC recommendation*)
 - iv. TTA – 1 Replacement Van
 - v. DATA – Preventative Maintenance and Routine Capital Items
 - vi. DATA – 18 Replacement Vans
 - vii. DATA – 12 Hybrid Buses
 - viii. Regional Transit Service (Durham to Chapel Hill) Alternatives Analysis (*placeholder for STAC recommendation*)
 - ix. TTA/DATA – Real Time Passenger Information Project
 - x. TTA – 12 Expansion Vans for vanpool
 - xi. TTA – 2 Expansion Vans

- xii. Regional Transit Service (Durham to Raleigh) Alternatives Analysis
(placeholder for STAC recommendation)
 - xiii. DATA – 6 Expansion Vans
 - xiv. DATA Passenger Amenities
- 5. U-4724 Cornwallis Road (S. Roxboro St. to Chapel Hill Rd.) Bicycle and Pedestrian Project
 - Estimated Cost: \$1,621,000 *cost estimate will be revised*
 - Partially funded with STP-DA in FY 2009
- 6. Fayetteville Road (Cornwallis Rd. to Nelson St.) Bicycle and Pedestrian Project
 - Estimated Cost: \$356,000
 - The City of Durham has submitted a proposal for a Safe Routes to School Project along part of this section of road.
- 7. C-4928 Morreene Road (Erwin Rd. to Neal Rd.) Bicycle and Pedestrian Project
 - Estimated Cost: \$1,728,000
 - Partially funded with CMAQ
 - This project will provide a connection between Duke University and residential neighborhoods.
- 8. U-2405 MLK Jr. Parkway/NC 55 Intersection Feasibility Study
 - Currently identified project is a fully grade separated interchange with a cost of \$25,800,000.
 - Request is for a feasibility study to identify a less expensive alternative project.
- 9. Fayetteville Road Widening (Woodcroft Parkway to Riddle Rd.)
 - Estimated Cost \$17,431,000
- 10. NC 751 Widening Phase I (NC 54 to S. Roxboro St.)
 - Estimated Cost: \$10,900,000
- 11. Avondale Drive (N. Roxboro St. to E. Geer St.) Bicycle and Pedestrian
 - Estimated Cost: \$513,000
- 12. University Drive (Garrett Rd. to Hope Valley Rd.) Bicycle and Pedestrian
 - Estimated Cost: \$1,025,000
 - Along with the bicycle and pedestrian improvements planned for Old Durham-Chapel Hill Road, this route will provide a connection between Chapel Hill and Durham.
- 13. Hillandale Road (I-85 to NC 147) Bicycle and Pedestrian
 - Estimated Cost: \$722,000
 - This project will extend the current sidewalk north providing a connection between Duke University and residential neighborhoods.
- 14. NC 54 Widening (I-40 to NC 55)
 - Estimated Cost: \$17,431,000
- 15. 2010 Transit Projects
 - Estimated Cost: \$6,705,000
 - All projects requested by DATA and TTA in FY 2010
 - i. TTA – Routine Capital Items
 - ii. TTA – Planning Assistance (placeholder for STAC recommendation)
 - iii. DATA – Preventative Maintenance and Routine Capital Items

- iv. TTA – 19 Expansion Vans for vanpool
- v. DATA – Park and Ride Lot near Treyburn

All Division 5 Projects Listed by Mode of Transportation in Priority Order

I. Bicycle and Pedestrian

Division 5 Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1	Cornwallis Road (S. Roxboro to Chapel Hill Rd.) Bike and Ped	3 - D 3 - DC	U-4724	Partially Funded	1,621
2	Fayetteville Rd (Cornwallis to Nelson) Bike and Ped	13 - D 13 - DC		Unfunded	356
3	Morreene Road (Erwin to Neal) Bike and Ped	4 - D 4 - DC	C-4928	Partially Funded	1,728
4	Avondale Drive (Roxboro to Geer) Bike and Ped	6 - D 6 - DC		Unfunded	513
5	University Drive (Garrett to Hope Valley) Bike and Ped	14 - D 14 - DC		Unfunded	1,025
6	Hillandale Road (I-85 to NC 147) Bike and Ped	2 - D 2 - DC		Partially Funded	722
7	Club Boulevard (Ruffin to Geer) Bike and Ped	7 - D 7 - DC		Unfunded	2,978
8	Dearborn Drive (Club to Old Oxford) Bike and Ped	10 - D 10 - DC		Unfunded	2,389
9	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) Bike and Ped	11 - D 11 - DC		Unfunded	3,204
10	Holloway Street (Lynn to Miami) Sidewalk	1 - D 1 - DC		Unfunded	992
11	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH; 19 - DC		Unfunded	3,526
12	Hope Valley Road (S. Roxboro to US 15-501 Bus) Bike and Ped	9 - D 9 - DC		Unfunded	4,916
13	Cheek Road (Geer to Hardee) Bike and Ped	12 - D 12 - DC		Unfunded	695
14	Cook Rd. (Fayetteville St. to Martin Luther King) Bike and Ped	16 - DC		Unfunded	1,365
15	Barbee Chapel Road (NC 54 to Stagecoach) Bike and Ped	9 - CH; 17 - DC		Unfunded	1,759
16	Alston Avenue (Carpenter Fletcher to Sedwick) Bike and Ped	8 - D 8 - DC		Unfunded	2,069
17	Erwin Rd (Orange County Line to NC 751) Bike and Ped	18 - DC		Unfunded	1,942
18	Carpenter Fletcher Road (Woodcroft to Alston) Bike and Ped	5 - D 5 - DC		Partially Funded	1,267
19	Sedwick Rd. (Grandale to Alston) Bike and Ped	15 - D 15 - DC		Unfunded	2,187

II. Transit

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1 (tie)	TTA 15 – Replacement Buses	2009	TTA	TA-4818	17 buses unfunded	4,128
1 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2009	TTA	TG-4821	Funded	1,000
1 (tie)	TTA Planning Assistance---UPWP.	2009	TTA	TP-4732	Funded	1,000
2	1 Replacement Van	2009	1 - TTA	TA-4994	Unfunded	33
3	DATA Preventative Maintenance and Routine Capital Items	2009	DATA	TG-4738	Funded	3,018
4	18 Replacement Vans	2009	3 - D 3 - DC		Not included	630
5	12 Hybrid Expansion Buses	2009	1 - D 1 - DC		Not included	5,700
6	Placeholder - Regional Transit Service Phase 2 - Alternatives Analysis	2009, 2010	7 - D; 7 - DC; 26 - C	TE-4706B	Planning and Design for 15-501 Corridor unfunded in 2015	1,000
7	Real Time Passenger Information Project	2009	2 - TTA	TT-4911	Unfunded in 2010	700
8	Vanpool Fleet Expansion - 12 vans	2009	3 - TTA	TA-4992	Unfunded	285
9	2 Expansion Vans	2009	4 - TTA	TA-4993	Unfunded	66
10	Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis	2009, 2010	2 - D 2 - DC	TE-4903	Unfunded	1,000
11	6 Expansion Vans	2009	4 - D 4 - DC	TA-4757	Unfunded in 2008	210
12	DATA Passenger Amenities - 75 shelters, 50 benches, 50 trash cans, 50 solar lights	2009	DATA	TG-4958	Unfunded	492
13 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2010	TTA	TG-4821	Funded	1,000
13 (tie)	TTA Planning Assistance---UPWP.	2010	TTA	TP-4732	Funded	1,000
14	DATA Preventative Maintenance and Routine Capital Items	2010	DATA	TG-4738	Funded	3,169
15	Vanpool Fleet Expansion - 19 vans	2010	3 - TTA		Not included	361
16	Park and Ride Lot - Treyburn area - Land Acquisition and Construction	2010	5 - D 5 - DC	TD-4945	Unfunded in 2009	1,175
17 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2011	TTA	TG-4821	Funded	1,000
17 (tie)	TTA Planning Assistance---UPWP.	2011	TTA	TP-4732	Funded	1,000

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
17 (tie)	TTA 15 - Replacement Buses	2011	TTA	TA-4818	Unfunded	4,946
18	DATA Preventative Maintenance and Routine Capital Items	2011	DATA	TG-4738	Funded	3,169
19	Bus Priority at Traffic Signals along 15-501	2011	5 - TTA		Not included	350
20 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2012	TTA	TG-4821	Funded	1,000
20 (tie)	TTA Planning Assistance---UPWP.	2012	TTA	TP-4732	Funded	1,000
20 (tie)	TTA 11 Replacement Buses	2012	TTA	TA-4818	Unfunded	3,670
21	31 40-foot Hybrid Replacement Buses	2012	6 - D 6 - DC	TA-4757	11 buses unfunded in 2011	14,000
22	DATA Preventative Maintenance and Routine Capital Items	2012	DATA	TG-4738	Funded	3,169
23 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2013	TTA	TG-4821	Funded	1,000
23 (tie)	TTA Planning Assistance---UPWP.	2013	TTA	TP-4732	Funded	1,000
24	DATA Preventative Maintenance and Routine Capital Items	2013	DATA	TG-4738	Funded	3,169
25 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2014	TTA	TG-4821	Funded	1,000
25 (tie)	TTA Planning Assistance---UPWP.	2014	TTA	TP-4732	Funded	1,000
25 (tie)	5 Replacement Buses	2014	TTA		Not included	500
26	DATA Preventative Maintenance and Routine Capital Items	2014	DATA	TG-4738	Funded	3,228
27 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2015	TTA	TG-4821	Funded	1,000
27 (tie)	TTA Planning Assistance---UPWP.	2015	TTA	TP-4732	Funded	1,000
28	DATA Preventative Maintenance and Routine Capital Items	2015	DATA	TG-4738	Funded	3,339

III. Highway

Regional Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1	Transportation Demand Management (TDM)	12 - D 12 - DC		Unfunded	18,251
2	ITS Deployment	11 - D 11 - DC		Unfunded	21,400
3	East End Connector	1 - D 1 - DC	U-0071	Partially Funded	182,200
4	MLK Jr. Parkway/Hwy 55 Intersection	2 - D 2 - DC	U-2405	Unfunded	25,800
5	Fayetteville Road Widening	4 - D 4 - DC		Unfunded	17,431
6	NC 751 (Phase 1) Widening	9 - D 9 - DC		Unfunded	10,900
7	NC 54 (I-40 east to NC 55) Widening	5 - D 5 - DC		Unfunded	75,582
8	Old Oxford Highway Widening	8 - D 8 - DC		Unfunded	31,492
9	Triangle Parkway	3 - D 3 - DC	U-4763B	Partially Funded	174,703
10	US 70 (Lynn Rd. to Wake County Line) Convert to Freeway	6 - D 6 - DC	U-4720	Unfunded	101,747
11	NC 54 (I-40 to Barbee-Chapel) Widening	10 - D 10 - DC		Unfunded	32,351
12	Northern Durham Parkway	7 - D 7 - DC	U-4721	Unfunded	131,954

**DCHC MPO Regional Priority List
Division 7 – Orange County**

Top 15 Priority Projects

1. 2009 Chapel Hill Transit 26 Replacement Buses
 - Estimated Cost: \$10,325,000
 - Draft STIP only includes 12 buses in 2009 (unfunded)
2. 2009 TTA Replacement Vehicles
 - Estimated Cost: \$4,161,000
 - Includes:
 - i. 15 Replacement Buses
 1. Draft STIP includes 17 buses in 2009 (unfunded)
 - ii. 1 Replacement Paratransit Van
3. Bolin Creek Greenway (Martin Luther King Jr. to Umstead Park)
 - Estimated Cost: \$1,500,000
 - Partially funded by the Town of Chapel Hill
4. U-3100B Old Fayetteville Road (NC 54 to Stroud Lane) Bicycle and Pedestrian
 - Estimated Cost: \$1,800,000
 - Partially funded with \$300,000 for right-of-way in 2012
 - This project connects a school, park, and shopping center.
5. Martin Luther King Jr. - NC 86 Corridor (North Street to I-40) Bicycle and Pedestrian
 - Estimated Cost: \$3,945,000
 - Partially funded with \$310,000 STP-DA
6. 15 Chapel Hill Intersection Improvements
 - Estimated Cost: \$1,542,000
 - Crosswalks, signals, lighting, etc. at the following intersections
 - i. West Franklin Street @ McDonalds
 - ii. NC 54 @ E. Barbee Chapel Road
 - iii. NC 54 @ Finley Golf Course
 - iv. NC 54 @ Meadowmont Lane
 - v. Fordham Boulevard @ Old Mason Road
 - vi. Fordham Boulevard @ Manning Drive
 - vii. Fordham Boulevard @ Willow Drive
 - viii. Homestead Road @ Weaver Dairy Road
 - ix. US 15-501 South @ Bennet Road
 - x. US 15-501 South @ Market Street
 - xi. Erwin Road @ Weaver Dairy Road
 - xii. East Franklin Street @ Couch Road
 - xiii. East Franklin Street @ Elizabeth
 - xiv. Fordham Boulevard @ Erwin Road
 - xv. NC 54 @ Greensboro Street
7. Erwin Road (Sage Rd. to Durham County Line) Bicycle and Pedestrian
 - Estimated Cost: \$3,585,000

- This project will provide a connection between Chapel Hill and Durham.
8. R-2825 South Churton Street Improvements (I-40 to US 70 Business)
 - Estimated Cost: \$19,260,000
 - 4-lane divided facility including bicycle and pedestrian facilities.
 9. Franklin/Main/Merritt Mill/Brewer Intersection Improvements
 - Estimated Cost: \$688,000
 - Construct a roundabout to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
 10. U-2805 Homestead Road Improvements (NC 86 to High School Road)
 - Estimated Cost: \$3,030,000
 - Turn lanes, bicycle lanes, and sidewalks
 11. Fordham Boulevard (US 15-501 South to Ephesus Church Road) Bicycle and Pedestrian
 - Estimated Cost: \$5,147,000
 12. Estes Extension (S. Greensboro Street to Carrboro Town Limits) Bicycle and Pedestrian
 - Estimated Cost: \$1,152,000
 - Phase I: Construct a multi-use path from Williams Street to Estes Drive
 - Phase II: Add bicycle lanes, sidewalks, and transit accommodations on both sides of the road
 - This project will connect to wide shoulders on Estes Drive.
 13. Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk
 - Estimated Cost: \$640,000
 - Partially funded by the town
 14. Southern Railway Greenway (Estes Drive to Seawell School Road)
 - Estimated Cost: \$370,000
 15. U-3436 Eno Mountain/Mayo Street at Orange Grove Road Realignment
 - Estimated Cost: unknown
 - Safety and traffic flow improvements.

All Division 7 Projects Listed by Mode of Transportation in Priority Order

I. Bicycle and Pedestrian

Division 7 Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1	Bolin Creek Greenway	2 - CH		Partially Funded	1,500
2	Old Fayetteville Road (McDougle School to NC 54) Bike and Ped	2 - C	U-3100B	Partially Funded	1,800
3	MLK-NC 86 Corridor Bike and Ped	1 - CH		Partially Funded	3,945
4	15 Chapel Hill Intersection Improvements	4 - CH		Unfunded	1,542
5	Erwin Road (Sage to Durham County Line) Bike and Ped	17 - CH		Unfunded	3,585
6	Fordham (15-501 South to Ephesus Ch) Bike and Ped	18 - CH		Unfunded	5,147
7	Estes Extension (S Greensboro to Carrboro Town Limits) Bike and Ped	1 - C		Unfunded	1,152
8	Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk	3 - H		Partially Funded	640
9	Southern Railroad Greenway	10 - CH		Unfunded	370
10	Culbreth Road (Adam Way to Smith Level) Sidewalk	8 - CH		Unfunded	182
11 (tied)	Estes Drive (Curtis to Franklin) Sidewalk	5 - CH		Unfunded	422
11 (tied)	Old NC 86 (Hillsborough to Homestead) Bike and Ped	5 - C		Unfunded	515
12	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH; 19 - DC		Unfunded	3,526
13	Country Club Road (South Rd to Raleigh St) Sidewalk	13 - CH		Unfunded	143
14	Bolin Creek Little Creek Greenway	15 - CH		Unfunded	943
15	I-40/Orange Grove Road Pedestrian Bridge	1 - OC; 1 - H	EB-4980	Unfunded	1,000
16	NC 86 (Whitfield to US 70 Bus) Bike Route	2 - H; 3 - OC		Unfunded	933
17	Fordham Pedestrian Overpass	3 - CH		Unfunded	2,261
18	Franklin St./Bolin Creek Greenway Bike and Ped Access	11 - CH		Unfunded	178
19	Fordham (Manning to Carmichael) Sidewalk	14 - CH		Unfunded	98
20	Fordham (Ephesus Ch to Elliott) Sidewalk	7 - CH		Unfunded	175
21	Mt.Carmel Church Rd (US 15-501 to Chatham County Line) Bike and Ped	12 - CH		Unfunded	3,662
22	BPW Club Rd/Westbrook Dr. Greenway	4 - C		Unfunded	5

Division 7 Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
23	NC 54 Corridor (Fordham to Barbee Chapel) Bike and Ped	19 - CH		Unfunded	1,549
24	Old Mason Farm/Finley Golf Course (NC 54 to Fordham) Bike and Ped	16 - CH		Unfunded	1,793
25	S. Greensboro Street (Main to Merritt Mill) Sidewalks	3 - C		Unfunded	922
26	Old NC 86 (Eubanks to I-40) Bike Lanes	2 - OC		Unfunded	1,130
27	Old NC 86 (Homestead to Eubanks) Bike and Ped	6 - C		Unfunded	2,641
28	Eubanks (Old NC 86 to Rogers) Bike and Ped	7 - C		Unfunded	1,067

II. Transit

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1	26 Replacement Buses	2009	1 - CH; 1 - C	TA-4726	12 buses unfunded	10,325
2 (tie)	TTA 15 – Replacement Buses	2009	TTA	TA-4818	17 buses unfunded	4,128
2 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2009	TTA	TG-4821	Funded	1,000
2 (tie)	TTA Planning Assistance---UPWP.	2009	TTA	TP-4732	Funded	1,000
4	1 Replacement Van	2009	1 - TTA	TA-4994	Unfunded	33
6	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2009	CHT	TG-4731	Funded	2,336
7	9 Replacement Vans	2009	2 - CH; 2 - C	TA-4748	8 vans unfunded	1,026
8	11 Replacement Support Vehicles	2009	3 - CH; 3 - C		Not included	396
9	2 Replacement Service Trucks	2009	5 - CH; 5 - C		Not included	88
10	Placeholder - Regional Transit Service Phase 2 - Alternatives Analysis	2009, 2010	7 - D; 7 - DC; 26 - C	TE-4706B	Planning and Design for 15-501 Corridor unfunded in 2015	1,000
11	Real Time Passenger Information Project	2009	2 - TTA	TT-4911	Unfunded in 2010	700
12	Vanpool Fleet Expansion - 12 vans	2009	3 - TTA	TA-4992	Unfunded	285
13	2 Expansion Vans	2009	4 - TTA	TA-4993	Unfunded	66
14	Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis	2009, 2010	2 - D 2 - DC	TE-4903	Unfunded	1,000
15	Park and Ride Lot 15-501 Corridor - Construction	2009	6 - CH; 6 - C	TD-4710B	Unfunded	2,000
16 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2010	TTA	TG-4821	Funded	1,000
16 (tie)	TTA Planning Assistance---UPWP.	2010	TTA	TP-4732	Funded	1,000
18	12 Replacement Buses	2010	7 - CH; 7 - C	TA-4726	8 buses unfunded	4,210
19	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2010	CHT	TG-4731	Funded	2,616

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
20	6 Replacement Vans	2010	9 - CH; 9 - C	TA-4979 TA-4748	8 vans unfunded	704
21	3 Replacement Support Vehicles	2010	10 - CH; 10 - C	TA-4981	2 vehicles unfunded	110
22	CHT 1 Replacement Service Truck	2010	CHT		Not included	70
23	3 Hybrid Expansion Buses	2010	8 - CH; 8 - C		Not included	1,679
24	Vanpool Fleet Expansion - 19 vans	2010	3 - TTA		Not included	361
25 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2011	TTA	TG-4821	Funded	1,000
25 (tie)	TTA Planning Assistance---UPWP.	2011	TTA	TP-4732	Funded	1,000
25 (tie)	TTA 15 - Replacement Buses	2011	TTA	TA-4818	Unfunded	4,946
28	13 Replacement Buses	2011	14 - CH; 14 - C	TA-4726	16 buses unfunded	4,695
29	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2011	CHT	TG-4731	Funded	2,930
30	1 Replacement Support Vehicles	2011	13 - CH; 13 - C	TG-4732	2 vehicles unfunded	40
31	3 Diesel Expansion Buses	2011	11 - CH; 11 - C		Not included	1,084
32	Bus Priority at Traffic Signals along 15-501	2011	5 - TTA		Not included	350
33	Park and Ride Lot Expansion - Design and Land Acquisition - NC 54	2011	12 - CH; 12 - C	TD-4909	Unfunded	2,000
34 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2012	TTA	TG-4821	Funded	1,000
34 (tie)	TTA Planning Assistance---UPWP.	2012	TTA	TP-4732	Funded	1,000
34 (tie)	TTA 11 Replacement Buses	2012	TTA	TA-4818	Unfunded	3,670
37	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2012	CHT	TG-4731	Funded	3,282
38	3 Expansion Buses (2 hybrid 1 diesel)	2012	15 - CH; 15 - C		Not included	1,560
39	Park and Ride Lot Expansion - Construction - NC 54	2012	12 - CH; 12 - C	TD-4909	Unfunded	3,000
40 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2013	TTA	TG-4821	Funded	1,000
40 (tie)	TTA Planning Assistance---UPWP.	2013	TTA	TP-4732	Funded	1,000

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
42	17 Replacement Buses	2013	16 - CH; 16 - C	TA-4726	Unfunded	6,513
43	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2013	CHT		Not included	3,676
44	2 Replacement Service Trucks	2013	18 - CH; 18 - C		Not included	99
45	9 Replacement Vans	2013	19 - CH; 19 - C	TA-4748	8 vans unfunded	1,154
46	11 Replacement Support Vehicles	2013	20 - CH; 20 - C	TG-4732	15 vehicles unfunded	441
47	3 Expansion Buses (2 hybrid 1 diesel)	2013	17 - CH; 17 - C	TA-4995	Unfunded	1,606
48 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2014	TTA	TG-4821	Funded	1,000
48 (tie)	TTA Planning Assistance---UPWP.	2014	TTA	TP-4732	Funded	1,000
48 (tie)	5 Replacement Buses	2014	TTA		Not included	500
51	10 Replacement Buses	2014	22 - CH; 22 - C	TA-4726	Unfunded	3,946
52	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2014	CHT		Not included	4,117
53 (tie)	CHT 6 Replacement Vans	2014	CHT		Not included	792
53 (tie)	CHT 3 Replacement Support Vehicles	2014	CHT		Not included	124
53 (tie)	CHT 1 Replacement Service Truck	2014	CHT		Not included	70
56	3 Expansion Buses (2 hybrid 1 diesel)	2014	23 - CH; 23 - C	TA-4995	Unfunded	1,655
57 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2015	TTA	TG-4821	Funded	1,000
57 (tie)	TTA Planning Assistance---UPWP.	2015	TTA	TP-4732	Funded	1,000
59	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2015	CHT		Not included	4,611
60	3 Expansion Buses (2 hybrid 1 diesel)	2015	24 - CH; 24 - C	TA-4995	Unfunded	1,704
61	Fixed Guideway to Carolina North	2015	25 - C		Not included	n/a

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)

III. Highway

Regional Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1	S. Churton Street Improvements	2 - H, 2 - OC	R-2825	Unfunded	19,260
2	Franklin/Main/Merritt Mill/Brewer Intersection	3 - C		Unfunded	688
3	Homestead Road Improvements	1 - CH, 1 - OC, 2 - C	U-2805	Unfunded	3,030
4	Eno Mt./Mayo St. at Orange Grove Rd. Realignment	4 - H, 5 - OC	U-3436	Unfunded	unknown
5	Seawell School Road Improvements	1 - C; 2 - CH	EB-4710	Unfunded	3,524
6	Elizabeth Brady Rd. Extension	1 - H	U-3808	Partially Funded	23,198
7	NC 86 North Widening	3 - OC		Unfunded	unknown
8	Piney Mountain Road Improvements	4 - CH		Unfunded	2,441
9	Estes Drive Improvements	3 - CH		Unfunded	1,630
10	US 70 Bypass Widening	3 - H, 4 - OC		Unfunded	unknown
11	Orange Grove Rd. Extension	6 - OC		Unfunded	unknown
12	Western Bypass	5 - H	R-3438	Unfunded	5,300

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 12, 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 – March 2008
 - TAC review Land Use Scenarios – April 2008
 - TAC review LRTP Alternatives – April 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 - 3/1/2008

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%	4/1/2008
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	Cadmus Capehart, PE	(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	28.5%	42.1%	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%	32.1%	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	6.0%	8.3%	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				
DURHAM	2008 Resurfacing	US-501, NC-55, SR	RESURFACING AND SHLDR RECONSTR. OF US-501, NC-55 AND 14 SECTIONS OF SECONDARY RDS	\$ 3,389,883.53	21.5 miles	C C Mangum Company LLC	Cadmus Capehart, PE	(919) 840-0914	2/19/2008			

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 3/1/2008

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date			
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			
DURHAM	U-3309A	TW ALEXANDER DR	WIDENING FROM CORNWALLIS ROAD TO EAST OF NC-147	\$ 8,900,000.00	1.072 miles	J. MOORE	(919) 250-4016	2/17/2009			

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <http://www.ncdot.org/planning/development/ProjectMgmt/12month/>

PROGRESS REPORTS MAY BE FOUND ONLINE AT: <https://apps.dot.state.nc.us/traffictravel/progloc/>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO 3/5/08 Attachment 16

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	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	Design will be coordinated with U-3306
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	Bids to be opened 3/12/08
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
Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	\$187,000.00	Survey compl.; design underway

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO 3/5/08 Attachment 16

Orange	U-4008 35009.3.2	US 15-501 & SR 1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	\$4.98 million	78.03% 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

Not all aboard yet on special taxes for Triangle area transit system

By Ray Gronberg : The Herald-Sun

gronberg@heraldsun.com

Feb 6, 2008

DURHAM -- If it's going to take unanimity to get special transit taxes for the Triangle through the General Assembly, one needn't look beyond Durham's N.C. House delegation to find a potential dissenter.

State Rep. Paul Luebke, senior chairman of the House Finance Committee, routinely opposes all proposals to increase the sales tax. He considers the levy regressive, one that puts a bigger bite on the pocketbooks of poor and middle-income taxpayers.

And even though a half-percent sales-tax surcharge is a proven method of funding commuter rail projects -- officials in Charlotte used one to fund their city's first rail line -- Luebke isn't eager to see the Triangle use it.

Nor is the Durham Democrat enthusiastic about another idea planners are considering, a \$10-a-vehicle increase in annual vehicle registration fees.

Both levies "implicitly provide a benefit to the well-to-do with higher incomes, to those with higher incomes and fancier cars," Luebke said on Wednesday.

His comments came about a week after N.C. Senate President Pro Tem Marc Basnight, D-Dare, said it would take a "unified local delegation," involving legislators from Wake, Durham and Orange counties, to push a Charlotte-style sales-tax surcharge for transit through the General Assembly.

They also came as a three-county task force is putting the finishing touches on a proposal that would resurrect the idea of linking Raleigh, Cary, Durham and Chapel Hill with rail corridors. Panel members are likely to propose using revenue from sales-tax and vehicle-registration surcharges to help pay half the estimated \$2.1 billion bill.

The reliance on local money is the main thing that distinguishes the still-tentative proposal from the Triangle Transit Authority's previous effort to build a rail line between Raleigh and Durham.

TTA officials had figured on getting most of the \$810 million they thought they needed for that project from the federal government. But they abandoned a request for construction subsidies in 2006 after ridership projections fell short of meeting two different sets of cost-effectiveness guidelines established by the Clinton and George W. Bush administrations

Luebke's Finance Committee reviews all tax-policy bills that move through the state House. But despite his opposition, it's occasionally possible to get a sales-tax measure passed. For example, last year legislators gave county governments authority to call referendums on local-option surcharges for schools and other needs.

But it took intervention from House and Senate leaders and the last-minute inclusion of the measure in a budget compromise all Democrats were expected to support to make that happen.

Basnight's comments last week didn't hint at any willingness to go out on a limb like that again. Luebke noted that the Senate leader's preference for unanimity among local legislators also would allow Republicans in Wake County's delegation to block transit-funding requests.

House Minority Leader Paul Stam, R-Wake, wouldn't comment Wednesday on the three-county task force's funding suggestions, but he did say he wouldn't be happy to see another plan that focuses heavily on rail. He favors a lesser-cost technology, buses.

"We don't have the density of cities that have successful trains," Stam said. "If the federal government decided ... it would be a loser at \$1 billion and therefore they wouldn't put money into it, I don't see how at \$2 billion it becomes any more attractive."

Luebke said before legislators consider increases of the sales tax and the vehicle-registration fee, they should revise the so-called "equity formula" state officials use to allocate transportation dollars to different parts of the state.

The existing formula shortchanges metropolitan areas such as the Triangle, he said.

He added that legislators should force the N.C. Department of Transportation to fund more transit projects.

The three-county task force's funding scheme "is one of the past where transit has to take extra money," Luebke said. "Comprehensive transportation planning in a congested metropolitan area means transit funding and road funding are equals."

Durham County high on wreck list again

BY BRIANNE DOPART : The Herald-Sun
bdopart@heraldsun.com
Feb 6, 2008

DURHAM -- For the fifth straight year, Durham County has made a AAA Carolinas list of the top five counties in the state most dangerous to motorists. Highway safety advocates say that could be an alarm bell for county transportation officials to take a second look at the county's roadways.

The report, released this week, is based on 2006 crash statistics -- the latest data available -- compiled by the N.C. Department of Transportation. The rankings put Durham behind New Hanover and Wake counties for places where drivers are most likely to get into a wreck.

The rankings are determined by dividing the number of collisions per county by the number of vehicle miles traveled in that county. If a county is small and has a high number of collisions, it could place higher on the list than a larger county with a larger number of collisions, according to AAA Carolinas spokeswoman Carol Gifford.

Gifford said that Durham's repeat appearance on the list of counties with the most property damage wrecks suggests the need for state and county engineers to take a look at Durham's roads.

"If a city consistently falls into [this category] it might be because of a flaw in the roads," Gifford said. The rankings could function as a wake-up call for both counties and motorists.

"It might be time for engineers, and law enforcement as well, to take a look and see if this is a result of traffic congestion or some kind of design flaw in the roads. Or it could be a combination of the two," Gifford said.

The N.C. State Highway Patrol believes that Durham's place on the list relates directly to the traffic congestion surrounding Research Triangle Park, said Lt. Everett Clendenin, the agency's spokesman.

Clendenin said that the sections of Interstate 40 near RTP are the busiest and most congested sections of Interstate 40 in all of the state. That congestion leads to the great majority of calls to which state troopers respond, he said.

But while Durham is a wreck-heavy county, injury wrecks or wrecks that result in a fatality are far less likely.

Of the 8,600 wrecks reported in Durham County in 2006, 2,313 involved injury. Twenty-four people died in 22 of those wrecks.

Gifford said that Durham's high occurrence of wrecks but comparatively low occurrence of injuries and fatalities is common for an urban area. That is because traffic is more plentiful but moves more slowly than in rural and suburban areas.

New Hanover County, a high-traffic coastal area that includes Wilmington, topped AAA's list as the most dangerous county to drive in the state. It placed second on the organization's list of the top five counties in which motorists have the greatest chance of being injured, while Durham did not make that list.

Of the 5,544 wrecks reported in New Hanover in 2006, 1,967 involved injury and 20 involved fatalities. While New Hanover's number of fatalities and injuries are lower than Durham's, it has fewer vehicle miles traveled than Durham, meaning more wrecks and injuries occurred per mile than in Durham.

The county in which motorists are most likely to be killed was listed as western North Carolina's Graham County, which was followed on the list by Hertford, Bertie, Columbus and Robeson counties.

Granville County was ranked among the top five counties in which motorists have the best chance of being injured in a tractor-trailer crash. Tractor-trailer crashes jumped 27 percent to 10,995 in 2006, however, fatalities resulting from those types of crashes decreased from 120 in

2005 to 91 in 2006.

Gifford said the data, which AAA Carolinas has been releasing for the past decade, is meant to assist motorists.

"Really, the reason we put out this data is so that motorists know about where they are driving, and so that they can modify their behavior and slow down," Gifford said. "If they're driving in one of the counties [ranked as dangerous] on the list, they should slow down, they should get off the phone and they should focus on their driving."

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3-D computer models help sell Durham's East End Connector

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com

Feb 8, 2008

DURHAM -- Road planners think they've blunted most of the potential neighborhood opposition to the proposed East End Connector, in part by using 3-D computer models to assure residents the road will be well-hidden from nearby homes.

The \$183 million project will nonetheless require the removal of 16 homes, nine businesses, a church and a church office that lie in its path from the Durham Freeway to U.S. 70, said Jan Anderson, a consultant who's helping the N.C. Department of Transportation design it.

Officials should finish the project's environmental impact statement in May. A public hearing on the design is also likely in April, Anderson told the City Council on Thursday.

"We're really getting down to the details about whether there are things we can do to improve the plan and minimize the effects" on neighbors, Anderson said.

Planners showed the council the 3-D visualizations they'd created to help sell neighbors on the project. They worked like free, off-the-shelf programs like Google Earth, by combining aerial photos of the existing topography and buildings with a model of the new highway.

They could use the resulting files to take viewers on an imaginary drive along the planned road, which will feature massive flyover interchanges at both the Durham Freeway and U.S. 70 ends.

The project is supposed to open a shortcut for people who need to travel between Interstate 40 and I-85 and help alleviate traffic congestion on surface streets like Alston Avenue.

Another thing planners could do with the computer visualizations is show people what the project would look like from their back yards. For most, trees and other vegetation will screen it from view.

Noise might be a bigger factor for the people who remain in the area. Anderson said it looks like the project will need to include noise walls at its crossing with Rowena Avenue to blunt the impact.

The key obstacle, however, remains money. DOT's current construction program reserved a bit less than \$100 million for the project. Agency leaders have yet to allot the full amount required

and recently said they might delay the start of construction for two years, to 2014.

Although the connector will only be 3.6 miles long, the flyovers and other work needed means it'll take DOT and its contractors about three years to finish the project once construction actually does get started, city Transportation Manager Mark Ahrendsen said.

Ahrendsen said officials need to lobby the agency to maintain the presently approved schedule. Council members agreed.

"I was going to ask, since we've seen SimCity today, whether you had any Sim money for us," Councilman Mike Woodard quipped, referring to a well-known computer game that models city development.

Thursday's briefing came on the same day that auditors released a report criticizing DOT's handling of the road-planning process in the state.

State Auditor Les Merritt and his staff said it usually took the agency 5½ years to navigate the "pre-construction" phase -- the phase the East End Connector is in now -- of the road projects it had scheduled for completion between spring 2004 and spring 2007.

Delays to 286 projects in preconstruction and other phases of development cost the state \$152.4 million just because of the way inflation eroded DOT's buying power, the auditors said.

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Toll road plan bothers EPA workers

Bruce Siceloff, Staff Writer

Some Research Triangle Park workers are unhappy that a planned toll road through RTP will add extra miles, money and minutes to their daily commute.

Construction on the planned Triangle Parkway will close a busy half-mile extension of the Durham Freeway that links Interstate 40 to Alexander Drive.

The N.C. 147 link is part of the path to work each day for many of the 1,800 commuters at a rolling, wooded RTP campus shared by the U.S. Environmental Protection Agency and the National Institute of Environmental Health Sciences.

About 150 workers gathered in an EPA auditorium Wednesday to air their concerns with officials from the N.C. Turnpike Authority. The agency hopes this year to win the legislative funding it needs to start building the 3.4-mile Triangle Parkway along the eastern edge of the EPA-NIEHS site, connecting I-40 to the 540 Outer Loop.

"We'll get all the pain and none of the benefits" when the N.C. 147 link closes and the toll road opens, EPA employee Chris Nolte said in an interview.

Too close to the kids

Some workers also worry that noise and air pollution from the new expressway will hurt their children at a day-care facility on the NIEHS-EPA campus. The toll road will pass 350 feet east of First Environments Early Learning Center, which cares for about 180 infants and preschoolers.

Turnpike officials said they will shield the day-care center with a noise barrier wall 1,100 feet long and 12 to 18 feet tall, to muffle the sounds of traffic.

"I would be interested in the turnpike being farther away from the day care," said Gary Bird, an NIEHS scientist with two children at the center. He serves as the center's board chairman.

An environmental report is expected this month. Meanwhile, day-care parents -- many of them environmental scientists -- have installed pollution and noise monitors at the center for future use in before-and-after comparisons.

Awkward commute

EPA and NIEHS workers use entrance gates on Alexander Drive west of their campus, and a new gate on Hopson Road south of the campus. State officials said earlier that cars exiting onto Hopson Road would be prevented from making left turns toward the planned turnpike.

But David W. Joyner, the turnpike authority director, told local officials in a Jan. 25 letter that left turns will be permitted and that the turnpike authority will install a traffic signal if one is needed at the Hopson Road gate.

Triangle Parkway commuters who take a short hop from I-40 to Hopson Road will pay 30 cents each way, with most drivers paying electronically.

"It's not going to be economical for people to get off I-40 and take a very short tollway and pay 30 cents each way," said EPA worker Matt Witosky. "That's not going to work."

New road by 2011

Turnpike officials hope to receive money from the General Assembly this year to cover an expected gap between toll collections and construction costs for the Triangle Parkway and the nearby 13-mile Western Wake Expressway toll projects.

Commuters could be using the new toll roads by 2011. Traffic counts are expected to reach 100,000 per day by 2030. Turnpike officials said the toll road will pull as many as 50,000 cars a day off the most congested part of I-40.

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Friday, February 15, 2008

How Charlotte Chamber put roads back on the N.C. agenda

Candidate forum a model for how business group can push Charlotte issues

Charlotte Business Journal - by **Erik Spanberg** Senior staff writer

The last time transportation loomed large in the state's gubernatorial race, Ronald Reagan still lived in the White House. Now, for the first time since that 1984 campaign, building and repairing roads has emerged again as a central issue -- thanks to the [Charlotte Chamber](#).

All six candidates for governor have appeared in Charlotte in recent months as guests of the chamber.

At those stand-alone forums, each candidate delivered a position statement crafted around a specific set of transportation questions, followed by more inquiries from an audience made up of business leaders, transportation officials and economic developers from across the region.

In the process, the chamber has set a new agenda for Democrats Richard Moore and Bev Perdue and Republican contenders Pat McCrory, Bill Graham, Bob Orr and Fred Smith.

"You have to talk to politicians early in a campaign and tell them what is important to you," says Ted Arrington, a political science professor at [UNC Charlotte](#). "It's a very smart thing to do."

Former N.C. General Assembly member Ed McMahan agrees.

"It's tremendous because it makes the candidates understand how important good roads are to the state and in this area," he says. "That's as important as what the candidates say about transportation."

The chamber hit upon the idea of pinning down candidates for detailed policy positions as the business organization rolled out a yearlong campaign spotlighting support for more roads funding. With the enthusiastic response from candidates and chamber members, the business organization now has a road map for injecting issues and causes into the political debate at a statewide level.

Chamber executives are quick to note the organization does not endorse candidates.

Pushing business agendas, though, has always been part of its political realm, most often through the support of bond campaigns tied to schools and other civic and infrastructure projects.

This week at [Central Piedmont Community College](#), chamber President Bob Morgan welcomed McCrory, the Charlotte mayor and gubernatorial candidate. Standing before a near-capacity crowd of 80 attendees, Morgan rattled off a series of transportation statistics: \$2 billion in local unfunded road needs, \$65 billion across the state and no plans for starting work on the final leg of Interstate 485 until 2015.

McCrory's appearance completed a perfect-attendance run for the chamber: Each of the candidates agreed to speak to the chamber and brought detailed transportation plans. That alone surprised Morgan.

"We didn't know what to expect in terms of their willingness to come," he says. "And we are very pleased as to the variety and specific detail we got in response. There are a lot of different notions about where you go to find the resources to fund the problem."

No one at the chamber is ready to declare victory, but the success so far has buoyed hopes that transportation will remain a priority beyond campaign speeches.

To ensure a more meaningful impact, the chamber has pulled in surrounding counties through the Regional Roads Committee, a consortium of nonprofit business groups pushing transportation improvements.

Beyond that, the chamber last month hosted a governor-appointed state transportation committee as it canvassed the state for opinions and suggestions.

Experts say the tactics are shrewd, especially the decision to stage gubernatorial forums devoted solely to transportation.

The chamber plans follow-up sessions after the May primary and before the November general election with the remaining candidates.

"It's a smart move," says former Gov. Jim Martin, who happened to run -- and win -- on a transportation theme in, yes, 1984. "The fact that the candidates responded warmly (to the offer to speak) affirms the chamber's strategy. It's a way to be sure that whoever is elected will have a strong and positive response to this issue."

Injecting the chamber into a campaign dovetails with Morgan's standing concern over making the organization relevant to its members. Taking an issue business leaders are already embracing and putting it front and center during an election year demonstrates a commitment to making a tangible difference beyond networking events.

Arrington, the UNC Charlotte professor, believes the combination of newfound political will on the chamber's part and its affluent constituency make for a powerful combination. Politicians want cash and votes in every campaign, and business leaders have money and influence -- a powerful inducement to make candidates pay attention to specific issues.

"This is as active as we've been," says Pat Riley, Allen Tate Co. president and chamber chair. "We've shown candidates that this is an issue that has to be figured out."



Charlotte has had great success in expanding transit service, while the Triangle's plan for light rail has faltered.

Charlotte Observer File Photo by Yalonda M. James

Proposed fund would ease state traffic congestion

By Bruce Sicheloff, Staff Writer

WILMINGTON - Former state transportation secretary Sam Hunt of Burlington called today for the creation of a \$1.9 billion state congestion relief fund to help the Triangle, Triad and Charlotte regions pay for urban transit projects.

The funding source would be new local tax revenues that could be matched with state money.

Hunt serves on a statewide study commission that is assembling a package of transportation funding proposals to be considered by the state legislature when it convenes in May.

At today's meeting of the commission, he offered his proposal and draft legislation to authorize local transit taxes in the state's major urban areas and to set up the Congestion Relief and Intermodal Transportation 21st Century Fund.

The fund would contain \$1.909 billion to finance rail, port and public transportation projects over the next 12 years:

- \$1.621 billion to cover up to 25 percent of capital costs for urban transit projects in the Triangle, Charlotte and Triad areas, with each region limited to 33 percent of the total

- \$80 million in state aid for rail access to the state ports

- \$80 million for Class 1 freight railroads

- \$58 million for short-line freight railroads

- \$20 million for statewide bus grants to local governments

- \$20 million to expand intercity passenger train service

Hunt chairs a transit, rail and ports panel of the statewide 21st Century Transportation Committee, which is expected to ask the General Assembly this year for new highway and other transportation funding and broader transportation taxing options for local governments.

Hunt said he hoped his congestion-relief fund would be included in the group's recommendations. Hunt made no recommendations about how the state would finance the new fund. He noted that the full 21st Century committee, meeting today in Wilmington, is considering options that include state transportation bonds, a halt to the yearly transfer of \$172 million from the Highway Trust Fund to the General Fund, an increase in the highway use tax collected on car sales, and other tax and fee hikes.

Hunt's proposed legislation would give the three major urban areas two identical options for new or expanded taxes to help pay the local share of urban transit needs:

- a half-cent sales tax, now in effect in Mecklenburg County

- a vehicle registration fee, now levied in the Triangle, with the legal limit to be raised to \$7 from the current \$5.

In Wake, Durham and Orange counties, the local sales tax hike would require approval by voters, county commissioners and the Triangle Transit Authority. If two or three counties held their referendums at the same time, the combined votes in all counties would determine the outcome.

Wake and Durham voters combined their numbers in a similar way in the early 1980s, when they approved bonds for a second airport runway.

The urban grants could provide the state's share for a total of \$6.5 billion in transit projects by 2020. Hunt said that would provide the state's part of pending or proposed rail and bus improvements in the three urban areas.

Hunt's proposal won praise from Triangle transit advocates.

"If you look at total DOT spending annually, this is a good start, it represents about 4 percent of our total spending," said Nina Szlosberg of Raleigh, who serves on the state Board of Transportation. "It's a modest, reasoned approach, based on need."

David King, general manager of the TTA, said Triangle political and business leaders will be encouraged by Hunt's recommendations for state funding as they consider a proposal for more than \$2 billion in local transit projects by 2020.

"As far as we're concerned, this is an awfully good step," King said.

If the legislature doesn't find money for urban transit, rural areas eventually will suffer as well, Hunt said.

"The congestion and the growth in these urban areas is a reality that can't be ignored," Hunt said. "If we don't come up with money to answer these needs, then the rural areas can rest assured that their money will be transferred to those urban areas -- because that's where the people are and that's where you have a majority of the votes.

"So unless you come up with revenue to solve their problem, in the long run the rural areas will lose, too."

Bruce.Siceloff@newsobserver.com or (919) 829-4527

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Southbound traffic on U.S. 15-501 stops for turning northbound traffic just past the Europa Drive-Erwin Road intersection. Short left-turn lanes were replaced with double U-turn lanes, reducing delays for through travelers.

Staff Photos by Harry Lynch

Chapel Hill bottleneck sees turnaround

Bruce Siceloff, Staff Writer

CHAPEL HILL - The rush-hour jams have thinned out since a quirky kind of stretched-out traffic circle was installed in January at a clogged intersection on U.S. 15-501.

U-turns have replaced left turns onto Erwin Road and Europa Drive on the Durham side of Chapel Hill.

Drivers on U.S. 15-501 see more traffic signals than they did before -- but they spend less time waiting for green lights.

The odd-looking intersection, called a Superstreet, is only the third of its kind in the state -- and possibly, engineers say, in the United States. Traffic engineers who helped design it say it will become more popular as a tool for curbing congestion and crashes on busy suburban expressways.

Still, not everybody likes this newfangled way of making a left turn.

"I still think it's dangerous," Carla Epperson of Chapel Hill, a registered nurse, said Tuesday. "When they first opened it, I couldn't believe anybody would design something like this."

Before the \$5 million project was built, motorists on U.S. 15-501 waited through a 4-minute cycle at the Erwin-Europa traffic light while other drivers turned left or crossed the highway from one side road to the other. It was Chapel Hill's worst bottleneck.

Now the center of the intersection is blocked to prevent crossover traffic and left turns onto Erwin and Europa.

Northbound U.S. 15-501 drivers who want to turn left onto Erwin Road must go through the old intersection, move into one of the two left lanes, and wait at a light to loop back in the southbound lanes of the divided highway. Then they turn right onto Erwin.

Southbound drivers make a similar U-turn maneuver if they want to exit onto Europa Drive.

Through-drivers can get caught by one red light, yielding to U-turners, or by a second red light where they must yield to motorists entering on the right from Erwin and Europa. But most drivers on U.S. 15-501 find that one or both lights are green, and no one stops for very long.

"The backup is definitely better now, but the confusion might be with us for a while," said Sam Nichols Jr. of Durham, a bank executive.

"The delays on U.S. 15-501 have virtually disappeared," said Jim Dunlop, congestion management engineer for the state Department of Transportation.

Other states' interest

North Carolina previously had installed nonelectric versions of the Superstreet -- with "yield" signs instead of stoplights for the U-turners -- on some rural divided highways, including U.S. 74 near Waynesville and U.S. 1 near Sanford. Besides speeding the flow on the main road, the rural Superstreets eliminate T-bone crashes involving cars that don't move fast enough as they cross from one side road to the other.

More Superstreets are planned for busy divided highways in North Carolina, and other states are interested, Dunlop said.

"The only other state that's really doing this now is Maryland, and they call them J-Turns," he said.

Maryland does not combine traffic signals with Superstreets.

Dunlop said he thinks the only electrified Superstreets in the country are in Chapel Hill, on U.S. 17 just north of Wilmington, and on a fast-developing stretch of U.S. 17 south of Wilmington in Brunswick County. That location has a string of three Superstreets that have opened since 2006 to ease congestion around new housing and shopping centers.

More work remains

Construction is not finished at the Chapel Hill intersection, where drivers began using the Superstreet pattern in early January. More paving is planned, and a crosswalk will connect Europa Drive and Erwin Road for pedestrians sometime this spring.

DOT plans to improve the directional signs and arrows after hearing safety concerns from drivers who find the U-turn maneuver too chaotic.

There are two U-turn lanes at each end of the Superstreet. Sometimes a driver picks the wrong lane and then gets into trouble

"At rush hour, it would be a little hairy for the person who finds himself in the wrong lane and everybody has to stop behind him while he tries to move over," said Cynthia Dessen of Chapel Hill. "It's a bit confusing. I don't think they really thought out this intersection."

Dunlop said motorists should have less trouble finding their way when construction is finished this spring and new signs are in place.

Meanwhile, some Chapel Hill drivers are getting used to the change.

"Now I know when I want to turn onto Erwin Road, I automatically get in that right lane," Dessen said.

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POSTED ON FEBRUARY 27, 2008:

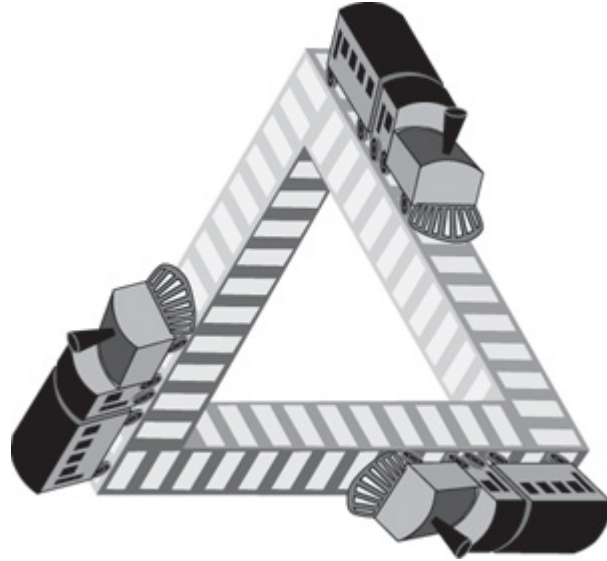
Competing agendas threaten transit planning

Wake reps back off STAC proposal

By Bob Geary

As the Triangle's Special Transit Advisory Commission attempts to wrap up its work this spring, pushback from Wake County officials threatens to undermine the regional vision for public transit that the 29-member group has spent nine months crafting.

Harvey Schmidt, president of the Greater Raleigh Chamber of Commerce, says the STAC's 2020 start-up plan—a 56-mile commuter rail route that would connect the three corners of the Triangle at a cost of \$2 billion or more—was overreaching. Schmidt says he'd like to see transit develop in the region the same way the greenway system has: There's a framework envisioned, but the local jurisdictions move ahead on their respective segments as they're ready to pay for them.



"I'm not opposed to a regional plan," he adds. "I'm just trying to figure out how to get one passed" by voters.

Schmidt's not a member of the STAC, but he's following its work closely and meeting with the Raleigh business officials who are members.

Wake County representatives' reluctance to get on board may limit the STAC's ability to help resolve the fundamental problems of mass transit in the Triangle—including who should run it and how to pay for it.

It's a question of whether the STAC should go beyond a general vision of transit services in the Triangle's future that all of its 29 members appear to share and attempt to offer recommendations about how that vision should be implemented.

That question may—or may not—be raised Feb. 29, when the STAC meets to begin drafting its final report.

In interviews over the past two weeks, commission members and staff have described the emerging view among Wake County's representatives, especially those from the business community, that the STAC should stay out of operational issues and leave them to the three county governments to decide for themselves.

What really seemed to set off alarm bells in Raleigh was discussion of a "Charlotte-level of effort" at financing—which might take the form of a regional tax like the half-cent sales tax used by Charlotte-Mecklenburg for its transit system.

The different view out of Raleigh was acknowledged by George Cianciolo, the STAC co-chair from the western side of the Triangle.

"I understand where they're coming from," he says. Wake's concern is about setting priorities, with questions of transit funding bumping into the county's backlog of other needs, especially more schools and more water.

Raleigh members have also raised red flags about equity, Cianciolo and other officials say. Since Wake County has two-thirds of the Triangle's population, it's wary of contributing money to a regional body that may vote to spend it—or too much of it—outside of Wake.

STAC members were appointed by the region's two metropolitan transportation organizations (MPOs), which do the road and transit planning for the Triangle. The Capital Area MPO, is governed by elected officials from Wake County. Durham-Chapel Hill-Carrboro MPO is comprised of Durham and Orange officials.

Cianciolo was appointed by the Durham-Chapel Hill group. His CAMPO-appointed co-chair, Bill Cavanaugh, declined to be interviewed. Cavanaugh, the retired chairman and CEO of Progress Energy, had his secretary refer questions to STAC staffer Ann Hartell, who works for the Institute for Transportation Research and Education (ITRE), a nonprofit based at N.C. State University.

Hartell says geographic equity is not a new subject for any regional group, but it is especially tricky for the STAC, since the availability of federal and state funds—at the close of the Bush and Easley administrations—is so uncertain.

The STAC's staffers are drawn from ITRE, the two metropolitan planning organizations and the Triangle Transit Authority, as well as the Triangle J Council of Governments, the Public Transportation Division of NC DOT and the Regional Transportation Alliance.

The future of transit in the Triangle will depend on the three counties' willingness to pay for it, since they have taxing authority that the TTA and MPOs lack, Hartell says. But whether they pay for it separately or—as they do with the small taxes that support the TTA's current bus services—through a jointly controlled regional tax district "is an issue they have to grapple with," she says. "Or somebody does."

Smedes York, a former Raleigh mayor and the CAMPO-appointed vice chair, says he thinks the STAC's shared vision and a revised 2020 plan is enough to give county officials and the MPOs "a very clear direction" even if operational questions aren't addressed.

The chairs and co-chairs, York and Cianciolo confirmed, have agreed to eliminate the Cary-to-Research Triangle Park segment from the 2020 rail scheme, which seemed to have consensus support at the Feb. 4 meeting. It wasn't a priority for Wake, they say. (Cianciolo says the Cary-RTP segment will be a "dotted line on the map" for future construction.) The group's leaders have also agreed to downplay the 2020 date in general, since it's unlikely most of the rail line can be built by then, and emphasize their 2035 vision. Enhanced bus services, particularly in Raleigh, is step on, they say.

"Setting a 2020 date was maybe a mistake," Cianciolo says. "It was meant as a way to get people's attention" and rally the public behind a general vision, which includes a 2035 timetable for extending transit routes throughout the Triangle and beyond.

Some Durham and Orange County representatives want the operational issues discussed before the STAC finishes its efforts. But they also recognize that if they are, the debate may only serve to deepen the divisions that exist below the surface and wreck the group's apparent consensus.

The whole matter of whether to present a "plan" has been the uninvited guest at STAC meetings since they began nine months ago. At the outset, staffers presented the members with a five-part outline of what their final report might include. The first three parts were: a statement about whether transit investments should be made in the region and why; where they should be made; and what kind of service (bus, rail, other) would work best in each place. Those three subjects have dominated the meetings since.

The other two—when should these investments occur, and how—have barely been touched. They include topics like reshaping land use patterns to support transit, paying for it, and "improving" governance, a kind of catch-all invitation for the STAC to recommend how the counties might work better together.

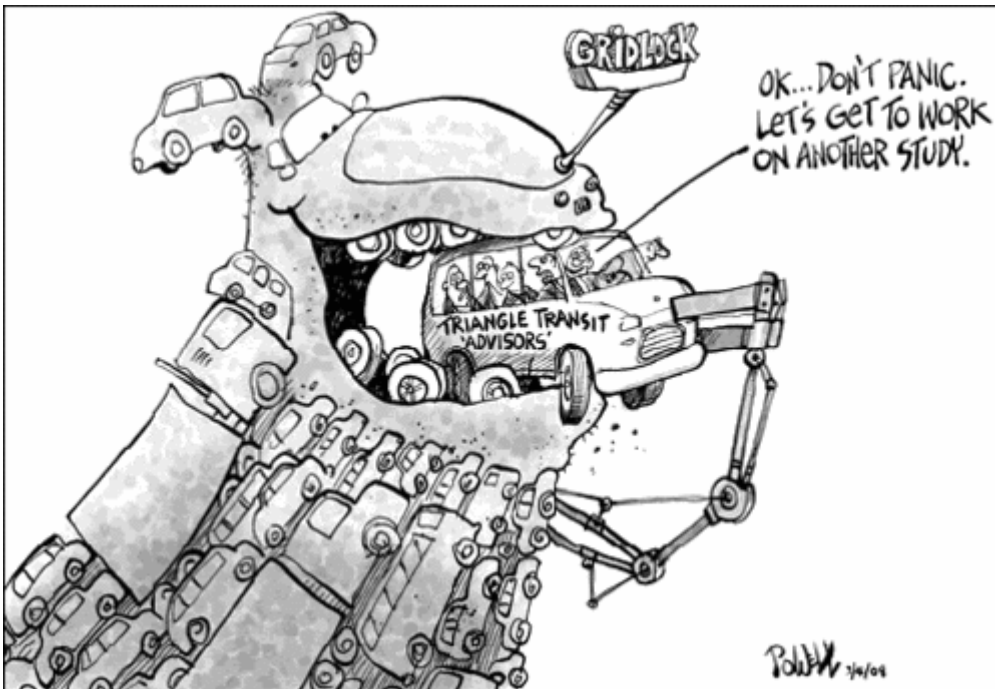
"If you don't have a plan to pay for it, you don't have a plan" was the punch line of the staff's initial presentation.

In recent meetings, TTA General Manager David King has encouraged STAC members to take up the subject of transit funding and governance, but very gingerly, as he told the *Indy*. The TTA is viewed with suspicion and as "less than accountable" by many local officials, especially in Wake, following the collapse of its own rail-transit plan two years ago. So its staff has stayed in the background while the STAC wrestles with the same questions it did, he says.

"But I do kind of hope [these questions] come up Friday," King added, "because they need to be discussed. And I think it would be healthy if this dynamic is acknowledged."

Correction (Feb. 28, 2008): Staff assistance for the STAC is also supplied by the Triangle J Council of Governments, the Public Transportation Division of NC DOT, and the Regional Transportation Alliance, in addition to the two MPOs, ITRE and TTA mentioned in the story.

URL for this story: <http://www.indyweek.com/gyrobase/Content?oid=190495>



CMAQ Application

Project Sponsor Durham Area Transit Authority

Project Description

The Durham Area Transit Authority requests CMAQ to purchase 2 hybrid buses to run a downtown circulating bus service beginning March 2009 from 9 a.m. to 5 p.m. Monday - Friday.

General Project Eligibility		
<p>1. Is the project in one, or more of North Carolina's nonattainment or maintenance counties? (CHECK ALL THAT APPLY) (*Partial Counties)</p>		
<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe
<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln
<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*	<input type="checkbox"/> Union
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth
<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg
<input type="checkbox"/> Person	<input type="checkbox"/> Rowan	<input type="checkbox"/> Wake
<input type="checkbox"/> Chatham*	<input checked="" type="checkbox"/> Durham	<input type="checkbox"/> Franklin
<input type="checkbox"/> Guilford	<input type="checkbox"/> Johnston	<input type="checkbox"/> Nash
<p>2. Is the project type generally eligible? (CHECK ALL THAT APPLY)</p>		
<input checked="" type="checkbox"/> Transportation activities in the North Carolina Maintenance Plan	<input type="checkbox"/> Bicycle and pedestrian facilities and programs	<input type="checkbox"/> Intermodal freight
<input type="checkbox"/> Extreme low-temperature cold start program	<input type="checkbox"/> Travel demand management	<input type="checkbox"/> Planning and project development activities
<input type="checkbox"/> Public-private partnerships	<input type="checkbox"/> Outreach and ridesharing activities	<input type="checkbox"/> Motor vehicle inspection and maintenance programs (see question 8)
<input type="checkbox"/> Alternative fuel programs	<input type="checkbox"/> Telecommuting	<input type="checkbox"/> Magnetic levitation transportation technology program
<input type="checkbox"/> Traffic flow improvements (includes ITS see question 11)	<input type="checkbox"/> Fare/Fee subsidy programs (see question 10)	<input type="checkbox"/> Experimental pilot projects
<p>Transportation Control Measures as defined in the Clean Air Act</p>		
<input checked="" type="checkbox"/> programs for improved transit (see question 8)	<input type="checkbox"/> traffic flow improvement programs that achieve emission reductions	<input type="checkbox"/> programs to control extended idling of vehicles
<input type="checkbox"/> reducing emissions from extreme cold-start conditions	<input type="checkbox"/> employer sponsored programs to permit flexible work schedules	<input type="checkbox"/> trip reduction ordinances
<input type="checkbox"/> employer based transportation management plans – including incentives (see question 8)	<input type="checkbox"/> programs to limit or reduce vehicle use in downtown areas or other areas of emission concentration	<input type="checkbox"/> restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV
<input type="checkbox"/> fringe and transportation corridor parking facilities serving multiple-occupancy vehicles	<input type="checkbox"/> programs for the provision of all forms of high-occupancy, shared ride services	<input type="checkbox"/> program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.
<input type="checkbox"/> programs to limit portions of road surfaces or certain sections of metropolitan areas to the use of non-motorized vehicles or pedestrian use, both as to time and place	<input type="checkbox"/> programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest (requires USDOT consultation with the Department of Interior. See question 9)	<input type="checkbox"/> programs or ordinances to facilitate non-automobile travel, provision or utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity

Improved (increased) transit service

New facilities associated with a service increase
 New vehicles used to expand the transit fleet
 Operating assistance for new service (limit three years see question 8)
 Fare subsidies as part of a program to limit exceedances of NAAQS

Emissions Criteria

3. What are the annual expected emissions before and after project completion?

Pollutant	Annual Emissions before implementation	Annual emissions after implementation	Difference
Carbon Monoxide			20,524 Kg/year
Volatile Organic Compounds			1257 Kg/year
Oxides of Nitrogen			874 Kg/year

4. The emissions estimate is quantitative qualitative.
5. Briefly, describe the method used to estimate the emissions reduction.

We used mobile E6 Vehicle classification factor for LDGV on an urban collector street, determined the VMT factor and then the corresponding NOX, VOC, and the CO emissions reduction as a result of the introduction of 2 new hybrid electric buses on one new bus route.

Financial Information

6. Estimated Project Cost (Total life of the project)
 Federal Share 80% Local Match (20% Total \$ 1,686,673 Expected Project Life (Years) 12
 (CMAQ) \$ 1,349,338 minimum) \$ 337,335
 0 0

7. What is the source(s) of the matching funds? Required Local (City) budget and state matching funds.

8. For agencies seeking operating assistance, how will the program be funded after year three?

Miscellaneous

9. For construction of trails, has the Department of Interior been contacted? Yes No N/a

10. Is the fare/fee subsidy program part of a broad program to reduce emissions? Yes No N/a

11. Will the ITS project conform to the National ITS architecture? Yes No N/a

12. Supporting Information (Please provide a list of any supporting information e.g., complete emissions calculations, assumptions, letters of support. Use extra sheets as necessary.)

CMAQ Application

Project Sponsor Town of Chapel Hill
Project Description The Town of Chapel Hill proposes to fund the purchase of 2 new Hybrid electric articulated transit buses to reduce headways fund during peak hours along MLK Jr. corridor. The Town proposes to fund the purchase of equipment to provide service and funding of a portion of the operating cost of the service.

General Project Eligibility		
1. Is the project in one, or more of North Carolina's nonattainment or maintenance counties? (CHECK ALL THAT APPLY) (*Partial Counties)		
<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth
<input type="checkbox"/> Chatham*	<input type="checkbox"/> Durham	<input type="checkbox"/> Franklin
<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe	<input type="checkbox"/> Gaston
<input type="checkbox"/> Granville	<input type="checkbox"/> Guilford	<input type="checkbox"/> Haywood*
<input type="checkbox"/> Iredell*	<input type="checkbox"/> Johnston	<input type="checkbox"/> Lincoln
<input type="checkbox"/> Mecklenburg	<input type="checkbox"/> Nash	<input checked="" type="checkbox"/> Orange
<input type="checkbox"/> Person	<input type="checkbox"/> Rowan	<input type="checkbox"/> Swain*
<input type="checkbox"/> Union	<input type="checkbox"/> Wake	
2. Is the project type generally eligible? (CHECK ALL THAT APPLY)		
<input type="checkbox"/> Transportation activities in the North Carolina Maintenance Plan	<input type="checkbox"/> Bicycle and pedestrian facilities and programs	<input type="checkbox"/> Intermodal freight
<input type="checkbox"/> Extreme low-temperature cold start program	<input checked="" type="checkbox"/> Travel demand management	<input type="checkbox"/> Planning and project development activities
<input type="checkbox"/> Public-private partnerships	<input type="checkbox"/> Outreach and ridesharing activities	<input type="checkbox"/> Motor vehicle inspection and maintenance programs (see question 8)
<input type="checkbox"/> Alternative fuel programs	<input type="checkbox"/> Telecommuting	<input type="checkbox"/> Magnetic levitation transportation technology program
<input type="checkbox"/> Traffic flow improvements (includes ITS see question 11)	<input type="checkbox"/> Fare/Fee subsidy programs (see question 10)	<input type="checkbox"/> Experimental pilot projects
Transportation Control Measures as defined in the Clean Air Act		
<input checked="" type="checkbox"/> programs for improved transit (see question 8)	<input type="checkbox"/> traffic flow improvement programs that achieve emission reductions	<input type="checkbox"/> programs to control extended idling of vehicles
<input type="checkbox"/> reducing emissions from extreme cold-start conditions	<input type="checkbox"/> employer sponsored programs to permit flexible work schedules	<input type="checkbox"/> trip reduction ordinances
<input type="checkbox"/> employer based transportation management plans – including incentives (see question 8)	<input checked="" type="checkbox"/> programs to limit or reduce vehicle use in downtown areas or other areas of emission concentration	<input type="checkbox"/> restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV
<input type="checkbox"/> fringe and transportation corridor parking facilities serving multiple-occupancy vehicles	<input type="checkbox"/> programs for the provision of all forms of high-occupancy, shared ride services	<input type="checkbox"/> program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.
<input type="checkbox"/> programs to limit portions of road surfaces or certain sections of metropolitan areas to the use of non-motorized vehicles or pedestrian use, both as to time and place	<input type="checkbox"/> programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest (requires USDOT consultation with the Department of Interior. See question 9)	<input checked="" type="checkbox"/> programs or ordinances to facilitate non-automobile travel, provision or utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity

Improved (increased) transit service

New facilities associated with a service increase New vehicles used to replace existing vehicles

Operating assistance for new service (limit three years see question 8) Fare subsidies as part of a program to limit exceedances of NAAQS

Emissions Criteria

3. What are the annual expected emissions before and after project completion?

Pollutant	Annual Emissions before implementation	Annual emissions after implementation	Difference
Carbon Monoxide	11,5650 kg	.98 kg	11,559 kg
Volatile Organic Compounds	635 kg	9 kg	625 kg
Oxides of Nitrogen	476 kg	226 kg	269 kg

4. The emissions estimate is quantitative qualitative.

5. Briefly, describe the method used to estimate the emissions reduction.
Please see attached documents, Emission Reduction Methods and Financial and Emissions spreadsheet.

Financial Information

6. Estimated Project Cost (Total life of the project)

Federal Share (CMAQ)	Local Match (20% minimum)	Total	Expected Project Life (Years)
\$1,641,394	\$410,348	\$2,051,742	3

7. What is the source(s) of the matching funds? Town of Chapel Hill and State of North Carolina

8. For agencies seeking operating assistance, how will the program be funded after year three? Town of Chapel Hill will prove continuing operating assistance.

Miscellaneous

9. For construction of trails, has the Department of Interior been contacted?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/a
10. Is the fare/fee subsidy program part of a broad program to reduce emissions?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/a
11. Will the ITS project conform to the National ITS architecture?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/a

12. Supporting Information (Please provide a list of any supporting information e.g., complete emissions calculations, assumptions, letters of support. Use extra sheets as necessary.)

1. Emissions Reduction Methods
2. Financial and Emissions Spreadsheet

NOTICE OF A COMBINED CORRIDOR / DESIGN PUBLIC HEARING FOR THE PROPOSED TRIANGLE PARKWAY FROM NC 540 TO I-40

STIP Project No. U-4763B

Wake and Durham Counties

The North Carolina Turnpike Authority (NCTA) will hold a Pre-Hearing Open House and a Combined Corridor / Design Public Hearing on Tuesday, March 25, 2008 at the Sigma Xi auditorium located at 3106 East NC 54, Research Triangle Park, NC 27709.

Representatives from both NCTA and the North Carolina Department of Transportation (NCDOT) will be available at the Pre-Hearing Open House between the hours of 4:30 p.m. and 6:30 p.m. to answer questions and receive comments relative to the proposed project. The opportunity to submit written comments or questions will also be provided. Interested citizens may attend at any time during the above mentioned hours.

A formal presentation will begin at 7:00 p.m. The presentation will consist of an explanation of the proposed corridor location, design features, the state - federal relationship, and right of way and relocation requirements and procedures. The hearing will be open to those present for statements, questions and comments. The presentation and comments will be recorded and a transcript will be prepared.

The NCTA proposes to construct a six-lane, median-divided freeway facility on new location, known locally as the Triangle Parkway. The NCTA proposes to construct the Triangle Parkway as a tolled facility. The northbound and southbound lanes will be divided by a 46 foot grass median. Triangle Parkway is located in southern Durham County and western Wake County, predominately within Research Triangle Park. Triangle Parkway is proposed as a fully-access controlled roadway to extend approximately 3.4 miles in length from NC 540 to I-40. New interchanges are proposed at Davis Drive and Hopson Road. The project includes approximately 1.7 miles of widening in the median of northbound NC 147 from I-40 to T.W. Alexander Drive. As part of the Triangle Parkway project, the NCTA is also proposing to construct a two-lane bridge over the Triangle Parkway to re-connect Kit Creek Road between Davis Drive and Church Street. This project component is referred to as the Kit Creek Road Connector. In addition, the outside lane of eastbound NC 540 from NC 55 to the Triangle parkway will be widened by one-lane and the two-lane flyover interchange ramp from eastbound NC 540 to northbound Triangle Parkway will be widened to three-lanes in the future when traffic demand requires these improvements.

The purpose of the project is to improve commuter mobility, accessibility, and connectivity to Research Triangle Park employment center; and reduce congestion on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54. Additional right of way and the relocation of homes will be required for this project.

A map displaying the location and design of the project and a copy of the environmental document – Environmental Assessment (EA) - are available for public review at the following locations:

- NCTA Office located at 5400 Glenwood Avenue, Suite 400, Raleigh, NC 27612
- NCDOT Highway Division 5 Office located at 2612 N. Duke Street, Durham, NC 27704
- Research Triangle Foundation Office located at 12 Davis Drive, Research Triangle Park, NC 27709
- Morrisville Town Hall located at 100 Town Hall Drive, Morrisville, NC 27560

Copies of the EA will also be available for viewing at the following locations:

- Morrisville Planning Department located at 260 Town Hall Drive, Morrisville, NC 27560
- West Regional Library located at 4000 Louis Stephens Drive, Cary, NC 27519

The Environmental Assessment and the combined Corridor/Design Public Hearing Map may also be viewed online at http://www.ncturnpike.org/projects/Triangle_Parkway/

Anyone desiring additional information may contact Jennifer Harris, NCTA, at 1578 Mail Service Center, Raleigh, NC, 27699-1578, phone (919) 571-3000, or email triangleparkway@ncturnpike.org. Additional material may be submitted until April 8, 2008.

NCTA will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone requiring special services should contact Ms. Harris by Tuesday, March 18, 2008 so that arrangements can be made.



Transportation Summit & Candidate Forum

Make plans now to join transportation advocates and officials from around the state at the NC Go! Transportation Summit on April 15, 2008.

Date: April 15, 2008

Time: 9 AM – 2 PM

Location: Embassy Suites Hotel and Conference Center, 201 Harrison Oaks Blvd, Cary, NC 27513

The Summit will include:

Welcome: Beau Mills, *chair of NC Go! and director, NC Metropolitan Coalition*

Opening Remarks: Brad Wilson, *chief operating officer for Blue Cross and Blue Shield of NC, and chair, 21st Century Transportation Committee*

Panel Discussion: Featuring experts on finance, freight, transportation policy, public transportation, tourism and more

Break-out sessions: Sessions on public transportation, innovative financing and safety

Lunch

Keynote Speaker: Janet Kavinsky, *director of transportation infrastructure in the Congressional and Public Affairs Division at the U.S. Chamber of Commerce*
Gubernatorial Candidate Forum

Registration is \$45 and includes lunch and refreshments.

Space is limited to the first 325 registrants, so don't delay.

If you are interested in sponsorship opportunities for the event, please send an e-mail to ncgo@ncgo.org.

TO REGISTER VISIT

www.ncgo.org/event_registration

Registration deadline is March 26, 2008

Please forward to your colleagues and peers.