

**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

**April 9, 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. March 12, 2008 TAC Meeting Minutes
(Attachment 5)**

A copy of the March 12, 2008 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the March 12, 2008 TAC meeting.

**6. Special Transit Advisory Committee - Update
(Attachment 6, 6A, 6B, 6C)
Mark Ahrendsen, TCC Chair**

The Special Transit Advisory Committee (STAC) was established by the DCHC MPO and the Capital Area MPO to develop a recommendation for major transit investments for the MPOs' 2035 Long Range Transportation Plans. The STAC has been meeting since May 2007 and will be holding their final meeting on April 25, 2008 at the RTP Headquarters in Research Triangle Park from 3:00pm to 5:00pm.

A draft report from the STAC has been prepared by staff (Attachment 6). Three maps display the STAC Regional Transit Vision Plan (Attachment 6A), Enhanced Region-wide Bus Service (Attachment 6B), and Recommended Rail Investments (Attachment 6C). This draft report is currently posted on the STAC website and is open for comments by STAC members on the STAC blog <http://www.stacplan.blogspot.com/>. Based on these comments, staff will prepare a final report that the STAC is expected to endorse at their April 25, 2008 meeting. This report will then be presented to the TACs of both MPOs at a joint meeting in early May. Staff is working on scheduling this joint meeting.

The LPA will include opportunities for public comment and input on the STAC recommendations during the 2035 LRTP process. There will be mailings and public workshops in May and June to present the alternatives analysis to the public. A transit intensive alternative that incorporates the STAC's recommendations will be one of the alternatives presented. In

addition, there will be further mailings, public workshops, a newsletter, and a public hearing in August and September to present the preferred alternative to the public.

TAC Action: Review the draft STAC report.

7. Special Transit Advisory Commission - Contract
Mark Ahrendsen, TCC Chair

The work of the Special Transit Advisory Commission (STAC) is being coordinated by the Institute for Transportation Research and Education (ITRE). Triangle Transit set up a contract with ITRE for \$100,000 through December 31, 2007. This contract was amended in fall 2007 to \$150,000 through March 15, 2008. At the October 2007 TAC meeting, the DCHC MPO agreed to reimburse Triangle Transit for 20% of the amended contract, or \$30,000, using STP-DA funds (\$24,000 federal) and local match funds (\$6,000). The local match is to be provided by the City of Durham (10% or \$3,000), the Town of Chapel Hill (6.67% or \$2,000), and Durham County (3.33% or \$1,000).

The STAC did not complete its work by March 15, 2008. Triangle Transit and ITRE have requested increasing the contract to \$190,000 and extending it to May 31, 2008. Again the DCHC MPO portion of the contract would be 20%, or a total of \$38,000. LPA staff recommend funding the additional \$8,000 with unobligated federal funds from the FY 2007-2008 UPWP (80% or \$6,400) and local match (20% or \$1,600). Again, the local match is to be provided by the City of Durham (10% or \$800), the Town of Chapel Hill (6.67% or \$533), and Durham County (3.33% or \$267).

TAC Action: Authorize the contract extension to May 31, 2007 and the use of unobligated FY 2007-2008 UPWP funds (\$6,400) and local match funds (\$1,600) for the DCHC MPO's portion of the budget increase.

8. STPDA Call for Projects
(Attachment 8, 8A, 8B)
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.

At the March TAC meeting, the TAC approved a general distribution of STP-DA funds in FY 2009 through 2015. The TCC has developed a recommended STP-DA funding proposal that corresponds with the TAC's guidance. Attachment 8 is a staff memo that provides background on the issues. Attachment 8A is the STP-DA allocation spreadsheet that includes the TCC's funding recommendations. Additional information is still needed to complete the funding

proposal in Attachment 8A. Attachment 8B provides more information on the LPA staff requests.

TCC Recommendation: That the TAC approve STP-DA funding for LPA staff, planning activities, and the NC 147 bicycle/pedestrian bridge as listed in Attachment 8A.

TAC Action: Approve the STP-DA funding for LPA staff, planning activities, and the NC 147 bicycle/pedestrian bridge as listed in Attachment 8A.

9. FY 2008-2009 Unified Planning Work Program (UPWP)

(Attachment 9, 9A)

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). In March, the TAC released the draft UPWP for public comment and scheduled a public hearing at their April meeting. NCDOT requires that MPOs submit their final UPWP by April 25, 2008.

Attachment 9 is a staff memo which provides additional information. Attachment 9A is the draft UPWP. The draft UPWP includes the use of STP-DA funds for planning activities as recommended by the TCC.

TCC Recommendation: That the TAC hold a public hearing. That the TAC approve the three resolutions adopting the FY 2008-2009 Unified Planning Work Program and confirming the transportation planning process.

TAC Action: Hold a public hearing. Approve the three resolutions adopting the FY 2008-2009 Unified Planning Work Program and confirming the transportation planning process.

10. FY 2007-2013 Transportation Improvement Program – Administrative Modification #2

(Attachment 10)

Patrick McDonough, Triangle Transit

Triangle Transit is requesting this administrative modification based on the receipt of a NCDOT earmark totaling \$775,293 and an earmark from Congressman Brad Miller totaling \$490,000, along with \$401,854 in surplus 5307 funds distributed from CAMPO to Triangle Transit. Ten

buses will be purchased; including five full-size buses and five smaller vehicles that will likely replace aging shuttles in Research Triangle Park, as well as serve the RDU airport.

Attachment 10 is a resolution adopting Administrative Modification #2 to the FY 2007-2013 Transportation Improvement Program. The MPO is currently not allowed to approve amendments to the TIP due to the requirements of the federal transportation legislation, SAFETEA-LU. This action qualifies as an administrative modification since it is modifying an existing project.

TCC Recommendation: That the TAC approve the resolution adopting Administrative Modification #2 to the FY 2007-2013 Transportation Improvement Program.

TAC Action: Approve the resolution adopting Administrative Modification #2 to the FY 2007-2013 Transportation Improvement Program.

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>. In March, the TAC released the report for public comment and scheduled a public hearing for the April TAC meeting. Approval of the report will occur concurrent with approval of the FY 2009-2015 MTIP in May or June.

TCC Recommendation: That the TAC hold the public hearing on the Air Quality Conformity Determination Report.

TAC Action: Hold the public hearing on the Air Quality Conformity Determination Report.

12. 21st Century Transportation Committee - Update
(Attachment 12, 12A, 12B)

Damien Graham or David King, Triangle Transit

The General Assembly established the 21st Century Transportation Committee to study transportation infrastructure needs in the State. The authorization for this committee is Attachment 12. 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 six meetings. 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 staff from Triangle Transit who have been following the work of the committee. Attachment 12A is a report from the Intermodal subcommittee. The Intermodal subcommittee has proposed new legislation titled the Congestion Relief Intermodal Transport Fund (Attachment 12B) which would provide funding for public transportation, freight and passenger rail, and ports.

TAC Action: Receive an update on the work of the 21st Century Transportation Committee

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. Triangle Parkway Design Public Hearing Presentation

(Attachment 18)

Adjourn

Next meeting: May 14, 2008

Joint TAC Meeting to be scheduled in early May.

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> – See Attachment X of 4/9/08 TAC Agenda.
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.
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> Corridors to be identified as part of the 2035 LRTP process. STP-DA funding has been reserved.
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>
03/12/08	Present to the JCCPC and Orange County Assembly of Governments on the LRTP Deficiency Analysis	<u>In Progress:</u> Scheduled for the 4/2/08 JCCPC and 3/31/08 Assembly of Governments.
03/12/08	Provide an update on the state's human services transportation plan	<u>In Progress:</u>

TRANSPORTATION ADVISORY COMMITTEE

March 12, 2008

MINUTES OF MEETING

The Transportation Advisory Committee met on March 12, 2008, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Mayor William B. "Bill" Bell	City of Durham
**Alice Gordon	Orange County (TAC Chair)
**Eric Hallman	Town of Hillsborough
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
**Lydia Lavelle	Town of Carrboro
**George Lucier	Chatham County
*Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit Authority
**Mike Woodard	City of Durham (TAC Vice-Chair)
**Voting Member	
*Alternate or Non-Voting Member	
Mark Ahrendsen	City of Durham/Transportation
Jamal Alavi	NCDOT - TPB
Ellen Beckmann	City of Durham/Transportation
David Bonk	Town of Chapel Hill
Tyler Bray	NCDOT – TPB
Andy Henry	City of Durham/Transportation
John Hodges-Copple	Triangle J COG
Dale McKeel	City of Durham/Transportation
John Hunsinger	NCDOT – Division 7 Engineer
Karen Lincoln	Orange County Planning
Patrick McDonough	Triangle Transit Authority
Adena Messinger	Town of Carrboro
Ryan Mickles	Town of Chapel Hill
Felix Nwoko	City of Durham/Transportation
Dawn Qiu	City of Durham/Transportation
Jill Stark	FHWA
Battle Whitley	NCDOT – Division 5 Engineer

Alice Gordon, TAC Chair called the meeting to order at 9:08 a.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

Mark Ahrendsen stated a handout was distributed at the beginning of the meeting. It is a notification of a Twenty-First Century Transportation Finance Subcommittee meeting on March 24, 2008 in the Legislative Office Building in Raleigh.

Alice Gordon stated that agenda item #6 will be delayed until later in the meeting until Nina Szlosberg arrives.

Public Comments

There were no public comments.

Directives to Staff (Attachment 4)

There were no comments regarding the Directives to Staff.

ACTION ITEMS:

February 13, 2008 TAC Meeting Minutes (Attachment 5)

A motion was made by Mike Woodard and seconded by Becky Heron approving the February 13, 2008 TAC Meeting Minutes. The motion carried unanimously.

2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Deficiency Analysis (Attachment 7)

Andy Henry provided a presentation on the 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Deficiency Analysis, along with the attachment. Andy stated a complete packet will be mailed to each TAC member this week.

Mike Woodard stated this is good data for the TAC to have to advocate for the projects where we need to advocate. Mark Ahrendsen stated it is a good starting point as the TAC develops the 2035 LRTP; building on what is already in the 2030 LRTP. A lot of the effort in

64 this 2035 update will be how much of the 2030 plan can we afford with the project cost increases
65 and limited flow of revenue.

66 Ed Harrison stated it looks like it will include HOV on I-40; but as far as Ed knows that
67 is a non-funded project. Mark Ahrendsen stated we are looking thirty years out. It is in the 2030
68 plan. As it is updated for the 2035 plan, we will have an opportunity to look at everything in the
69 2030 plan. Ed stated that another facility that does not appear on the deficiency map is
70 Southwest Durham Drive. Mark Ahrendsen stated it should be reflected in the 2035 plan. It is
71 not shown as a network.

72 Bill Strom disagrees that these are reasonable travel times; but they are certainly better
73 than the travel times in Wake County. Bill asked what the next step is; i.e. will staff run different
74 scenarios. Andy stated the next step is to tabulate where the congestion is on the corridors and
75 bring forward LRTP alternatives to address the congestion. Bill Strom wants the Chapel Hill
76 Transit Master Plan included as an alternative. Mark Ahrendsen stated that is the next step; the
77 MPO will test alternatives that will include additions to the 2030 plan and substitutions for the
78 2030 plan. Andy stated the STAC recommendations will also be included in the alternatives.
79 Traffic Analysis Zones, or TAZs, are the level of analysis used for this exercise; the SE Data for
80 TAZs is on the website.

81 This item will be brought back at the next TAC meeting.

82 Becky Heron asked if this includes future land use and Andy stated yes, it is based on the
83 adopted land use plans. Staff will also do land use scenarios to model changes in land use.
84 Mark Ahrendsen stated that the land use plans already project more focused development around
85 some of the transit stations that are part of our current 2030 plan.

Mike Woodard wants this presented to JCCPC. Alice Gordon and other TAC members from Orange County also requested a presentation to the Orange County Assembly of Governments. Andy stated there will be sets of alternatives for the LRTP presented at the April TAC meeting.

STP-DA Call for Projects (Attachment 8 and 8A)

Ellen Beckmann provided an introduction for the STP-DA Call for Projects, along with the attachments.

Ellen stated that attachment 8A is what TCC is requesting guidance on at this meeting. There are three steps: (1) How much funding to be allocated to each of the six categories; (2) Within the categories, how will the funding be allocated; and (3) Funding specific projects in each category. The third step is not for discussion today as a proposal listing specific projects will be brought to the TAC in April.

Ed Harrison asked what scenarios would fund the most small projects and Ellen stated that scenario #1 (the annual reserve or flexibility emphasis) and scenario #4 (the local discretionary emphasis) are the best scenarios to use for small projects.

Bill Strom suggested emphasizing transit as transit moves the most people. Bill stated we need to find more funds for transit as he thinks transit does not have enough funds in any of the scenarios.

Mike Woodard suggested #4, Local Discretionary Emphasis. Mike asked if we used option 4; would it give a jurisdiction more flexibility on using the funds and Ellen stated yes; but it may give them less funds to work with depending on the split within the category.

George Lucier asked if Chatham County is not included because it is not a municipality or was it because Chatham County did not respond to a request. Ellen stated that no counties

requested STP-DA funds when they were requested last year. However, they can request funding in the annual reserve category and the regional bicycle and pedestrian category. George requested that staff copy the county manager and the chair of the county commissioners in addition to the planning director when requesting projects.

Alice Gordon stated she noticed that consideration of geographic equity is associated with some categories more than others. Can't equity be considered in all the scenarios? Ellen stated the annual reserve was designed to have the most flexibility in order to address needs as they arise each year so no guidelines have been proposed for geographic equity. Step 2 will discuss how transit is distributed between Durham and Chapel Hill. No equity distribution was set for the Regional Bicycle/Pedestrian category because staff wanted to identify priority corridors within the MPO. In scenario #4; more emphasis was put on distribution of funds by the population of the municipality. The directive from the TAC last year was to consider the geographic distribution of funding.

Alice Gordon stated that there are few funds for Regional Bicycle/Pedestrian projects in the TIP.

Ellen Beckmann stated staff is asking for guidance on the transit and local discretionary splits as well.

Alice Gordon asked why Ellen is only discussing municipalities and not counties in the local discretionary category. Ellen stated that no counties requested funding. Alice Gordon asked why TTA was not included but TJ COG was included. TTA was not included because the TCC did not want to recommend allocating a new funding source to TTA without a corresponding new funding source provided by CAMPO. The TJ COG projects are under staff

131 and routine planning because TJ COG performs the required air quality conformity work on
132 behalf of the MPO.

133 George Lucier asked when a request for bicycle/pedestrian projects would be due. Ellen
134 stated that staff has projects for this year already as they were sent by the deadline last year.
135 However, if Chatham wants to submit something this year, send it as soon as possible for
136 consideration. Ellen stated that counties can request funding each year from the annual reserve
137 for bicycle/pedestrian projects or planning activities.

138 Ed Harrison stated that he doesn't want to use population for distribution of transit.

139 Alice Gordon stated that a decision needs to be made on Step 2. Mike Woodard stated he
140 prefers the annual passenger miles. Lydia Lavelle supports equal division for transit and the
141 transit emphasis for the overall categories. Becky Heron supports annual passenger miles for
142 transit. Alice Gordon stated it appears the choice is between annual passenger miles and equal
143 division for transit.

144 A motion was made by George Lucier and seconded by Ed Harrison recommending #4 –
145 Equal division between CHT and DATA for Transit. The motion carried with a vote of 6/2 with
146 Mike Woodard and Becky Heron opposing.

147 A motion was made by Eric Hallman and seconded by Mike Woodard recommending #2
148 – Guaranteed \$500,000 minimum for each municipality and then distributed by population for
149 the Local Discretionary split. The motion carried unanimously.

150 Alice Gordon stated a decision needs to be made on Step 1. Mike Woodard supports (4)
151 Local Discretionary Emphasis because each jurisdiction could select the project that they would
152 like more emphasis on. Ed Harrison supports the transit option; but he sees the merit of the local
153 discretionary emphasis.

A motion was made by Mike Woodard and seconded by Eric Hallman recommending #4 – Local Discretionary Emphasis. The motion carried unanimously.

Section 5307 and 5340 Distribution (Attachment 9)

Mark Ahrendsen provided an introduction for the Section 5307 and 5340 Distribution. We are using the same formula from previous years to sub-allocate the funds.

A motion was made by Mayor Bell and seconded by Mike Woodard to endorse the distribution formula for Section 5307 and 5340 funds and authorize the Chair to send a letter to NCDOT regarding this distribution. The motion carried unanimously.

2008-2009 Unified Planning Work Program (UPWP) Attachment 10 and 10A)

Mark Ahrendsen provided an introduction for the 2008-2009 Unified Planning Work Program (UPWP), along with the attachments.

Alice Gordon stated there are formatting issues in the document. This needs to be corrected. In addition, there are no planning funds for counties.

Becky Heron stated that the costs are rising for the human services transportation and bikeways are needed.

Ellen Reckhow asked how we can address the issue that we are using traffic counts that are three years old to evaluate zoning requests. Mark Ahrendsen stated that we use the bi-annual NCDOT data and there is a year lag before it is published so it makes the data old.

Becky Heron asked if the TAC could encourage the state to get on with the study on human service transportation. John Hodges-Copple stated the last time they spoke with NCDOT; they were having consulting issues. Alice Gordon asked staff to follow-up and bring back a report to the TAC.

George Lucier stated Chatham County is in the process of doing a special planning study and asked if it could be included in the UPWP. Mark Ahrendsen stated it is possible that it could be funded with STP-DA for the area of Chatham County within the metropolitan area boundary. The Chatham County planning staff will contact the LPA staff.

A motion was made by Mayor Bell and seconded by Becky Heron to release the draft FY 2008-2009 Unified Planning Work Program for public comment. The motion carried unanimously.

FY 2009-2015 Transportation Improvement Program – Air Quality Conformity Determination Report (Attachment 11)

John Hodges-Copple provided an introduction for the FY 2009-2015 Transportation Improvement Program – Air Quality Conformity Determination Report.

A motion was made by Mike Woodard and seconded by Becky Heron to 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. The motion carried unanimously.

FY 2009-2015 Transportation Improvement Program – One-on-One Meeting Follow-Up (Attachment 12 and 12A)

Mark Ahrendsen provided an introduction for the FY 2009-2015 Transportation Improvement Program – One on One Meeting Follow-Up, along with the attachments.

A motion was made by Mayor Bill Bell and seconded by Becky Heron to approve the reordering of projects on the Regional Priority List for Division 5 so that the Fayetteville Road widening is a higher priority than the NC 751 widening. The motion carried unanimously.

A motion was made by Eric Hallman and seconded by Mike Woodard to approve the reordering of projects on the Regional Priority List for Division 7 so that the Bolin Creek

Greenway and the bicycle and pedestrian facilities on Old Fayetteville Road are higher priority than the bicycle and pedestrian facilities on Martin Luther King. The motion carried unanimously.

The major emphasis for Division 5 was on the East End Connector; trying to secure the funding necessary to complete the project within the 2009-2015 TIP program.

The major emphasis for Division 7 was on bicycle/pedestrian and transit projects.

Bill Strom stated that the NCDOT staff was well prepared at the meeting. There was a lot of attention on the 21st Century Report. However, they were not as familiar with the STAC report.

REPORTS:

Report from the TAC Chair

Alice Gordon stated that the STAC did not complete its work at its last meeting on February 29. There will be one more meeting which has not yet been scheduled. The funds run out on March 15, 2008. She reported that the preliminary STAC recommendations from the February 29 meeting include the following: (1) The MPOs should continue to cooperate; (2) the STAC is recommending a ½ cent sales tax to fund transit; and (3) the regional transit board should consist of elected officials only.

Report from Staff (Attachment 14)

Felix Nwoko stated a report on the Farrington Road/Stagecoach Road was made to the TCC subcommittee two weeks ago and will be presented to the TAC at the April meeting.

Report from the TCC Chair

Mark Ahrendsen did not have anything additional to report.

NCDOT Report (Attachment 16)

Battle Whitley, NCDOT Division 5 Engineer, provided an update on the projects. US 15-501 is slightly ahead of schedule. They are scheduled to begin the resurfacing projects provided the weather doesn't change.

John Hunsinger, NCDOT Division 7 Engineer, provided an update on the projects. Mark Ahrendsen requested an update on the Weaver Dairy/Sunrise Drive signal. The location depends on the right-of-way availability. The bid on the I-40/I-85 weight station was opened this morning. There are several projects on NC-54. The Superstreet is near completion. Ed Harrison stated that the Superstreet needs night lighting and pedestrian crossings. Bill Strom stated he is receiving a lot of complaints about the phasing of the signals. A lot of individuals are running the red light due to the timing. Lydia Lavelle has a concern about the traffic flow to the new school off Eubanks Road. John stated they will look at traffic flow after the school is open. They do not know if a signal is warranted.

INFORMATIONAL ITEMS

Recent News Articles and Update (Attachment 17)

The recent news articles and updates are attached.

Revised CMAQ Applications (Attachments 18 and 18A)

The revised CMAQ Applications are attached for information.

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

The U-4763 Triangle Parkway Design Public Hearing – March 25, 2008 is attached.

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

The NCGo! Transportation Summit and Candidate Forum – April 15, 2008 is attached.

Adjournment

247 There being no further business of the Transportation Advisory Committee, a motion was
248 made by Mike Woodard and seconded by Eric Hallman to adjourn the meeting.

Section 1: Executive Summary

1 State of the Triangle

2 In the past decade, the Triangle has experienced an extraordinary rate of growth. Our current
3 population is approximately 1.5 million, and we can expect an additional 1 million people over the
4 next 30 years. These numbers confirm what we already know: the Triangle enjoys a robust economy
5 and a high quality of life. People want to move here to build businesses, careers and families. At the
6 same time, our rapidly growing economy and our low density development patterns have made our
7 region one of the most sprawling, auto-centric regions in the nation. Our transportation system is
8 straining under current demand and far from adequate to meet future needs. Residents across the
9 region express frustration with long commutes, congestion and the lack of transportation choices.
10 Our auto-dependency also has far-reaching impacts beyond our transportation system threatening:

11
12 **Our Economy:** Increasing congestion and unreliability of travel times threaten our attractiveness to
13 businesses and workers. Without a well-functioning transportation system that is reliable, cost-
14 effective and time-competitive for commuters and freight, with a range of options for accessing
15 shopping, medical service and entertainment venues, our overall competitiveness will decline. Fuel
16 prices and the other costs of auto ownership and driving will continue to increase, draining individual
17 households of financial resources. Increasing construction and roadway maintenance costs are
18 draining communities of the financial resources needed to sustain basic services as well as the arts,
19 cultural and natural resources.

20
21 **Our Communities:** Building and expanding roadways brings massive impacts on neighborhoods
22 and rural landscapes. The air quality impacts of our increasingly high levels of ozone pollution
23 generated from vehicle emissions are particularly hazardous for children and the elderly. The time
24 drivers spend in traffic is unproductive and aggravating and takes time away from family and
25 community activities. The separation between home and work by both time and distance frays the
26 social fabric of our neighborhoods.

27
28 **Our Environment:** Continued expansion in the number of vehicles and the distances they travel
29 each day will mean the region will face challenges in meeting federal air quality standards in the
30 future. Development has taken up land at a much higher rate than our rate of population growth,
31 threatening open spaces and agricultural landscapes, and fragmenting natural habitats.

32
33 **Our Future Mobility:** By 2035, the population of those aged 65 and older in our region will grow
34 from less than 10% to more than 15%. A significant number of people will continue or begin to live

Faced with this state of the Triangle, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the N.C. Capital Area Metropolitan Planning Organization (Capital Area MPO) concluded that providing well-planned and timely major regional transit investments is a very important part of maintaining the Triangle region's current levels of transportation mobility, high quality of life and economic prosperity. Therefore, the MPOs are pursuing the joint development of a plan for a regional transit system.

To help with the planning process, the two MPOs appointed a Joint MPO Special Transit Advisory Commission (STAC) to assist them in the development of the transit component of their respective Long Range Transportation Plans (LRTPs), with a focus on major transit investments. Assisting the STAC were staff and resources provided by DCHC MPO, Capital Area MPO, Triangle J Council of Governments (TJCOG), NC Department of Transportation (NCDOT), Regional Transportation Alliance (RTA) and Triangle Transit (TT, formerly Triangle Transit Authority or TTA).

Section 1: Executive Summary

without a car, either by choice or necessity; this group increased from 27,000 to 29,000 between 1990 and 2000. Continuing to build and operate an auto-dependent transportation system will exclude these groups from full participation in the economic and cultural life of our region. At the same time, our current transit providers struggle to provide basic service and do not have funding mechanisms in place to meet the needs of our growing population.

Why Invest in Transit?

The economic, demographic, environmental and social factors signal that a new approach to our transportation system is needed. Taking a fresh look at the Triangle's transportation issues, the STAC saw compelling reasons for giving transit a much larger role in our transportation future:

- Providing an alternative to auto travel and potentially reducing congestion along key travel corridors
- Focusing economic development at the transit stations and along corridors
- Encouraging land use patterns that better fit with changing environmental and demographic factors
- Reducing the need for and cost of new roads and other infrastructure by optimizing the capacity of existing roads and providing an alternative to automobile travel
- Preserving open space, trails, farmland, and historic, culturally valuable and environmentally sensitive areas
- Improving our health by reducing air pollution, greenhouse gas emissions, water pollution and by providing more opportunity to include walking and cycling in daily travel activities
- Enhancing access and quality of service to existing and future employment, services, leisure, health, education, cultural, and natural resources for everyone, including the mobility impaired and economically disadvantaged
- Strengthening all residents' feelings of belonging, connection, and community throughout the region by creating shared public and private responsibility and investment for transit which demonstrates that the region can think and act inclusively with vision, creativity, and open communication

Despite the challenges we face, the Triangle region has some good "building blocks" for constructing a more robust regional transit system. There are places with intense activity, parking constraints and populations with a propensity to use transit, most notably the central business districts of Raleigh, Durham and Chapel Hill/Carrboro, as well as our universities and medical centers.

Across the country, there is evidence that future populations will be even more interested in using transit. Real estate industry market research indicates that about 20-30% of people would prefer to live in a more compact, walkable neighborhood where people can get to jobs, shopping and recreation without using a car. These trends indicate that we can create "transit neighborhoods" by focusing some of the expected one million new people along transit corridors, shaping a future with high quality of life that includes a high degree of personal mobility for all.

Recommendations

The Special Transit Advisory Commission (STAC) has developed a Regional Transit Vision Plan for the Triangle. The Vision Plan includes investments that support and strengthen activity in our downtowns, and offer travel choices for commuters from outlying areas. Special services to and from Raleigh-Durham International Airport (RDU) are also included. The recommendations reflect the STAC's recognition of the complexity of our region which requires multi-pronged, multi-modal strategies to building a complete transportation system. Map 1 presents three major categories of investments in the Regional Transit Vision Plan:

Enhanced Region-wide Bus Network: Denoted by green lines. The Vision Plan is built on a solid foundation of expanded bus service throughout the region, connecting communities with one

Section 1: Executive Summary

another, and bringing communities presently unserved by transit into a broad, regional network. This regional network will seamlessly integrate with the local bus networks, which will also receive service enhancements.

The STAC recommends:

- Premium, high-frequency, express service to and from RDU International Airport
- Rush Hour Only bus service to outlying communities, including Burlington/Mebane/Hillsborough/Graham, Pittsboro, Zebulon, Holly Springs, Franklinton, Selma, Creedmoor/Butner, Rolesville and Fuquay-Varina
- Enhanced bus service in core areas to support the rail and circulator investments
- A system of park and ride lots to be served by the regional network and the express service
- Enhanced transit access for pedestrians and bicycles around park and ride lots and bus stops

Basis for these recommendations:

- Existing local bus networks do not adequately serve our growing population
- Expanded bus service will quickly improve transit service
- Paired with an incentive plan for local investments to support transit, encourages investment and land use planning by outlying communities
- Strengthen the regional community
- Ability to adjust routes and schedules based on demand
- Cost-effective in serving less dense residential and/or employment areas
- Provides necessary connections to park and ride lots and rail transit stations
- Immediately builds support for transit throughout the region
- Reduce the need for and cost of new roads and other infrastructure by optimizing the capacity of existing roads and providing an alternative to automobile travel

Circulators: Denoted by orange shaded areas. The Vision Plan relies on circulators in the region to provide seamless and timely connections between the bus and rail networks in order to move passengers to and from our major economic and residential centers. The circulator zones in Map1 are depicted at the conceptual level only and should be sited by the respective communities and MPOs. Initially all circulators will be buses with potential future operations by modern street cars or trolleys. Local conditions, communities and costs will define specific technology.

The STAC recommends:

- RDU/RTP circulator connecting RDU to the Triangle Metro Center and other major activities areas in RTP.
- Circulators in the downtowns of Raleigh, Durham, Chapel Hill/Carrboro and Cary.
- A system of park and ride lots to be served by the circulators and the regional network.

Basis for these recommendations:

- Provides connections for through passengers using the regional bus and rail networks.
- Connects regional passengers to major activity centers in the urban cores.
- Provides flexible travel options within major activity centers.
- Enhances local bus service.
- Provides more opportunities for walking and cycling in transit.

Rail Investments: Denoted by blue lines. The regional system is anchored by rail service that serves and connects the region's principal centers of activity.

The STAC recommends:

- Rail transit service from Chapel Hill to north Raleigh.
- The segment connecting Durham, RTP, Cary, downtown Raleigh and north Raleigh will use self-propelled, bi-directional, diesel multiple unit (DMU) rail cars operating within the existing railroad rights-of-way.

Section 1: Executive Summary

- 1 ▪ The segment connecting Chapel Hill to Durham will use a Light Rail Transit (LRT),
- 2 electrically-driven rail cars.
- 3 ▪ Timely and seamless connections to the rail stations by the expanded region-wide bus
- 4 service and circulators.
- 5 ▪ Grade separations where feasible and cost effective and warranted by traffic conditions.
- 6 ▪ Enhanced transit access for pedestrians and bicycles with improvements around the transit
- 7 stations.
- 8 ▪ Coordination with the North Carolina Railroad Shared Corridor Track Expansion Study, which
- 9 is investigating the feasibility, costs and operating standards for rush hour rail service on the
- 10 Burlington to Goldsboro and Hillsborough to Chapel Hill/Carrboro corridors.

11 Basis for these recommendations:

- 12 ▪ A rail system will shape land use and focus economic development at the transit stations and
- 13 along these critical corridors.
- 14 ▪ Rail is more cost effective in high capacity corridors.
- 15 ▪ Rail will provides transit alternatives in our most congested corridors.
- 16 ▪ Rail can shape land use toward patterns that can preserve open space, trails, farmland, and
- 17 historic, culturally valuable and environmentally sensitive areas.
- 18 ▪ DMU service takes advantage of existing transportation corridors, using vehicles that have
- 19 high cruising speeds that better serve greater station spacing.
- 20 ▪ LRT service with nimble, electrically powered vehicles provide better service when there are
- 21 stops are closer together, and can operate adjacent to regular vehicle traffic.

23 A Call to Action

24 For the past fifty years, our region has relied primarily on road-building to provide mobility. All
 25 projections indicate that our roads will become even more congested than they already are, even if
 26 we spend the billions of dollars we anticipate investing on roads in our current plans. The regions
 27 that we are competing with for new industry and better jobs are already investing in transit. For the
 28 Triangle to compete, we need a complete, multi-modal transit system.

29
 30 As we sprawl, we are devouring farm land, forests and open space. Increasing infrastructure costs
 31 as we sprawl are draining communities of the financial resources needed to sustain basic services
 32 as well as the arts, cultural and natural
 33 resources. We are polluting our air and our
 34 water. We are harming our health and
 35 ruining what makes the Triangle a great
 36 place to live and raise a family. Our family
 37 budgets are being squeezed by the costs of
 38 commuting, and many more people will find
 39 they cannot afford to commute by car.

40
 41 With another million people arriving over
 42 the next generation and a strengthening
 43 market for urban living, we can to begin a
 44 strong, sustained cooperative effort to build
 45 a transit-rich region. Our challenge is to
 46 craft and implement a region-wide, multi-
 47 modal transit system to support the world-
 48 class region we want to become. This
 49 report sets forth a vision for that future, and
 50 charts a course for achieving it.

“We cannot sit back and wait for the next generation to address these ever-increasing needs. The crisis is now and we have a responsibility and obligation to create a safer, more secure, and ever more productive system. We need to create and sustain the pre-eminent surface transportation system in the world. Now.”

Report to Congress from the National Surface Transportation Policy and Revenue Study Commission, *Transportation for Tomorrow*, December 2007.

“The 21st Century is an increasingly competitive world . . . Our prosperity and way of life are at stake. America must respond.”
 American Association of State Highway Transportation Officials, supporting the recommendations of the national *Transportation for Tomorrow* report.

Section 2: Setting the Stage

This section describes why and how the STAC was convened, and why the effort was undertaken at this particular time. It also provides an overview of how the recommendations of the STAC fit into the bigger picture of transportation planning in the Triangle region.

Federal highway and transit statutes require, as a condition for spending federal highway or transit funds in urbanized areas, the designation of Metropolitan Planning Organizations (MPOs), which are responsible for planning, programming, and coordinating transportation investments. Here in the Triangle region there are two MPOs: the Capital Area MPO which serves the eastern side of the Triangle, and the Durham-Chapel Hill-Carrboro MPO (DCHC MPO), which serves the western part of the region. A map of the region's transportation planning area and the MPOs' jurisdiction is provided on the page 4 of this section.

MPOs are required to develop Long Range Transportation Plans (LRTPs) and regularly update them to maintain a time horizon of 25 years into the future. LRTPs identify the needs of a transportation system to meet user expectations for movement of people and of goods, and must address current and future needs for all transportation modes. LRTPs also address other factors connected to the transportation system including safety, economic development and air pollution standards. The LRTP establishes a vision and policy structure and sets forth strategies for directing investments, including identifying the financial resources needed to build and sustain the system.

The Capital Area and DCHC MPOs are currently in the process of updating their LRTPs to a 2035 planning horizon year. The 2035 LRTPs for both MPOs are expected to be adopted by the MPOs in late 2008 with federal approval of the plans anticipated in summer 2009.

Our two MPOs have moved toward greater planning coordination in recent years, recognizing and reflecting the complex economic, freight, and commuter interaction between the eastern and western portions of our region. In order to address one aspect of these regional interactions, the MPOs will coordinate the major transit investment part of their LRTPs during this plan update cycle. The two MPOs decided to work together for several reasons. Both the DCHC MPO and the Capital Area MPO included the Triangle Transit Authority Regional Rail project (sometimes referred to as "Phase I") between Durham and Raleigh in their 2030 LRTPs. When this project failed to receive federal funding, the two MPOs resolved to work cooperatively to develop a new transit plan to serve the region's needs. Furthermore, several major transit investments will connect the eastern and western parts of the Triangle and thus will require agreement by the DCHC MPO and the Capital Area MPO. In addition, the tremendous effort required to fund, build, and operate a major transit project was considered to be more likely to be successful if both MPOs worked together. Therefore, they agreed to pursue the joint development of a Regional Transit Vision Plan for a regional transit system to serve as the foundation for making comprehensive, cooperative, and well-coordinated decisions on future major transit investments.

In November, 2006, the policy boards for the MPOs (known as Transportation Advisory Committees or TACs) met jointly and agreed to convene a citizen advisory group to take a fresh look at regional transit. The group, called the Special Transit Advisory Commission (STAC) was charged with delivering a set of recommended major transit investments and initial investment priorities. These recommendations are to be taken into consideration by the two MPOs when developing their 2035 LRTPs (see Appendix A for the Charge to the STAC).

The membership of the STAC was established by the TAC of each MPO. The TACs solicited nominations from their various constituencies, including towns, universities, and other inter-

Section 2: Setting the Stage

governmental and regional agencies. Nominees were asked to describe their interest in the STAC and any relevant experience they would bring to the effort. In the subsequent months, the two MPOs appointed 29 members and nine ex-officio members to the STAC (see Appendix B for a list of STAC members). Some had experience as municipal officials, some represented corporate and business interests, others were involved with environmental groups. Many had experience with transportation issues in the Triangle. Across this broad range of backgrounds, all members of the STAC recognized the relationship between our region's transportation system and our economic prosperity and overall quality of life. They committed to investigate and debate the issues around transit and develop a set of recommendations for regional transit investments that would serve our regional future.

Recognizing that there would be extensive work required to prepare for and organize STAC meetings, the two MPOs, the North Carolina Department of Transportation, and Triangle Transit contracted with the Institute for Transportation Research and Education (ITRE) at North Carolina State University to provide staff support for the STAC. To guide the work of the STAC and provide technical information and analysis, a staff working group was established with representation from both MPOs, Triangle J Council of Governments, Triangle Transit, local governments, the Regional Transportation Alliance, North Carolina Department of Transportation, and ITRE (see Appendix B for list of staff working group members).

Sponsors of the STAC Effort

Capital Area MPO: The MPO serving the eastern part of the Triangle region including Wake, parts of Johnston, Franklin and Harnett counties

Durham-Chapel Hill-Carrboro MPO: The MPO serving the western part of the Triangle region, including Durham County and parts of Orange and Chatham counties.

Triangle Transit (formerly Triangle Transit Authority or TTA). The Triangle's regional transit service provider; currently operates local and express bus service and vanpools.

RTA: Regional Transportation Alliance. Regional business leadership group focused on mobility issues affecting the Triangle; supported by 22 chambers of commerce and over 100 companies.

NCDOT: North Carolina Department of Transportation, Public Transit Division. The division involved in planning transit systems and services across the State. NCDOT does not operate buses, trains or vans directly, but rather helps local and regional transit providers plan and operate more effectively.

TJCOG: Triangle J Council of Governments. A voluntary organization of municipal and county governments covering Chatham, Durham, Johnston, Lee, Moore, Orange and Wake Counties. Works on regional issues including development & infrastructure, water resources management, sustainable energy and environment, air quality, and aging services. Provides support to member communities including technical assistance, planning, mapping, web page design and maintenance, and administrative services.

ITRE: Institute for Transportation Research and Education. An inter-institutional research center administered by NC State University in Raleigh. ITRE conducts research, transportation workforce training programs, and technical assistance projects on a wide variety of transportation issues.

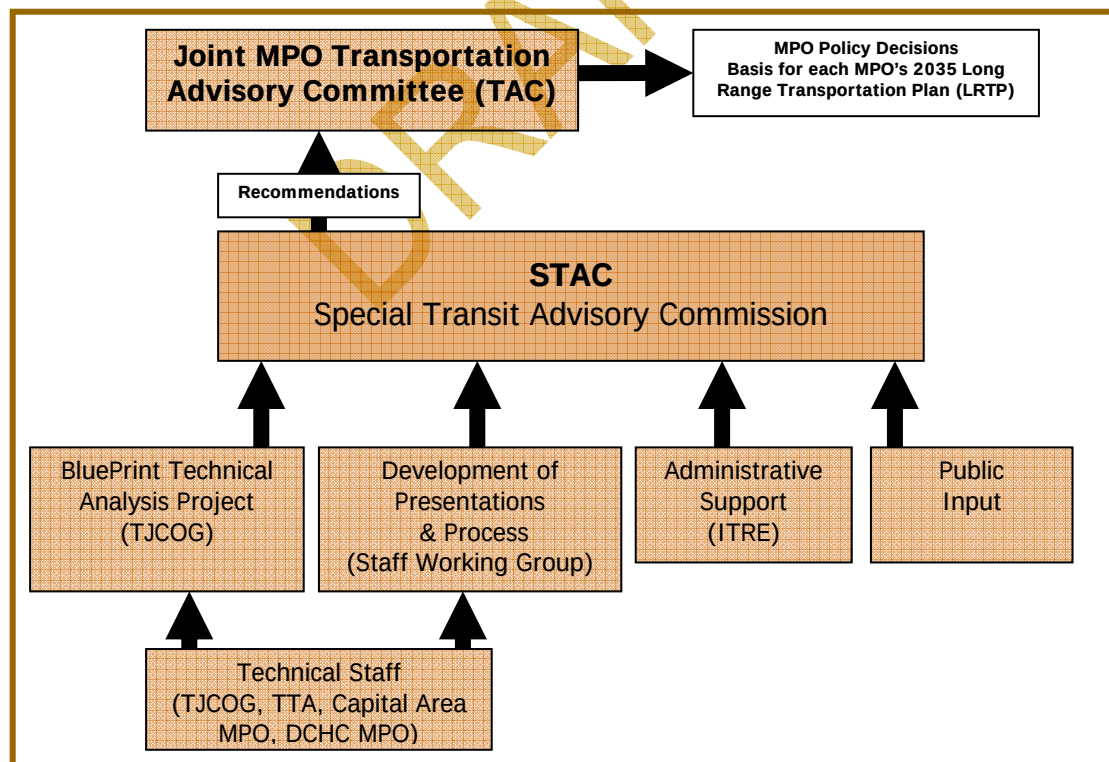
Section 2: Setting the Stage

Parallel to the work of the STAC, a collaborative effort between local governments, the MPOs, and other organizations across the region such as the Airport Authority, was initiated to provide the technical basis for recommendations on transit investments. This Regional Transit Infrastructure Blueprint Technical Analysis Project analyzed future transit corridors and the potential transit infrastructure investments within those corridors. The Technical Analysis Project was designed to provide consistent, documented information related to land use and transit investments for preparation of the forthcoming 2035 LRTPs and consisted of three main parts:

- A *land use analysis* that described the land use–transit relationship, examined different ways of looking at land use, reviewed land use-related strategies undertaken in other regions, and developed measures for land use intensity tied to transit service provision
- A *travel analysis* that described the nature of travel in different parts of the region and by different groups of travelers, examined travel patterns in major corridors, and compared corridors across a range of travel-related measures
- A *cost analysis* that looked at the building blocks of major transit investments and developed tools and data to estimate transit investment costs

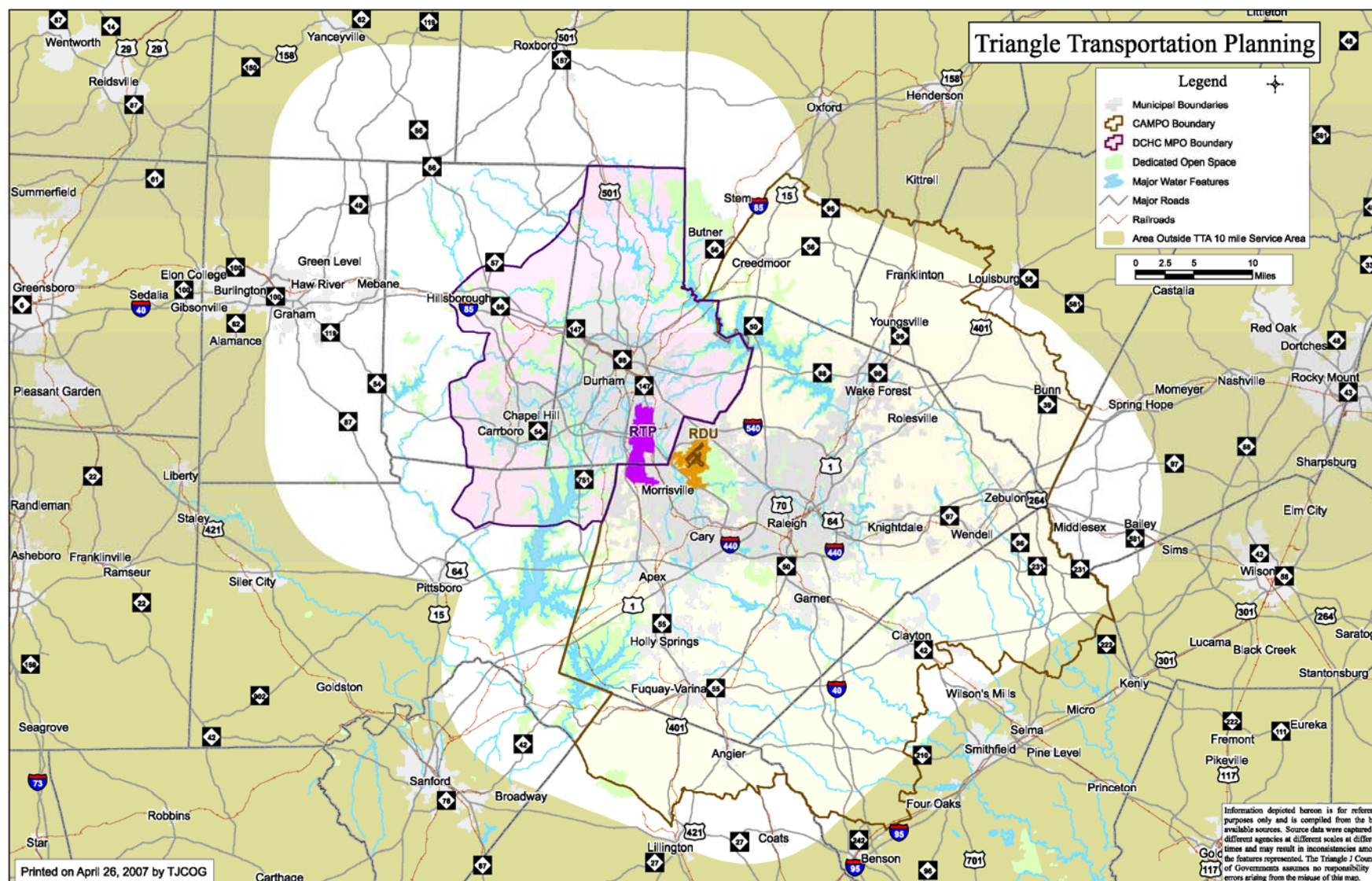
The Technical Analysis Project cannot provide an actual “blueprint” of specific projects to be built and does not constitute an engineering study. It also does not provide an automatic method to select the ‘best’ projects for the region, but rather offers technical inputs for the STAC to consider along with other qualitative factors to shape their evaluation criteria and recommendations.

Schematic of the STAC process and relationship to the regional transportation planning processes.



Section 2: Setting the Stage

The Triangle Region Transportation Planning Area



Section 2: Setting the Stage

One of the most compelling stories the technical analysis revealed was the story of growth in the Triangle. The numbers show our recent, tremendous growth, both in population and in geographic extent as we've expanded our communities to absorb that greater population. The numbers also forecast continued, dramatic change ahead for the Triangle region. Because growth has outpaced investment to meet many of the mobility needs of our current population, it is expected that future growth will translate into even greater demand on our transportation system, compounding the demands of tomorrow on top of the needs of today, which are already considerable. The region has the opportunity to address those current and future mobility needs, and tackle them in a strategic way so that we do not find ourselves faced with crisis conditions that may force extremely unpleasant choices. Or worse, no choices at all.

Yet the window of opportunity is narrow. Because large-scale infrastructure projects require careful planning and rigorous approval processes, the time to begin is now. The two MPOs in the region are set to develop their long-range transportation plans that will shape the Triangle's transportation system for the next 25 years. They are looking for workable solutions to the region's collective transportation future. Local governments are looking for new ways to resolve our communities' mobility problems. The residents of the region, our co-coworkers, families, friends and neighbors are looking for relief from dependence on personal vehicles, and for viable options for their individual transportation futures.

The members of the STAC also have a sense of urgency about our region's mobility issues. They recognize that failing to act and act now will lead to worsening traffic conditions, increasing costs of commuting, and dangerous declines in air quality. In short, the Triangle faces the prospect of unacceptable declines in our quality of life that will threaten the desirability of our region to businesses, residents, and visitors and reduce our overall competitiveness. Although many of these forces already have considerable momentum, members of the STAC believe there is an opportunity to begin to turn the tide, and that substantial investments in improving our transit system will play an important role in doing so. With their recommendations, the STAC is urging the Triangle's citizens, leaders, and transportation agencies to seize the opportunity before us now.

Over the past 10 months, the STAC considered an impressive amount of technical material. Members of the STAC asked questions about transit in general and transit in the Triangle. Answers to these questions, many of which are also asked by the public, are provided in Appendix C. While transportation planning is a highly technical endeavor, the STAC and the staff working group recognize that while technical information and analysis is necessary, it is not sufficient. Planning, building, and operating a robust transit system in our region will also take leadership. The responsibility will fall to our leaders—both citizens and elected officials—to explain the issues related to our region's growth, the realities of funding, the relationship between land use patterns and transportation systems, and the need for a truly diversified, multi-modal transportation system.

Section 3: Why Invest in Transit?

This section describes the role transit can play in the Triangle and the importance of investing in a regional transit system.

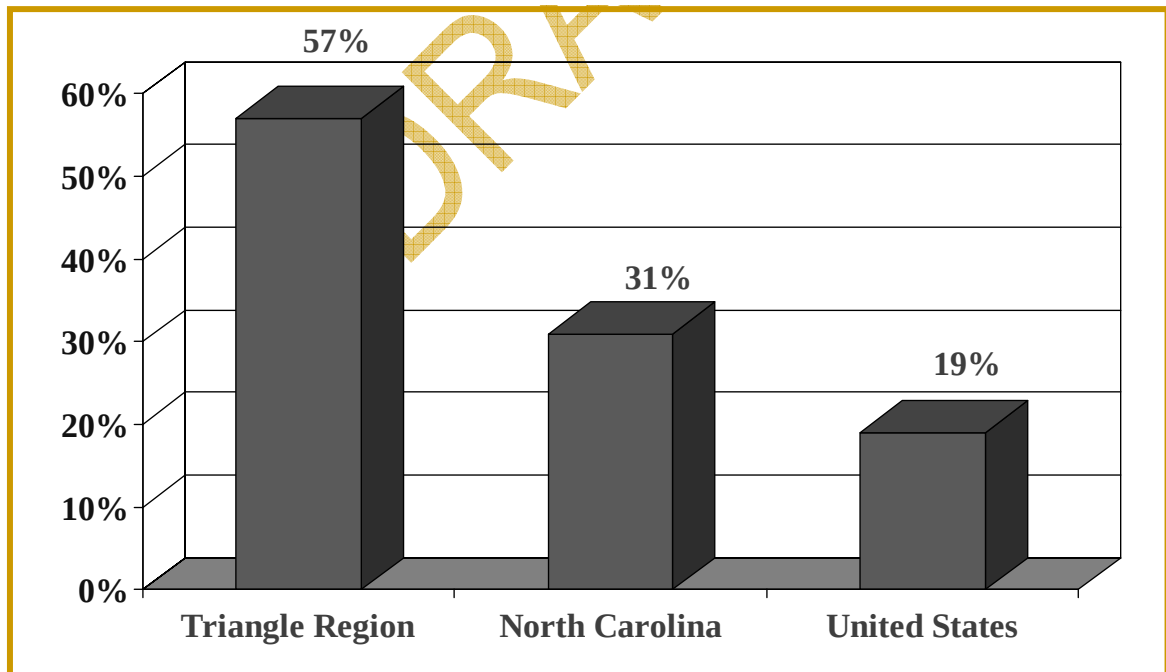
In order to take a fresh look at the Triangle's transportation issues, it is important to understand the economic, demographic, environmental and social forces that affect transportation in the region. The Special Transit Advisory Commission (STAC) examined these forces and considered how transit might interact with these forces in a way that would promote greater mobility and prosperity, stronger communities, and enhance quality of life. From these potential benefits, the Commission articulated a set of goals that became the framework for developing their recommendations.

Economic, Demographic, Environmental and Social Forces

Our region has experienced a period of astounding growth in population over recent decades. The Research Triangle Region is home to 1.5 million people and is projected to grow rapidly to 2.5 million by 2035, about 3,000 people per month. Our growth rates have outpaced population growth for the nation and for North Carolina. From 1990 to 2000, Wake County was the 9th fastest growing county in the U.S. Although we are not yet a "big" region, we can expect to become one, and fast.

Population Growth 1990-2005

Source: TJCOG

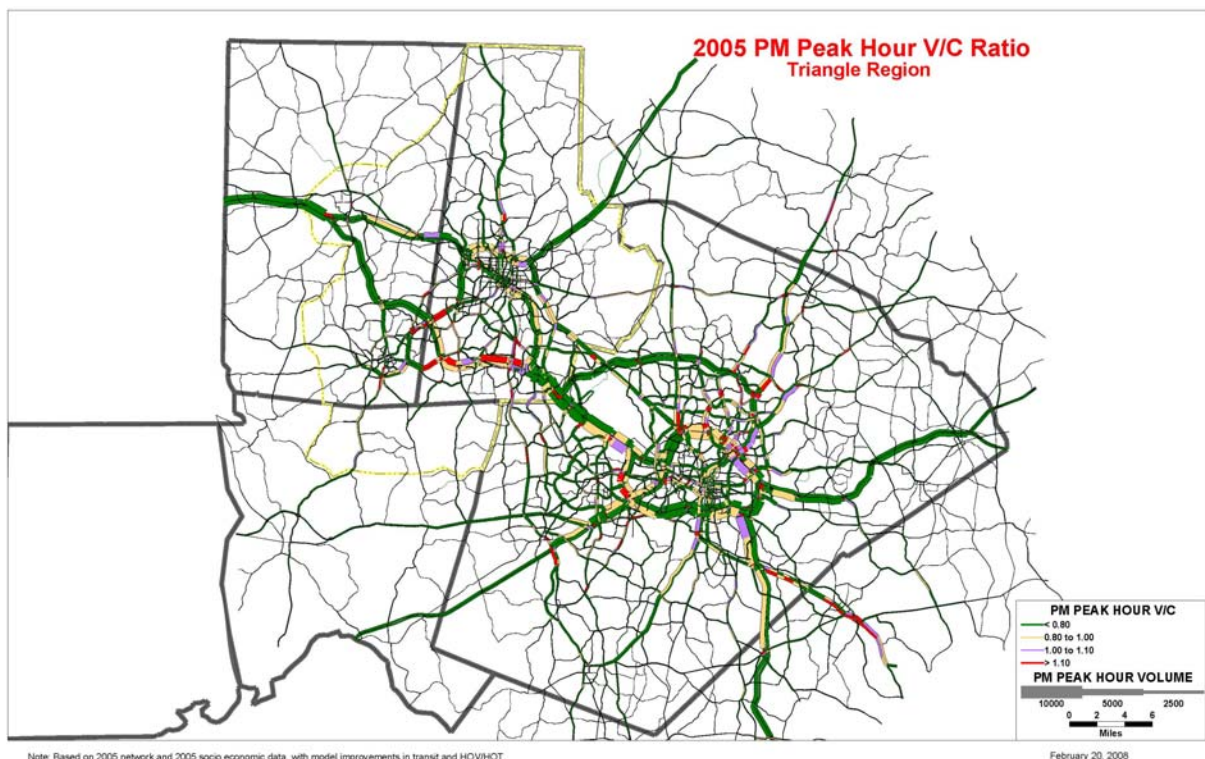


Section 3: Why Invest in Transit?

These numbers tell us what we already know: people want to move here to build businesses, careers and families because of the robust economy and high quality of life. However, the attractiveness of the Triangle is dependent on quality infrastructure, including our transportation network. This network is already straining to serve our current travel needs as the demand for transportation has steadily grown at a rate that far outpaces population growth. Future population growth and the increased traffic this will bring will only worsen the situation.

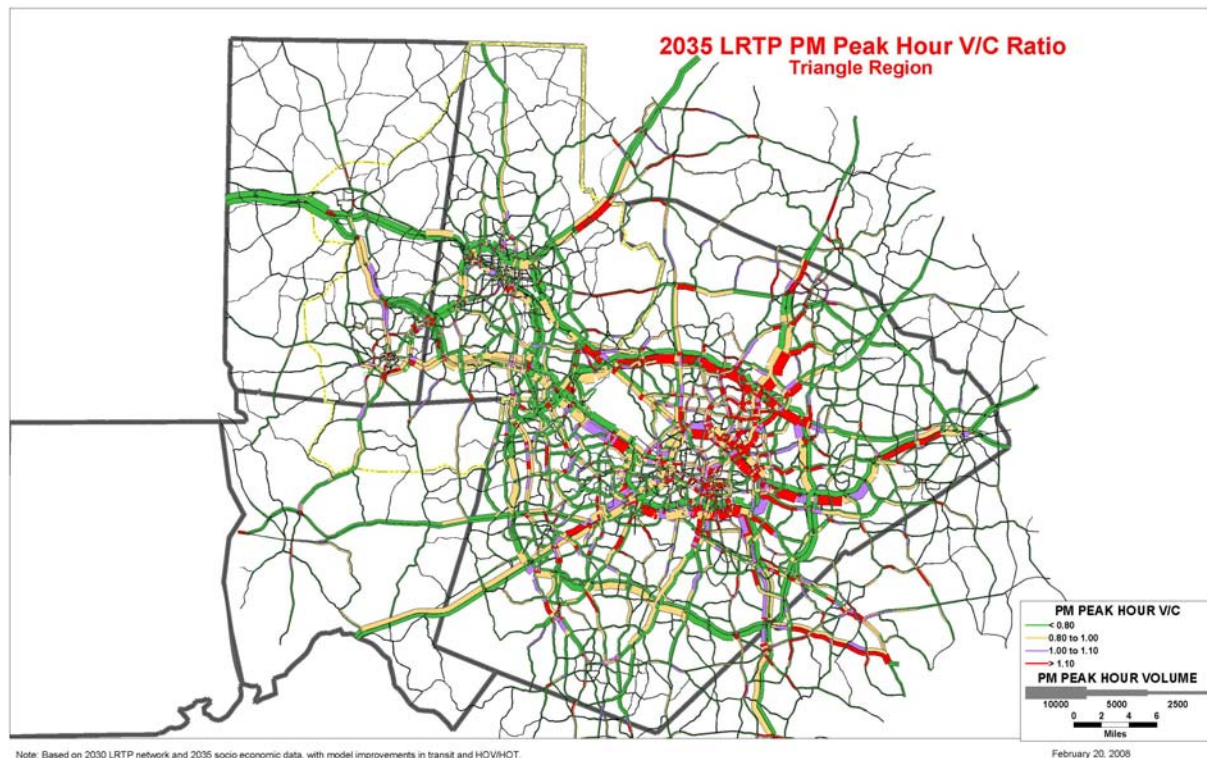
The maps below show the anticipated increase in congestion on our roadway network from 2002 to 2030. The projections for increasingly congested conditions has implications for business, which need travel time reliability for workers and for freight, and for individuals, who must cope with frustration and time lost to congestion on daily basis.

Regional Road Network showing 2005 ratios of daily traffic volume (shown by width of lines) to capacity. Purple are roads at or just over capacity; red are roads well over capacity. Source: DCHC MPO



Section 3: Why Invest in Transit?

Regional road network with 2035 projected volume to capacity ratios. The increase in congestion comes despite implementing all projects in the region's two current Long Range Transportation Plans. Source: DCHC MPO



Not surprisingly, Triangle commuters are spending more time commuting, either because of congestion or because they are traveling greater distances. According to US Census figures, our commutes are getting longer. From 1990 to 2000, the average commute time in the Raleigh-Durham-Chapel Hill metropolitan area increased 23%. The number of workers who were able to reach their jobs in 20 minutes or less declined, while at the same time the percent of workers reporting one-way commutes of greater than 60 minutes increased (see *Commuting in America III*).

These figures are a concern for several reasons because long commutes, especially when combined with congestion:

- Limit the reach of businesses in marketing their goods and services and in their ability to attract employees from the regional labor pool
- Increase air pollution from vehicles resulting in impaired health for citizens and negative environmental impacts
- Are often intertwined with land use development that reinforces a regional pattern of sprawling, bedroom communities that empty out for the workday; these communities have difficulty developing a robust local economy and diversified tax base to build and sustain public services such as schools
- Are associated with lower levels of involvement in community affairs. Studies have shown that every additional 10 minutes spent commuting is associated with a 10% drop in involvement in a range of activities including town meetings, PTAs, church

Section 3: Why Invest in Transit?

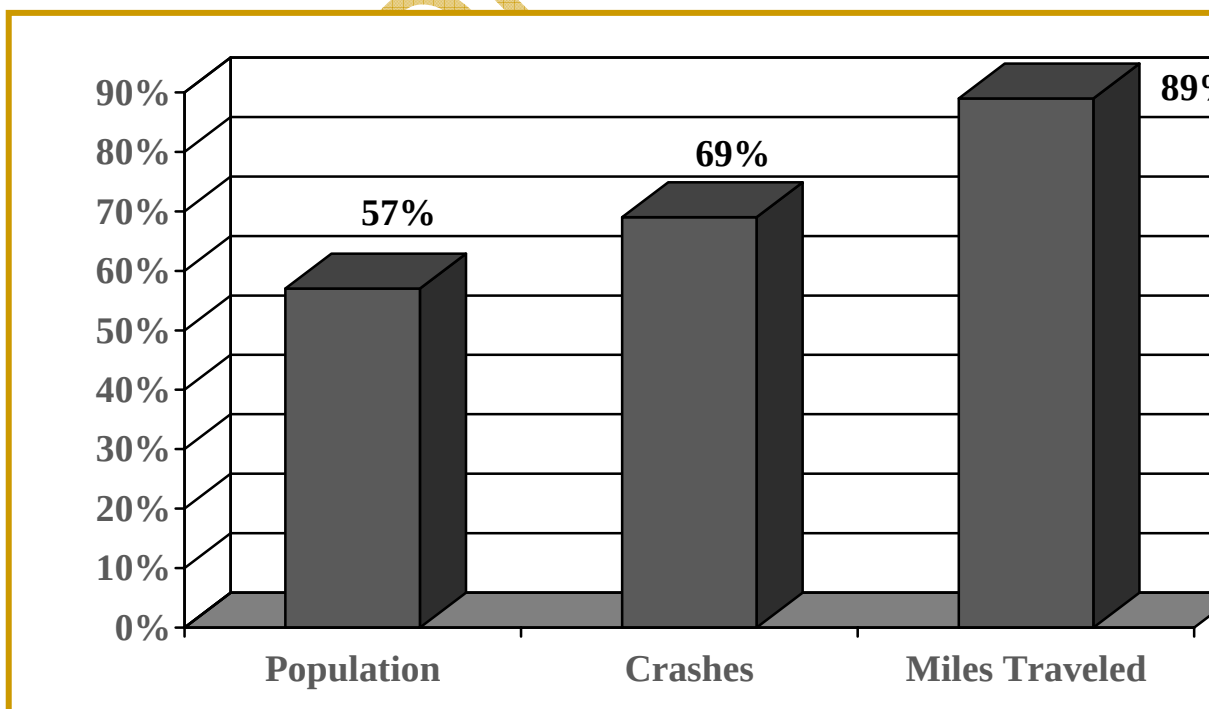
services, political activism, and volunteerism (Robert Putnam *Bowling Alone*. Simon and Schuster: New York, 2000)

Many of the indirect effects of our travel patterns are actually effects of land use and transportation, which are inextricably linked. The Triangle Region's land use characteristics need to be recognized in tandem with our transportation issues:

- We are a low density region. Despite our tremendous growth, our regional population density is still lower than it was in 1980. With few natural barriers to development like mountains or large rivers, development has consumed land at a far more rapid pace than the increase in our population. Low density development increases infrastructure costs to run lines to distant locations. Also, providing police, fire and other services are more expensive with lower density.
- We have a pattern of separate and segregated land uses. Generally our residential areas are segregated from retail stores, workplaces, schools, and civic and cultural facilities. This separation increases both the number of trips we make and the length of those trips at a rate faster than our population growth (see figure below).
- Our geographic and economic center, Research Triangle Park, is developed as a low-density, business and employment-only destination. Because the employees, customers and tenants of RTP do not live on the campus, these commuters travel longer distances and generally at the same time each day resulting in significant congestion and patterns of trips that begin at scattered locations and end at equally scattered destinations.

More People Driving More Miles: Changes from 1990 and 2003.

Source: TJCOG. Note: Population and miles traveled are Triangle urbanized area; crashes are core counties of Durham, Orange and Wake.



Section 3: Why Invest in Transit?

For transportation planning, these characteristics create unique challenges compared with the “typical” metropolitan pattern of a dense, downtown central business district. These land use factors, combined with our rapidly growing economy have been major forces in making our region one of the most sprawling, auto-centric regions in the nation.

This reliance on auto travel has consequences for individuals, households, and the region. Substantial outlays are required to purchase, insure, maintain and operate an automobile. Fuel costs are becoming significant for many households, and with our long commutes, we can expect this to have an increasing impact on our residents. Aside from these direct, personal economic impacts, our reliance on petroleum has regional and national policy implications. Automobiles are a major contributor to air pollution and greenhouse gases, so continuing to expand the highway system without negatively affecting air quality and in turn, our physical health. Air pollution has direct financial impacts as well: increasingly stringent federal air quality standards will mean that the federal government may withhold transportation monies if our region cannot meet the standards.

Our changing demographics indicate that an even greater number of future residents will need alternatives to driving, related to their age or economic status. Our auto-focused transportation system presents those who do not have access to a car or who simply choose not to drive with considerable challenges to their personal mobility. For the elderly and low-income households, physical and economic issues can preclude auto ownership or driving. By 2035, those aged 65 and older will increase from less than 10% of our population in 2000 to more than 15% by 2035. From 1990 to 2000 the number of households without cars, either by choice or necessity, increased from 27,000 to 29,000. In much of our region, those without a car find few practical alternatives available to them for their routine travel needs. Considerable social and economic isolation can result from their constrained personal mobility. Furthermore, our region suffers when mobility limits the contributions the poor and elderly can make to our economy and community life.

Benefits of Transit

Taken together, these factors and projections compel us to take a new approach to our transportation future. This approach would include a seamless multi-modal web of options including expanded regional bus service, inner city circulators, express routes and rail service to our downtowns, universities and medical centers which would provide the following benefits:

- Provides an alternative solution to the increasingly congested roadway network, which is unlikely to improve as travel demand will outstrip road construction
- Provides reliable travel times for commuters and customers; helps alleviate congestion for freight operators
- Allows employers to continue to attract employees from the entire region, giving greater flexibility in locating firms and a wider labor pool from which to hire workers
- Reduces risks to the economy and to people when faced with future fuel cost or supply variability
- Provides an alternative to driving alone that allows travel time to be productive

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- Supports the wider use of walking and bicycling as practical modes of travel, bringing health and environmental benefits and potentially increasing interactions within communities
- Reduces personal and economic risk of auto crashes and diminished auto use may lower insurance premiums
- Helps us address our air quality problems and reduces pressure on other natural systems
- Enhances opportunities to shape land use patterns to use land more efficiently and sustainably, to preserve open space, forests and valuable agricultural lands.
- Reduces the need to construct or expand major roadways that can have major negative effects on our communities and the natural environment
- Can shorten commutes by providing more efficient links between residences and work places
- Create opportunities for redevelopment and infill development that can increase the overall tax base while providing a greater range of housing types and business sites in highly accessible locations in transit-oriented developments

Planning and building a transit system that has such far-reaching benefits is a complex and challenging task. Yet we see considerable opportunity for such a system including our innovative culture. Our region is known worldwide for being a center of technological creativity. The establishment of RTP was an early step in creating this culture, and represents truly visionary thinking about how our region could invest in its future to be well-positioned in a changing global economy. One aspect of competitiveness among regions is the efficiency and effectiveness of their transportation systems. The Triangle is well-positioned along major transportation corridors, both rail and highway, yet lacks a robust regional transit system. In comparison, nearly all metropolitan regions comparable in size to the Triangle have fixed guideway transit service, that is transit service that operates in its own lanes or tracks, separate from regular traffic.

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Regions of Comparable Size and Fixed Guideway Transit, excluding commuter rail
Note: Includes all Combined Statistical Areas or Metropolitan Statistical Areas
between 2 and 3 million population in 2005

Region	2005 Population	Fixed Guideway Transit?
Baltimore-Towson	2,660,000	Y
Charlotte-Gastonia CSA	2,120,000	Y
Cincinnati-Middletown	2,070,000	N
Cleveland-Akron CSA	2,930,000	Y
Denver-Boulder CSA	2,870,000	Y
Kansas City CSA	2,020,000	Y
Pittsburgh CSA	2,480,000	Y
Portland-Vancouver	2,100,000	Y
Sacramento CSA	2,190,000	Y
St. Louis CSA	2,840,000	Y
San Diego	2,930,000	Y
Tampa-St. Pete	2,650,000	Y
<i>Smaller Regions with Fixed Guideway of 10+ route miles</i>		
Buffalo CSA	1,230,000	Y
Memphis	1,260,000	Y
New Orleans CSA	1,360,000	Y
Salt Lake City CSA	1,590,000	Y
San Jose	1,750,000	Y

Second, we have a development community and local governments who are showing increasing interest in and commitment to, the type of land use planning and development needed to ensure the success of a regional transit system. We are seeing signs of substantial revitalization in our major downtowns and in other locations that will be well coordinated with regional transit corridors. Examples include the Plaza Condominiums in Raleigh, Meadowmont and 54 East in Chapel Hill, and West Village II in Durham. Throughout the region we see pockets of density and developments with a mix of activities that can be expected to support transit.

Real estate market research indicates that about 20-30% of people would prefer to live in compact, walkable neighborhoods where people can get to jobs, shopping and recreation

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1 without using a car. Where such neighborhoods exist or are built, they typically command a
2 premium over comparable suburban housing, since a much smaller percentage of housing
3 is supplied in this walkable, transit-oriented pattern. Here in the Triangle, the market is
4 showing healthy demand for housing in these developments; our residents are paying for
5 the opportunity to live in these places. Our developers and local planning professionals are
6 demonstrating that these developments can include an affordable housing component that
7 opens up these desirable locations to lower income households.

8
9 Finally, we have an inventory of transportation corridors that we can use for transit service.
10 Many regions are finding ways to get buses out of existing roadway facilities, including
11 allowing buses to run on shoulders during congested peak periods, giving buses priority at
12 signals, or offering express routes between remote park and ride lots and major
13 employment centers. These strategies can make buses competitive with autos for many
14 trips. Our region also has rail corridors that link many of our communities, and continue on
15 beyond our boundaries. These corridors are important freight and intercity passenger rail
16 routes, and we can leverage these valuable assets to provide rail transit service within our
17 region. We also have transit hubs built or under construction in Raleigh, RTP, and Durham.

18 19 **Setting Our Course**

20 In order to develop a successful transit system, the region needs to give careful thought to
21 why it should invest in transit. These reasons are the foundation for the goals that the region
22 wants to attain in connection with a regional transit system. While many of the decisions
23 made about transportation systems are based on technical data, transportation systems
24 touch on many factors that are only measured in qualitative ways. To this end, the STAC
25 developed a set of goals to use in conjunction with the technical data to guide the decisions
26 about where transit investments should be made, what kind of investments are needed, and
27 when and in what sequence to make them. These goals represent the values and principles
28 that shaped the STAC's recommendations, and are recommended as guidance for the
29 MPOs as they work through the LRTP process and on into designing and building the
30 system. Even when faced with difficult choices because of financial or political pressures,
31 the goals describe the kinds of choices that will enhance quality of life in our region.
32 Throughout this report, the values and principles that underlay these goals surface in the
33 specific recommendations and the rationale behind them.

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1

Goals for Regional Transit Vision Plan

- **Create a regional transit system which is efficient, convenient, affordable, attractive, safe, secure and accessible for people and commerce**
- **Create a regional transit system which is multi-modal, seamless and interconnected with multiple transit choices for people and commerce**
- **Encourage sustainable land use, ranging from compact, mixed-use, walkable and bikeable development to allowing for and preserving open space, trails, farmland, and historic, culturally valuable and environmentally sensitive areas**
- **Reduce the need for and cost of new roads and other infrastructure by optimizing the capacity of existing roads**
- **Minimize the impact on the natural environment, neighborhoods, and cultural resources when selecting, building and improving transportation corridors**
- **Create a regional transit system that improves our health by reducing air pollution, greenhouse gas emissions, water pollution and by promoting active living**
- **Create a regional transit system that reduces our dependence on foreign oil and reduces our consumption of fossil fuels**
- **Create a cost effective regional transit system with positive economic and social value for the region with adequate and proportional funding**
- **Encourage economic development and reduce travel time and make it more productive**
- **Improve access to existing and future employment, services, leisure, health, education, cultural, and natural resources for everyone, including the mobility impaired and economically disadvantaged**
- **Strengthen all residents' feelings of belonging, connection, and community throughout the region by creating shared public and private responsibility and investment for transit which demonstrates that the region can think and act inclusively with vision, creativity, and open communication**

Section 4: Where to Invest: Corridors for Major Transit Investments

This section describes the places and corridors in the Triangle where transit investments are recommended. It also explains how these places and corridors were identified through a data-driven, technical analysis.

Our region is unique and complex, with a polycentric urban pattern that includes several sizeable downtowns, four major universities, three major medical centers, and many satellite communities, with travel and economic patterns that link them to the region's core counties of Durham, Orange and Wake. Our airport and our major economic engine, the Research Triangle Park (RTP), draw traffic to the center of our region. Overall, our region is the result of three urban areas growing together around a central, yet low-density, core. At the same time, rapid population growth in the outlying areas provides a high-quality labor supply for firms at the center of the region. These patterns result in complex commuting flows. Although the complex nature of our region presents challenges to planning a regional transit system, there are physical connections between these places that have promise as major transit corridors and hubs. This chapter presents the corridors evaluated for regional transit investments and the technical process that analyzed those corridors.

Transit Components

Transit has three components:

- A route: the pathway followed to go from one place to another
- A service concept: the characteristics of how passengers are served, such as distance between stops, hours of operations, frequency of vehicles
- A technology: the type of vehicle used to transport passengers

In addition to these fundamental components are interrelated factors such as the maneuverability of the vehicles, the type of propulsion used, passenger volumes, and land use patterns. For example, Light Rail Transit (LRT) technology is well-suited to serving routes with tight turns or little available right of way which may require the transit vehicles to share right of way with regular vehicular traffic, and where passenger volumes are spread throughout the day and picked up and dropped off at stops placed close together along the route. In contrast, diesel multiple unit (DMU) rail cars have high cruising speeds, accelerate and decelerate more slowly at stations, have wider turning radii, and must operate completely separated from regular vehicular traffic. These characteristics make DMU rail cars better suited to serving routes with greater distances between stops, and where there is an opportunity to acquire adequate right of way for fully separated transit routes, for example when an existing rail corridor can be used.

Building a successful transit system begins with identifying where the most promising transit markets are located, the places that can be served most effectively and efficiently. The Special Transit Advisory Commission (STAC) began its consideration of where to make investments by reviewing travel market and land use data for 16 "corridors" between places. These corridors had been analyzed in previous studies or plans for potential major transit investments. The 16 corridors also represent the most heavily traveled and congested routes serving our most intensely developed activity centers as well as areas emerging as new high-activity places. The deliberations of the STAC were not limited to these 16 corridors, however. Based on their judgment, the Commission added two corridors to the Vision Plan.

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Our universities and their associated medical centers are among our largest employers. In Durham County, Duke University and Medical Center is by far the largest employer with approximately 30,000 employees. North Carolina Central University is also a large employer in Durham County with approximately 1,500 employees. In Orange County, the University of North Carolina at Chapel Hill and UNC Healthcare employ approximately 22,000 employees. Wake County's largest university, North Carolina State University, has approximately 8,000 employees. These universities also all have expansion plans that will increase employment and students. Duke University will be developing its Central Campus, UNC will be developing the Carolina North Campus, NCCU will be expanding its campus and NCSU will continue to expand its Centennial Campus.

The employment opportunities located at these universities in addition to the students taking classes at the universities account for significant travel demand. Furthermore, most of these jobs are concentrated campuses creating some of the highest densities of trips in the region. Besides students and employees, the university campuses also attract many other visitors for special events such as sporting events, theater productions, lectures, and graduation ceremonies. These special events cause congestion on highways and local streets and consume all available parking on campus. The density of trips and the parking limitations make these campus areas well suited to being served by a major transit investment. Traffic congestion and parking limitations are expected to continue to grow with the campus expansion plans.

Wake County has a healthy cross-section of employment for both the public and private sectors with the State of North Carolina far the largest employer with approximately 40,000 employees. The Wake County Public School System employs approximately 15,000. With 13,000 employees, IBM remains the largest private-sector company in Wake County. Strong growth in employment is also expected to occur in Raleigh's downtown as mid to high-rise mixed-use buildings continue to be permitted and built. The employment and residential density for downtown would be complemented with additional transit investments. Furthermore, both Johnston County and Granville County are expected to be significant regional employment generators in the coming decade due to expansion in their current base of industrial employment; along federal and state employment. Transit connections to these satellite communities will be essential for those "reverse" commuters originating from the region's urban core.

Technical Analysis of Transit Corridors

Based on the considerable data already available for the corridors, more detailed study and analysis was undertaken through the Regional Transit Infrastructure "BluePrint" Technical Analysis Project, a cooperative effort by the region's two Metropolitan Planning Organizations (MPOs), the North Carolina Department of Transportation (NCDOT), Triangle J Council of Governments (TJCOG), and Triangle Transit. The Technical Analysis Project was designed to improve the analysis of potential transit investments and provided the technical information used by the STAC. It included three major components:

- Land use analysis: Uses 2005 land use and anticipated changes in land use for 2035 developed by the region's planners to show existing conditions and the anticipated changes over time. The analysis forecasts residential and non-residential densities to evaluate how many, what type, and at what intensity jobs and housing will be located in the region.
- Travel Analysis: Uses the latest information on travel patterns in the region, generated by the current version of the Triangle Regional Model, the computer model that generates projections used by the two MPOs to identify transportation system needs. The model

Section 4: Where to Invest

projects the number of trips, where trips begin and end, and the time of day trips are made, combined with demographic measures and data on type of trips. This allows the comparison of corridors by measures that are important for transit including density of trips per acre, travel by lower income households, and trip volumes during the peak commute hours.

- Cost Analysis: Uses a cost estimating methodology for transit investments which includes capital and operating costs for a range of potential transit technologies.

In addition to evaluating transit opportunities for each corridor, investments in highway capacity were also considered. For some corridors, major highway capacity projects are projected to meet capacity needs for the coming 30 years.

For these corridors, the most cost-effective transit strategies focus on services that take advantage of the highway investments, rather than making substantial investments in new structures or acquiring new right of way specifically for transit operations.

Additional background on the Technical Analysis Project and a table of the statistics for the corridors analyzed are available in Appendix D.

The Technical Analysis Project worked with the MPOs and local planners to group the 2,317 Traffic Analysis Zones in the Triangle Regional Model into 207 Travel Market Places. These market places generally follow potential investment corridors so travel associated with the corridors can be examined for the 2005 (the base year) and 2035 (the time horizon of the current planning effort). The analysis also designated over 70 places where travelers enter or leave the region, so that trips that begin and/or end outside the geographic limits of the Triangle Regional Model could be included.

The level of detail and consistent methodology used in the Technical Analysis Project allows for a data-driven process to identify:

- Appropriate service concepts
- Transit technologies best suited to meet the service concept given the constraints and opportunities presented by existing or planned infrastructure improvements or development

The 18 corridors included in the Regional Transit Vision Plan extend transit service to growing satellite communities. In the region's core counties of Durham, Orange and Wake, the corridors connect our downtowns, major universities, hospitals, and employment centers, and include many of our most congested roadways where transit will provide a welcome alternative for commuters. The corridors also support potential connections beyond our region, leaving open the opportunity for transit connections to other regions in the state.

Although many transit systems focus on serving downtowns and core areas, the travel patterns in the Triangle region require bringing transit service to our outlying communities, too. Providing transit service to the outlying communities is important to build ridership and support for the regional transit system, serves as "feeder lines" to the core of the system, and offers a practical alternative to driving for those with long commutes. Dependable, affordable transit service is a vital lifeline that will strengthen the links between these communities and the region's employment, educational, cultural and health care centers. At the same time, the Vision Plan balances service to outlying communities with the needs of the denser urban core, with its higher ridership potential in order to ensure that provision of transit service does not encourage even more sprawl.

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1 Each corridor has its own land use and travel pattern, and these patterns also vary within the
2 corridors. These differences mean that there will also be differences in the service concept and
3 transit technology best suited for each corridor or for segments within individual corridors. Each
4 corridor is included in the Vision Plan with a transit investment reflective of the number and type of
5 trips. The network of corridors can be added to over time, allowing for incremental investment to
6 strengthen and expand the regional transit system.

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Section 5: Kinds of Investments: Service Concepts and Transit Technologies

This section describes transit service concepts—types of service—and descriptions of various transit technologies and vehicles for modern transit systems. It also includes information on the kinds of places and types of trips that each can most effectively serve.

In making specific recommendations for transit investments, there are many considerations that come into play. Just as people make many different kinds of trips, there are different ways of serving those trips. In making recommendations about various transit investments, careful thought must be given to balancing current and future needs of our growing region, while ensuring that the investments meet the goals for a Regional Transit Vision Plan. This requires consideration not only of initial, shorter-term costs, but the overall cost structure of investments and their potential for providing regional benefits over the short, medium and long term.

Service Concepts

In order to plan an effective and successful transit system, it is important to consider the type of service that is needed in particular corridors. Service concepts define the type of transit service, the way the service would function rather than the kind of vehicle used. Service concepts do not define any particular technology. In fact, any one of several transit technologies can satisfy a service concept.

By starting with service concepts, the Special Transit Advisory Commission (STAC) was able to focus on the elements of transit service that are experienced by users. To build a successful, high-ridership transit system, it is more important to find the appropriate service concept that is best suited to particular land use and travel patterns of the corridor than to debate the merits of specific technologies.

The STAC used three service concepts in developing its recommendations for the region:

- **Circulating in Town:** Focuses on moving people through areas with very intense activity, such as downtowns or university campuses. Since the intensity of activity means that stops are close together, the trips most people are taking are short. Service is very frequent, and runs on a full service schedule. A current example of this service concept is the “Greek Court” campus bus route operated by Wolfline, the North Carolina State University (NCSU) transit system, which connects student residences with central campus, libraries, and sports facilities.
- **Serving Long Haul Commuters:** Focuses on carrying passengers from outlying areas into major employment centers, with service limited to peak hours during the work week. Current examples of this service concept are the Raleigh to Chapel Hill and Raleigh to Durham express bus routes operated by Triangle Transit.

Service Concepts describe a type of transit service, including the hours of operation, the frequency of vehicles, the number of stops per mile and any likely supporting improvements. Service concepts are not defined by specific types of transit vehicles, although some types of vehicles are better suited to some service concepts. Because service concepts are geared to address types of travel patterns, many elements of a service concept are related to the land use patterns along a corridor.

Transit Technologies are types of vehicles that can be used to fulfill a service concept. Specific technologies may require infrastructure or operations strategies related in order to achieve some service concepts more efficiently, such as infrastructure to separate the transit vehicles from regular vehicle traffic. Investments in a given transit technology also can provide service for more than one service concept.

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- Connecting Transit-Friendly Neighborhoods: Focuses on providing high-quality, reliable, full schedule service for many types of trips. Works best when coordinated with transit-supportive land use policies that seek to focus development around stops, stations or along the corridor. A current example of this service concept is the east-west "F" route operated by Chapel Hill Transit that connects apartment complexes, the downtown commercial and residential areas and University of North Carolina at Chapel Hill (UNC-CH).

More information on service concepts is available in Appendix E.

It is important to recognize that service concepts can change within a corridor depending on the travel patterns that need to be served. For example a bus route can originate at an outlying park and ride lot and make no stops until it approaches a downtown district where stops become more frequent. This example would provide Serving Long Haul Commuters service, switching to the Circulating in Town concept in the downtown.

Each service concept works best in corridors with certain characteristics:

- Serving Long Haul Commuters: Corridors are longer and have concentrated development at one or both ends; or have park and ride lots or major transit hub facilities that present the opportunity to concentrate trips to or from many places; most trips are concentrated in peak hours.
- Circulating in Town: Areas with high density and a variety of activities or special trip generators that need to have frequent and convenient service to the rest of the transit system; trips are relatively short in length but spread throughout daytime and evening hours. This service concept reinforces compact, mixed-use, walkable development which in turn enhances transit ridership.
- Connecting Transit-Friendly Neighborhoods: Existing or potential nodes or centers of activity along a corridor with higher trip-making potential for a variety of trip types; trips spread

The Triangle region currently has multiple transit providers operating a range of services:

- Regional: Triangle Transit
- Municipal: Cary Transit (C-Tran), Capital Area Transit (CAT), Chapel Hill Transit (also serves UNC-CH and Carrboro), Durham Area Transit (DATA)
- University: Duke University Transit and NCSU's Wolfline

Durham, Orange and Wake counties each operate community transportation systems, which provide transportation for human services clients and people living outside urbanized areas

In 2005, CAT, DATA, Chapel Hill Transit, and Triangle Transit combined to provide over 14.4 million passenger trips, carrying Triangle residents over 53.3 million passenger miles, which is the equivalent of over 112 trips from Earth to the moon and back. These figures represent a 27% increase in passenger trips and a 56% increase in passenger miles over the year 2000.

Rail transit in our region is currently provided by Amtrak which operates intercity rail service within North Carolina and beyond. There are Amtrak stations open 365 days per year in Cary, Durham and Raleigh. In 2007, 181,379 passengers boarded Amtrak trains at these three Triangle stations. Durham is served by four trains each day, including service to Charlotte, Washington, DC, and New York. Cary and Raleigh are served by the same trains as Durham, as well as two more trains connecting to Columbia, SC, Savannah, GA, Orlando, FL and Miami, FL. In 2006, two NC trains, the Piedmont and the Carolinian, were among national leaders in train ridership growth, with 25% and 17% increases in the number of passengers, respectively.

Sources: National Transit Database, NASA

throughout daytime and evening hours. This service concept can induce and support denser, compact, mixed-use, walkable development which in turn enhances transit ridership.

Evaluating corridors from the perspective of service concepts brings into focus user needs for service, and allows for dovetailing transit service with the particular needs of each corridor and segments of corridors. In some cases a service concept can change along a corridor, reflecting a change in trip volumes or patterns, or in the density of development which must be matched with a change in the transit service concept in order to maintain efficient and effective service. The particular service concept needed for individual corridors may change over time, requiring phasing in of increasing levels of service. By tailoring the transit service to meet current and projected future needs in each corridor, the Regional Transit Vision Plan can provide transit service for our diverse region, and focus transit investments in locations that will maximize ridership and enhance long-term economic development opportunities.

Transit Technologies

A transit technology is a combination of a particular type of transit vehicle combined with infrastructure and facilities on which it operates. There are several different varieties of buses and rail vehicles and they can be operated in different configurations and combined with infrastructure and operating strategies in various ways. The STAC considered the following transit technologies:

- Conventional Express Bus: Operates in traffic on highways and freeways; make fewer stops so offer faster trips than local buses. Can use standard transit buses or articulated double buses depending on passenger volumes.
- Low-Level Bus Priority Strategies: Combines any type of bus with limited roadway improvements to enhance travel time and reliability through congested areas. Low-level bus strategies are generally “spot improvements” such as using dedicated bus-on-shoulder lanes for short distances at traffic “chokepoints” or under especially congested conditions or signal priority at intersections.
- High-Level Bus Priority Strategies: Combines any type of bus with roadway improvements or other investments that give buses special lanes or priority over regular traffic for greater distances, such as allowing buses to operate in carpool lanes.
- Bus Rapid Transit: Buses operating in a dedicated right of way, fully separated from traffic. Can use any regular bus transit vehicle, or vehicles equipped with guidewheels to follow a concrete curb in the busway. These Curb-guided buses provide a smoother ride and can operate in a narrower busway because driver steering error is eliminated.
- Diesel Multiple Unit (DMU) Rail: Self-propelled diesel-powered passenger rail cars that can be driven from either end and adjust to changes in passenger volumes by increasing or reducing the number of rail cars in a train. DMUs

The STAC investigated curb-guided bus technology for several corridors. Curb-guided bus rapid transit (CGBRT) uses horizontally-oriented guidewheels mounted under buses that fit on a concrete curb, and operates in a designated busway. The guidewheels help reduce oscillation and eliminates driver steering error, resulting in a smoother ride than regular buses and reducing the amount of right of way needed for the narrower busways. Guided buses can also negotiate tighter turns at higher speeds than non-guided buses.

Because guidewheels are retractable, buses can exit the busways and operate on regular streets. This allows a CGBRT system to be constructed incrementally over time, linking portions of busway with regular bus routes as right of way and funding become available.

Most CGBRT facilities are relatively short in length, and are combined with other bus strategies.

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operate completely separated from regular vehicle traffic in rail corridors that may include freight operations. High cruising speeds, with relatively slow acceleration and deceleration in and out of stations make DMUs more suitable for longer trips where most stations are spaced over a mile apart; sometimes called “regional rail”.

- Light Rail Transit (LRT): Electrically powered trains that can operate on their own tracks or tracks shared with freight or intercity rail operations (with appropriate agreements in place); Nimble trains can navigate tight turns and accelerate and decelerate quickly to efficiently serve frequent stops. Trains can adjust to changes in passenger volumes by increasing or reducing the number of rail cars. Can operate alongside regular vehicle traffic in a dedicated lane.
- Commuter Rail: Large, self-propelled locomotives that can reach high cruising speeds, but accelerate and decelerate slowly. Passenger cars can be single- or double-decked to carry larger volumes of passengers over considerable distances.
- Modern Streetcar: Relatively short vehicles that can operate on streets either in their own lanes or in mixed traffic. Electric-powered, with power delivered by overhead (catenary) wires.

For more details on these technologies, including typical costs, see Appendix E.

It is important to understand that different transit technologies vary in the proportion of costs required in these two categories: capital costs and operations and maintenance costs. Understanding these differences helps explain some of the cost trade-offs among the technologies and service concepts.

Capital investments include:

- Vehicles, including replacement vehicles as the fleet ages
- Real estate for right of way to operate transit routes and for maintenance facilities
- Facilities for vehicle operation including tracks, special lanes, over- or underpasses
- Shelters, stations, maintenance garages, and railyards
- Other equipment, such as systems to give passengers real time information on when vehicles will arrive, signage, bicycle racks, etc.

Operations and maintenance costs include:

- Fuel and oil
- Labor, including drivers, maintenance staff, passenger information/service center staff
- Vehicle parts and tires
- Insurance
- Ongoing planning for expansion and service changes to schedules and stops

All these cost categories differ by technology and service concept. For example, although rail cars are more expensive than buses to purchase, they typically last 30 years while buses usually must be replaced every 12 years. This makes capital investment in rail transit front-loaded, while bus capital investments are spread over a longer time frame. Similarly, the benefits from different transit investments vary, with some types of benefits, especially those related to land use and economic development, delivered in the longer term.

Connection with Service Concepts

Because of the differences in how vehicles operate and where they can operate, certain technologies are better suited to certain service concepts. For example, long distance commuters are better served by commuter rail, DMU, high-level bus priority strategies (especially BRT), or express bus—technologies that operate at high speeds between widely spaced stops. Selecting between highway- and rail-based technologies for a particular corridor may be dependent on whether the highway facility has the appropriate level of capacity or right of way, whether sharing freight railroad tracks is feasible, or if there is room in an existing rail corridor to operate passenger trains, thus saving or reducing the cost of purchasing right of way. If the corridor has a major highway, a bus technology might be more appropriate, however operating buses in traffic on heavily

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1 congested highways is less attractive to riders because while commuters save money and gain “free
 2 time” during the trip their travel time is not reduced. To make bus transit on highways competitive
 3 with auto travel, significant investments need to be made. Investment in new rights of way for
 4 busways or expansion of existing highways or redesignation of existing lanes or shoulders for use by
 5 buses.

6
 7 The volume of passengers served in a corridor clearly shapes the service concept, but also
 8 influences the selection of technology. For example, buses typically seat 30 passengers, and can
 9 accommodate up to an additional 20 standing passengers. When ridership exceeds this amount for
 10 a route, an articulated bus can be purchased and put into service, which can accommodate 60
 11 seated passengers plus 50 standing passengers. Beyond this level of ridership, an additional bus
 12 must be deployed, thus doubling operating and labor costs: as bus ridership increases the operating
 13 cost per passenger also increases. If a high-volume corridor is served by a rail technology, when
 14 ridership increases, the increase is handled by adding a rail car to a train that is still operated by one
 15 driver. So unlike bus operations, as rail ridership increases, the operating cost per passenger
 16 decreases.

17
 18 There are also safety regulations that govern what types of transit vehicles can be operated in
 19 corridors shared with either mixed traffic or freight rail operations. Federal regulations specify the
 20 amount of separation--distance between tracks and timing between vehicles-- between passenger
 21 rail vehicles and freight rail vehicles. Careful consideration to roadway safety is also required when
 22 designing bus priority facilities to prevent conflicts and crashes with regular vehicular traffic.

23
 24 In keeping with their goals for the region, the STAC felt it was important to select combinations of
 25 service concepts and transit technologies that would shape land use patterns. Experience in the US
 26 has shown that high-frequency rail transit can influence land markets, increasing opportunities for
 27 development that is oriented toward transit service both in its design and mix of uses. This
 28 relationship is attributed to the permanence of the rail corridor and the dependable, high frequency
 29 service which generates a consistent flow of people. Much the same as a freeway interchange
 30 signals a level of permanent, high-volume access for autos and trucks.

31
 32 Although a fixed guideway can be built for either buses or trains, it is much more common for trains.
 33 While there are some busways in the US, there are no fully separated BRT systems in this country.

Many believe that requiring transit passengers to make a transfer from one vehicle to another will discourage people from using the system. Although transfers can introduce a level of uncertainty into the overall trip, transfers do not deter people from using a reliable and well-coordinated transit system. Even major transit systems that have been in place for decades require transfers, and sometimes making a transfer actually shortens travel time. For example, while the Washington DC Metro system was designed for all stations to be accessible to all other stations with one transfer, the shortest trips often include changing trains more than once.

Here in the Triangle, one of our greatest strengths is the variety of places where people can live, work, learn and play. While getting to and from future rail transit stations should ideally involve walking or bicycling, many transit riders will, at least initially, have to be dropped off (kiss-and-ride) or drive themselves at one end of their transit trip. This will especially be the case for trips that begin and/or end in lower density areas. A reasonable goal in a region like the Triangle would be to have no more than 2 transfers for most riders. But ultimately, the most successful way to reduce transfers is to support the development of significant housing and employment near transit stations.

Section 5: Kinds of Investments

1 Further there is not conclusive evidence of market forces responding to create transit-oriented
2 development around the low- to medium-level BRT investments that do exist. There are, however,
3 international examples of major BRT systems that have affected land prices and apartment rents in
4 cities. The STAC's interest in recommending transit investments with a proven track record of
5 attracting a broad cross section of riders and inducing market responses from the development
6 community was a major consideration in their recommendation for investment in rail transit in our
7 high-volume corridors where there are development and redevelopment opportunities.
8

9 An understanding of the different service concepts and transit technologies provided a foundation of
10 knowledge about transit that shaped the Regional Transit Vision Plan. The STAC built on this
11 knowledge, by aligning technical recommendations for corridors with the qualitative goals for the
12 regional system. The complete set of recommendations is presented in Chapter 6.

DRAFT

Section 6: Recommended Investments: Connecting Corridors, Service Concepts and Technologies

This section includes the maps and descriptions of the regional transit investments in the Regional Transit Vision Plan.

The Regional Transit Vision Plan has several components, all presented in this section on maps. Along with the maps, additional information is provided on the rationale behind the recommendations including characteristics of specific corridors. A map of the complete Vision Plan is presented plus maps of the recommended rail investments and a region-wide bus network.

Map 1: Regional Transit Vision Plan

Map 1 shows the recommended Regional Transit Vision Plan. This is the Special Transit Advisory Commission's (STAC's) long-term regional transit system envisioned for the Triangle by the year 2035, the time horizon for the two Metropolitan Planning Organizations' (MPOs') Long Range Transportation Plans (LRTPs). It incorporates the best of previous plans that are supported by travel analysis but also incorporates new and more far-reaching transit services with core investments to comprehensively serve the region's communities.

Enhanced Region-wide Bus Network: Denoted by green lines. The vision is built on a solid foundation of expanded bus service throughout the region, connecting communities with one another, and bringing communities presently unserved by transit into a broad, regional network. This regional network will seamlessly integrate with the current existing local bus networks, which will also receive service enhancements. Additional information about bus service recommendations is available in Appendix F.

- Transit users will benefit from the increased bus service; new services will attract new riders.
- Rush Hour Only service and Full Schedule Service will be provided, based on the particular travel patterns and volumes of the corridors
- Bus service to be coordinated with well-located park-and-ride facilities for routes targeted for commuters
- Includes express service to and from Raleigh-Durham International Airport (RDU)
- Serves many outlying communities
- Basis for Recommendation:
 - Greatest potential for early delivery of improved transit service
 - Current bus service often inadequately serves our growing population
 - Cost-effective way to provide transit service to areas with lower residential and/or employment densities
 - Bus service provides vital feeder service to rail transit stations
 - Builds support for transit throughout the region, including our outlying communities
 - Any additional needed bus investments not included on the

Rush Hour Only Service = Transit service during peak commuting hours, with frequencies of 1 to 3 times per hour.

Full Schedule Service = Transit service during peak commuting hours with frequencies of 4 to 6 times per hour, plus service during midday, evening, and weekends at frequencies of 1 to 4 times per hour.

Peak Commuting Hours = The periods of the day during which highways are most congested are generally referred to peak travel periods or rush hour. In our region, the morning peak travel period is roughly 3 hours long, from 6 AM to 9 AM and in the evening, it is roughly 4 hours long, from 3:30 PM to 7:30 PM.

Section 6: Recommended Investments

map must be coordinated with ongoing local land use and transit service planning before they can be finalized.

Circulators: Denoted by orange shaded areas. A series of circulators are planned to provide connections within our major economic activity centers, strengthening these vibrant centers of our region. The circulators are a key new ingredient that the Commission believes is crucial to a successful transit future. Mapping the specific routes of these circulators will require additional planning and work with the local communities and transit agencies, so they are depicted as zones on the Vision Plan map.

- The circulator serving RDU is a high priority and the need for a transit connection to the airport was a frequent comment from the public. The need for a transit connection to RDU was a common comment from the public. Airport Authority planning includes a connection with the regional transit system, which will need to be coordinated with regional connections at the Triangle Metro Center (TMC) in Research Triangle Park (RTP). Initially, this circulator is anticipated to be bus although ultimately a fixed guideway technology could be used.
- The other four circulators focus on providing local service within the activity centers of Raleigh, Cary, Durham, and Chapel Hill/Carrboro. Detailed planning should be carried out by the respective communities and MPOs. Circulator routes should serve major employment centers, educational institutions, and civic and cultural activities.
- Technology: The type of vehicle used for circulator services could be buses, modern street cars, or trolleys. Local conditions and community considerations will help define specific technology.
- Circulators will operate on a Full Service Schedule.
- Basis for recommendation:
 - Important component of a regional transit system
 - Extends the reach and impact of the other regional transit investments
 - Provides flexible travel options within major centers

Rail Investments: Denoted by blue lines. The regional system is anchored by rail service that serves and connects the region's principal centers of activity.

- As planning proceeds, these investments should be coordinated with the findings of the North Carolina Railroad Shared Corridor Track Expansion Study, an investigation of the feasibility, costs and operating standards for rush hour rail service on the Burlington to Goldsboro and Hillsborough to Chapel Hill/Carrboro corridors.
- The exact sequencing of rail projects is dependent on the length of time needed for right of way acquisition, environmental studies and approval, and the timing of revenue streams. Additionally, the sequencing of projects consider how connectivity across the region can be promoted as well as support a strategy to pursue full federal funding participation for as many projects as possible.
- Circulators will operate on a Full Service Schedule.
- Basis for Recommendation:
 - Rail technologies provide solid anchors needed to shape land use along these critical corridors
 - High capacity corridors can be served more cost effectively in the long term by rail
 - Diesel Multiple Unit (DMU) train service takes advantage of existing transportation corridors, using vehicles that have high cruising speeds that better serve greater station spacing, and can operate in the existing railroad right of way. The DMU projects are planned with the maximum number of grade separations believed to be feasible, based on traffic warrants.
 - Light Rail Transit (LRT) train service planned for corridors with a high number of stops that are better served by nimble, electrically powered vehicles, on a new alignment.

Section 6: Recommended Investments

Map 2: Enhanced Region-wide Bus Network Service

This map shows the corridors for which bus service is recommended. It includes both the services from the major corridors in the Regional Vision Plan and other promising travel markets. The Vision Plan builds on previous planning work including the Mayors' Bus Expansion Plan. The Mayors' Plan was a cooperative effort by the local bus operators and their respective municipalities to identify specific routes and services for new or expanded service, such as longer hours of service, greater frequencies, and new routes. Approximately 75% of the services in the plan are regional in nature, some 25% are local. Additional information about bus service recommendations is available in Appendix F.

- Express bus service from RDU to downtown Raleigh and Durham is included.
- Services are anticipated to include express style routes that make only a few stops along the way as well as traffic control strategies to help buses navigate through traffic more quickly, maintaining higher travel speeds between major activity points.
- The financial model demonstrated that the STAC recommendations for funding will cover the capital and operating costs (including replacement buses) for 150 buses in total. As a reference point, Triangle Transit currently operates 52 buses during the peak commuting hours.
- The buses should be rolled out in substantial numbers in the early years of the plan to realize the goal of providing transit as soon as new services can be implemented. This will also build support for transit and increase transit ridership.

Map 3: Region-wide Rail Investments: Connecting Economic Centers

This map depicts the rail investments recommended to connect the principle areas of activity in the region. These investments connect the circulator investments, and provide high quality reliable transit options for some of our most congested corridors. Rail investments are recommended for corridors that serve areas with emerging transit friendly development patterns as well as areas that have the greatest potential to be developed or redeveloped in transit-oriented patterns. Two rail technologies are recommended because the corridors are subject to different regulatory requirements and vary in their geometrics, availability of right of way, and anticipated distance between stops and stations (see Section 5 for additional detail on the different rail technologies). Rail transit will operate on a Full Service Schedule. A segment-by-segment outline of the rail investments is presented below.

Durant Road (just north of I-540) to Downtown Raleigh to NW Cary

- Dark blue line
- Technology: Diesel Multiple Unit (DMU) trains
- Basis for Recommendation:
 - Heavy in-corridor travel with little opportunity to expand US 1/Capital Blvd, NC 54, and I-40 to accommodate increased traffic
 - Connects residential, educational and major employment centers
 - Operating efficiency, including costs, improves as ridership increases because adding train cars to accommodate additional riders reduces per-passenger operating costs
 - Many towns and cities have begun to focus development along this corridor; high frequency rail service supports transit-oriented development
 - Takes advantage of an existing transportation corridor
 - Connects a major park-and-ride facility (NW Cary) that can serve outlying communities with the rail transit corridor.

Triangle Metro Center to Duke Medical Center

- Dark blue line
- Technology: Diesel Multiple Unit (DMU) trains
- Basis for Recommendation:

Section 6: Recommended Investments

- Expands travel capacity in heavily-used corridor
- Provides a transit connection between Durham and RTP
- Connects residential, educational and major employment centers
- Operating efficiency, including costs, improves as ridership increases because adding train cars to accommodate additional riders reduces per-passenger operating costs
- High frequency rail service shown to support transit-oriented development
- Takes advantage of an existing transportation corridor

Downtown Durham to Chapel Hill

- Aqua blue line
- Technology: Light Rail Transit (LRT) trains
- Basis for recommendation:
 - Highest projected trips per acre in the region with intense employment and economic activity at the ends of the corridor
 - Expands travel capacity in a congested corridor
 - Mixed land use patterns along corridor require frequent stops that are best served by electric-powered LRT trains which accelerate quickly
 - Connects residential, educational, and major employment centers
 - Operating efficiency, including costs, improves as ridership increases because adding train cars to accommodate additional riders reduces per-passenger operating costs
 - High frequency rail service shown to support transit-oriented development

Coordinating STAC Recommendations with Other Plans

These recommendations will also coordinate with many existing land use plans already in place in our region. Beginning in 1997, local governments in Durham, Orange and Wake counties began identifying locations within their communities that would support future growth at higher, transit-supportive densities. Based on previous studies, smaller Triangle communities such as Apex, Garner, and Wake Forest adopted locations for future rail stations, with nearby development planned as walkable, higher density and to include a mixture of uses under approval or construction. Chapel Hill, Cary, Durham and Raleigh have adopted transit oriented development implementation tools and designated fixed guideway transit corridors along with specific station locations. They have also undertaken small area planning initiatives which define transit oriented development around some of the future high frequency rail transit stations.

In August 2007, local government planning directors and staff participated in work sessions during which the STAC corridors within their respective jurisdictions were reviewed. Meeting participants discussed local land use, development patterns and market opportunities as well as potential regional transit investment scenarios. At the September 10, 2007, STAC meeting, several of these planning professionals described the recommendations on rail investment as being consistent with local governments' plans. This confirms that land use planning in the region is prepared to plan for major transit investment, and that the seeds have been planted for more transit friendly development which will support those transit investments.

STAC members were also interested in how their recommendations might coordinate with other plans and initiatives for transportation options that might be extended to commuters coming into our region from communities such as Burlington, Hillsborough, Garner and Selma: all of which are along the North Carolina Railroad (NCRR) corridor. Some of these communities are very interested in commuter rail service, most notably Hillsborough, where a citizen group is actively lobbying for the re-establishment of a passenger stop in their town.

Section 6: Recommended Investments

1 In October 2007, the NCRR announced the commencement of a Shared Track Expansion Study to
2 determine track expansion feasibility, costs and standards for commuter (rush hour) rail service. In
3 addition to communities along the NCRR between Burlington and Goldsboro, the study scope
4 includes the University Railroad, a short rail corridor between Hillsborough and downtown
5 Carrboro/Chapel Hill, currently used to deliver coal to the University power plant.

6
7 The NCRR study is looking at the infrastructure improvements that would need to be made in order
8 to support four trains during the AM and PM peak periods, plus one mid-day train, from Burlington to
9 Goldsboro. The study does not identify an agency for operating the service. NCRR has indicated
10 that the study is not intended to be a substitute for state, local, or regional planning, such as the
11 work that the STAC and the MPOs may undertake. It is meant to complement NCRR's planning
12 efforts by assessing the feasibility and additional infrastructure required to operate rail transit within
13 the freight rail corridor. Findings are anticipated to be released by June 2008.

14
15 The STAC recommendations will also need to be integrated and coordinated with the balance of the
16 transportation projects and needs that the MPOs will include in their LRTPs. One important aspect
17 will be demonstrating that the entire plan, including the STAC's recommendations for transit, is
18 financially feasible. There must be a reasonable source of funding available to implement each
19 project in the LRTP. All of the projects included in the LRTP have a cost estimate that includes
20 construction, operation, and maintenance costs. The LRTP also includes an identification of
21 revenue to pay for the proposed projects and there must be a reasonable expectation that these
22 revenue sources will be realized. The LRTP can include new non-traditional revenue sources such
23 as toll roads and additional fuel taxes. Major transit investments being considered for the 2035
24 LRTP will be evaluated for cost and a revenue source must be identified. Projects for which the
25 MPOs cannot demonstrate available revenue can be included as "unfunded" projects, that is tabled
26 until the next planning update cycle. A feasible financial plan for the Regional Transit Vision Plan is
27 outlined in Chapter 7, along with additional recommendations for implementation.

Section 7: Implementation: Building the Regional Transit Vision Plan

This section discusses the challenges of realizing the Regional Transit Vision Plan. It sets forth a strategy for implementation that focuses on funding through new revenue sources, strengthening the connection between land use and transit through governance, and identifying the role that leadership must play in order to build a viable transit future for the Triangle region.

Drawing up a plan is only the first step toward having a regional transit system. Successfully implementing the plan will take a broad regional effort that addresses three significant implementation challenges that the region will need to address in bold and creative ways in order to achieve success: funding, land use, and leadership and governance. Or, put another way: dollars, development and decision-making. The voters, business community, local and state elected officials, and transportation agencies and service providers need to understand the issues before us and stand ready to confront difficult choices as a region. The Special Transit Advisory Commission (STAC) recognizes the challenges to realizing the complete vision plan, yet believes the region cannot and must not wait to begin to build it. In fact delays on major construction projects are very costly: financial models show that for a \$700 million project, because of inflation on construction materials, every year of delay adds \$60 million to the cost, or \$5 million per month.

Dollars

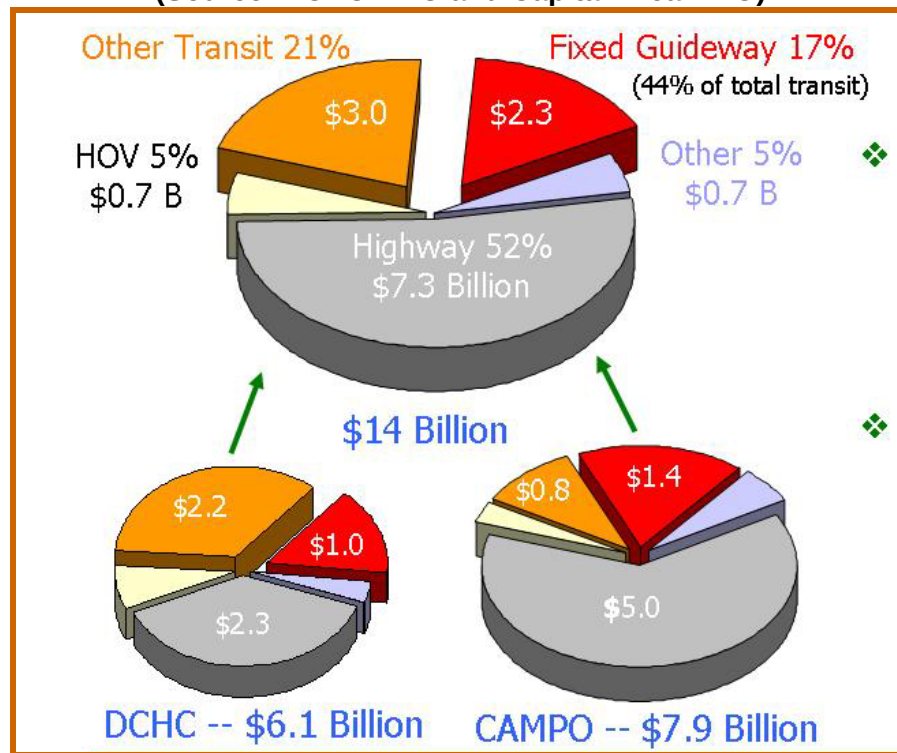
Currently, the Triangle region's transit services are supported by a combination of various types of funding including the general funds of local municipalities and counties, university student fees, state and federal program funds, state grants, farebox revenue, and, for regional bus service, a \$5 vehicle registration fee. These existing revenue streams generally cover current levels of transit service, although many local transit providers have substantial unfunded needs, and currently do not have a funding source to cover the expanded service that will be needed to keep pace with expected growth in population.

The only existing revenue stream currently dedicated to regional transit capital investments is a 5% tax on rental vehicles, which was implemented in 1995. It currently generates approximately \$8 million per year which is not sufficient to fund major capital transit investments. Based on the magnitude of major transit investments that will be needed to support the region's growth and economy, it became very clear during the STAC process that additional funding sources would have to be identified. Therefore, in addition to reasonably expected state and federal funding, the STAC recommends that the Metropolitan Planning Organizations (MPOs) pursue the following regional funding mechanisms:

- ½ cent sales tax dedicated to transit investments (5 cents for every \$10)
- Increase the vehicle registration fee dedicated to transit by \$10. (The current \$5 vehicle registration fee for transit has remained unchanged since it was implemented in 1992.)
- Continue the existing 5% tax on rental vehicles

Financial models demonstrate that these revenue sources are adequate to build the complete Regional Transit Vision Plan. The figures below show the projected revenues from each of the recommended mechanisms and cost estimates for each of the recommended transit investments. Additional details of the financial model for the Regional Transit Vision Plan are available in Appendix G.

Allocation of Funding in the Previous Long-Range Transportation Plans of the Two MPOs.
 These figures included anticipated transit investments for capital, operations and maintenance; federal funding for fixed guideway projects was assumed.
 (Source: DCHC MPO and Capital Area MPO)



Experience has demonstrated that locally-generated revenue is a critical component for success. The local funding mechanisms listed above make major transit investments feasible. They also demonstrate to potential federal funding partners that the region is committed to building the system, enhancing opportunities to obtain outside funding.

Some argue that sales taxes are regressive and unfairly penalize lower income households. However, with implementation of enhanced region-wide bus service, these households will be among the first to realize the benefits from the Regional Transit Vision Plan. It is these lower income households who are most in need of transportation options and relief from the rapidly rising costs of auto dependency. From this perspective it is regressive not to have a high quality regional transit system.

Financing will also be required to cover the early costs of constructing the regional transit system. The initial estimate is that a minimum of \$600 million will be required with debt service over 30 years. This is another instance in which a robust local funding stream will enhance financing opportunities particularly related to securing very favorable bond ratings. Financing a portion of the plan will also allow the region to pursue construction projects sooner. This means that the region begins to realize the benefits of the system sooner.

In addition to local and regional sources, the MPOs should vigorously pursue additional revenue from state and federal sources including:

- State funds for capital investments and for operations and maintenance
- Federal funds for capital investments
- State and federal formula funds, some of which are already available

In addition to these funding strategies, local governments should consider using ad valorem tax mechanisms to generate funds for fixed guideway projects. Local governments could also use increased revenue that will be induced by the major transit investment to implement local infrastructure projects in advance of construction of the transit system. One approach to using ad valorem revenues is the establishment of tax increment financing (TIF) districts. TIF districts capture the future increase revenue from property tax in designated districts that are projected to increase in value as a result of the transit investment (e.g. around stations). A portion of that future increased tax revenue is dedicated to paying off the debt of constructing the transit project. This approach can focus a greater share of regionally collected funds on local transit needs.

In November 2007, Charlotte Area Transit System (CATS) opened the LYNX Blue Line: a 9½ mile Light Rail Transit System (LRT) operating between I-485 at South Boulevard and Uptown Charlotte. Before LRT service began, \$1.6B in residential and commercial investment along the corridor had emerged and property values increased 121% since 2000. The \$463 M project was paid for with revenues from the ½ cent sales tax which was approved by over 53% of voters in Mecklenburg County in 1998 and now generates over \$70 M per year.

In November 2007, a referendum to repeal of the tax, which has also been used to expand bus service, was defeated by 70 %. LYNX LRT daily ridership is averaging 12,000 trips, exceeding the 9,100 daily ridership forecast for the initial year of service. In addition to serving commuters, the LYNX LRT system is transporting thousands of fans to the Bank of America Stadium and Bobcats Arena, both of which are located in Uptown Charlotte, along with major hotels, restaurants, cultural and entertainment centers.

In North Carolina, the authority to propose local funding mechanisms resides with the state legislature, but much of the responsibility for decisions whether to establish various local funding mechanisms rests with local decision makers. Depending on local economic and political conditions, local governments may choose alternative funding sources from those specifically recommended by the STAC. Before considering alternatives, local decision makers should evaluate whether those alternatives will generate comparable amounts of revenue; under-funding the regional transit vision plan will mean lower quality service for residents and inefficiencies in operations, less likelihood of securing outside funding and favorable financing, and an inability to build a coherent system that will service current users well and attract new riders.

Federal regulations require MPOs to update their Long Range Transportation Plans (LRTPs) every four years. Because LRTPs must be “fiscally constrained”, sufficient funding to cover the projects within the Plan must be available or reasonably expected to become available within 30 years (the planning horizon) of Plan adoption. Therefore, each of the funding sources recommended by the STAC will be carefully evaluated by the MPOs during the LRTP process to determine the likelihood of adoption by the region — from authorization by the legislature, to approval by voters and implementation by the counties. This is especially critical given our region’s high-growth environment where other public investment needs may be in competition for the same potential revenues.

Decisions and Development

One of the challenges of implementing a regional plan is that, while North Carolina has regional bodies authorized to operate airports, manage water supply, develop and operate regional public transportation and other public infrastructure and resources, there are no provisions for a regional decision-making body with legally binding authority over regional transportation and land use. To implement a truly *regional* transit infrastructure plan our governance structure needs to be reshaped. Although it is beyond the scope of the STAC’s work to propose sweeping changes to the

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governmental framework in our region, the STAC has identified opportunities for taking a regional approach to transit.

Within the jurisdictions of each MPO, there are multiple municipalities and counties. While each entity brings a different perspective to MPO discussions, the governments agree on many key issues. The MPO Transportation Advisory Committee (TAC) meetings provide an opportunity for elected and appointed officials to discuss and approve the funding of transportation projects. The Triangle J Council of Governments also provides an opportunity for discussion and cooperation related to many regional resource and infrastructure issues including transportation and land use.

The STAC recognizes that the Triangle already has a regional transit agency: Triangle Transit, which can and does fulfill many of the roles needed to advance regional public transportation initiatives. However, to be able to implement the STAC's goals for transit in the region, some adjustments to its structure and responsibilities are needed.

The STAC therefore recommends a regional transit authority charged with working with the MPOs to:

- Establish regional transit plans
- Determine investment priorities
- Approve funding and supporting efforts to seek approval from voters to establish new funding mechanisms.
- Oversee design, construction and operation of the regional transit system
- Coordinate closely with the two MPOs to promote a multi-modal, seamless, region-wide transit system.

The governing board of this regional transit authority should be comprised of elected officials, rather than unelected appointees, to promote greater accountability to voters and local communities.

Building a system that meets the STAC's goals for regional transit, which include shaping land use will also require addressing governance and decision making. Changing our land use patterns to be more transit oriented is a daunting challenge, not because there is opposition to creating these kinds of places, but because our land use decision-making and decision-making related to major transit investments occur in such different settings, with different goals and objectives and they also unfold on such different time scales. Reconciling major transit investments with local land use planning will be a crucial on-going requirement. Other regions have developed mechanisms that provide incentives for communities that do plan for transit-oriented development and consequences for those that do not. They facilitate partnering with developers who build transit oriented developments, and encourage major employers to locate along major transit corridors.

The proposal to initiate regional bus service between Raleigh and Wake Forest provides an example of how transit agencies and local governments can share the cost of expanded service.

In response to increasing congestion faced by the rising number of commuters between Wake Forest and Downtown Raleigh, a cost sharing proposal that would cover the \$375,000 required to fund express bus service is being considered. Funding is anticipated to be provided by Triangle Transit, the City of Raleigh, a federal Jobs Access Reverse Commute (JARC) grant program and through farebox revenues. To complement this service the Town of Wake Forest is also considering local service that would be linked to the express bus service. The Town is considering providing the matching funds for this \$170,000 project. Additional funding is being sought through the federal New Freedom Grant program. The proposal is now under consideration by the local government decision-making bodies.

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In order to build momentum for the Vision Plan, the STAC proposes the development of an incentive plan for local governments. This plan would provide guidance and motivation for local governments who want to enhance transit service for their communities. Incentives should clearly tie regional transit service with local governmental commitment to transit-oriented development and providing infrastructure for transit stations and stops. The incentive plan should encourage communities to be proactive in planning and building in a way that will support transit operations and build ridership. This could include building and maintaining park-and-ride lots, revising zoning ordinances to promote denser, mixed use development along corridors and at transit stops and stations, or increasing bicycle and pedestrian connectivity to transit facilities. Just as the Research Triangle Region has been a leader in North Carolina in shaping land use patterns to protect the major investments made in water supply infrastructure such as Falls Lake, Jordan Lake, Cane Creek, Lake Michie and the Little River Reservoir, so to we need bold leadership to shape land use patterns to shape investments in creating a new transit infrastructure for the region.

There are a number of organizations and agencies whose jurisdiction, responsibilities and / or operations will influence the successful implementation of the STAC's goals for regional transit. Following is a list of some of these stakeholders and key interface issues:

- Research Triangle Foundation
 - o Implementation of the Foundation's 2020 goal to lead RTP and the Triangle region to become the world's leading regional center of innovation, technology commercialization and quality job creation.
 - o Strengthening physical connections between RTP and RDU
- Raleigh-Durham Airport Authority:
 - o Phased implementation of the RDU Master Plan which includes terminal area and landside development, consolidation of rental car operations and an on-airport automated people mover
 - o Expanding public transit access to include an airport rail link
- CSX and Norfolk Southern Railroads
 - o Operation of freight and Amtrak passenger rail service on the NCRR and CSX rail corridor
 - o Collaboration on the design and implementation of rail transit operations within railroad corridors.
- North Carolina Railroad (NCRR)
 - o Completion of the Shared Corridor Track Expansion Study which is being undertaken by NCRR to determine track expansion feasibility, costs and standards for commuter (rush hour) rail service.
 - o Collaboration on the design and implementation of rail transit operations within railroad corridors.
- North Carolina Department of Transportation
 - o Collaboration with transit and freight operators and with the MPOs on the design and implementation of transportation projects within the greater Triangle Region
 - o Assistance in the identification and acquisition of funding for transportation improvements
- North Carolina Turnpike Authority
 - o Facilitation of transit access on turnpike facilities

The coordinated efforts of the region's major employers, universities and other institutions; business, environmental and community interest groups are equally essential for the success of regional transit.

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Implementing the Regional Transit Vision Plan will require leadership at all levels of government. Local, county, and state governments need to recognize and promote the importance and benefits of committing to major investments in transit, including a commitment to funding, at the regional level. Leadership among citizens who recognize the value of having a high quality, regional system is also needed. Such leaders should be encouraged to reach out to their co-workers, neighbors, community groups, planning boards and local governments to explain the benefits and value of a regional transit system. Community leaders, including those who have served on the STAC can play an important role in educating the public and decision makers and by participating in the LRTP process.

Similar to a project that was undertaken in 1995, the mayors of Cary, Chapel Hill, Durham and Raleigh initiated a study to identify opportunities for a higher degree of coordination between regional and local transit agencies. The *Triangle Region Transit Consolidation/ Implementation Plan*, which was completed in August 2003, looked at the four municipal bus systems, the regional bus system, and the North Carolina State University's Wolfline. The plan included a timetable for consolidating services and functions, to the greatest extent possible, under a single regional system, by December 2007. After deliberating the plan, none of the municipalities adopted a resolution to implement the plan. Instead, a list of demonstration activities and tasks were agreed to in order to provide the most seamless public transportation service possible in the region, without merging staffs or consolidating operations. In September of 2005, the mayors of Durham, Raleigh, Chapel Hill, and Cary, and the Chair of the Triangle Transit Board of Trustees signed a Memorandum of Understanding to implement those demonstration activities, some of which have been completed, including:

- Launching the GoTriangle brand for the family of transit and ridesharing services in the region, with a joint information center and website
- Establishing a complete, regional fare structure
- Regional bus stop signs, and stop amenities including shelters, benches, etc.
- Joint procurement of equipment
- Joint farebox maintenance shop and paint shop
- Developed the Mayors' Regional Bus Expansion Plan

The STAC recommends that the complete list of activities be pursued, and that the participating agencies identify additional joint activities to make it easier for current and potential transit users to understand, access and use the various local bus services. By including the Mayors' Regional Bus Expansion Plan in its recommendations for enhanced region-wide bus service, the STAC supports this plan and provides a framework for funding it. The STAC also recommends that Wolfline and Duke University Transit identify strategies that would enhance the integration of student transit service with local transit service.

At the MPO level, there are a number of ways to address governance and transportation decision making. Some feel strongly that the MPOs should be merged. If our region had one MPO, some concurrent efforts could be eliminated and perhaps planning and decision-making might be streamlined. However, merging the MPOs would not eliminate the barriers to cooperation and coordination in transportation decision making. There are more fundamental issues to tackle such as the differences among communities in terms of land use and historical patterns of planning and development supportive of transit; a willingness or unwillingness to pay for public services through taxes; differing levels of need for different types of transportation projects and competition for transportation dollars. Still the Triangle must address its transportation as a region, with transportation and land use issues that require working at the regional level, not just at the MPO level. The MPOs' efforts to increasingly integrate and coordinate their plans and planning processes are evidenced by the creation of the STAC, but opportunities for further collaboration remain.

The STAC process has advanced this coordination by providing a single Regional Transit Vision Plan for both MPOs. Just as the STAC was a truly regional body, with members from across the

Triangle, the staff from the various sponsoring agencies that provided the analysis, presentations, maps, and documents for the STAC has become a regional working group focused on transit issues. The vigor and breadth of knowledge in this working group should be harnessed to continue to move the Regional Transit Vision Plan forward through implementation. Therefore the STAC recommends the two MPOs evaluate the potential for deepening their cooperative relationship by merging or co-locating technical and administrative staff. This could enhance regional information sharing, technical analyses, and decision making. This may, in the longer term, move the region towards having a single MPO as the region's transportation planning and implementation needs change over time. The STAC challenges the two MPOs to seek out greater opportunities for synergy and collaboration, and to consider adopting a new institutional framework that will support a more coherent strategy for resolving regional transportation issues.

The Future of the STAC

The STAC recognizes the delivery of the final report does not complete their effort. As the plan moves toward implementation, members of the STAC are in an excellent position to become advocates for transit and for the Regional Transit Vision Plan. STAC members can continue to serve an advisory function to local governments, the MPOs, and the sponsoring organizations. Therefore the STAC welcomes the opportunity to communicate the importance and urgency of investing in transit to the voters and decision makers in our region, especially at the public outreach events during the LRTP process. STAC members are committed to continuing to serve the region as "transit ambassadors", reaching out to the public, community organizations, local government bodies, and the media. The STAC intends to organize a "speakers' bureau" to accomplish this.

In turn, the STAC strongly believes that the MPOs should accept all their recommendations and integrate them into their upcoming LRTP process. The STAC recognizes that Transportation Advisory Committees of the DCHC MPO and the Capital Area MPO have a critical role in implementing the STAC recommendations. As the governing bodies that develop and approve the LRTPs and that approve transportation funding levels for projects in the Triangle, the STAC's recommendations for transit must be approved by the TACs in order to be implemented. The STAC requests that their recommendations be given full and fair consideration, keeping in mind the importance of making decisions that move the region closer to attaining the goals for the Regional Transit Vision Plan.

The STAC also charges the MPOs to take the lead in developing a plan for fiscal equity that reflects local government needs and realities. Because the taxing authority resides with local governments, there will be calls for distributing projects according to a strict formula that equates the amount of transit investments with the amount of revenue raised in each county. This approach will lead to a fragmented, less attractive and less cost-effective system. Rather than agreeing to a strict formula, the STAC recommends the MPOs first consider the goals for the system, recognizing that the benefits will be regional in nature and are not defined by county boundaries any more than our economy and travel patterns stop at our county lines.

The STAC anticipates that local government officials will recognize that the Regional Transit Vision Plan will enhance the opportunities and quality of life for all residents. Local governments should recognize that providing transit is part of their public service responsibility, similar to police and fire protection. And it is important to emphasize that although the Regional Transit Vision Plan includes support for local bus routes, local responsibility for funding these services and systems will continue, especially to keep service levels proportionate to the needs of our growing population. By fully supporting the plan through active involvement in implementation, local governments can play a role in keeping our economy vibrant and promoting higher quality of life for all residents.

Section 7: Implementation

- 1 The Regional Transit Vision Plan is ambitious, and although the entire plan may not be built until
- 2 2035, it can be built. The STAC exhorts the region to take the long-range, regional perspective and
- 3 seize the opportunity to fully implement this “game-changing investment” in our future.

DRAFT

Map 1. Regional Transit Vision Plan

Special Transit Advisory Commission

- Transit Investments**
 - Enhanced Region-wide Bus Network
 - DMU Rail Transit
 - Light Rail Transit
 - Transit Circulator or Connector Districts
- Major Roads**
 - Interstate
 - US Highway
 - NC Highway
- Other Features**
 - Railroads
 - Major Water Features
 - Dedicated Open Space
 - Policy Protected Areas

Notes

Enhanced Region-wide Bus Network

Strengthening and expanding our bus network offers the greatest potential for early delivery of improved and expanded transit service. Bus routes will provide vital "feeder" service for circulators and rail investments and build citizen support for transit. It will provide cost effective service for outlying areas with lower residential or employment densities and will serve a dense transit network in our urban areas using the existing streets. The bus network will include express services and some targeted bus priority strategies in highly congested areas.

Rail Transit

Recommended for high-capacity corridors with projected higher densities as well as corridors that offer the greatest opportunities for shaping future land use. Two rail technologies are recommended based on various technical and regulatory factors.

DMU Rail Transit

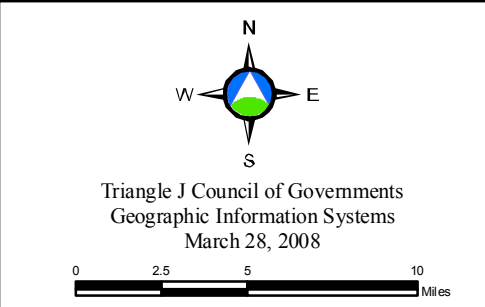
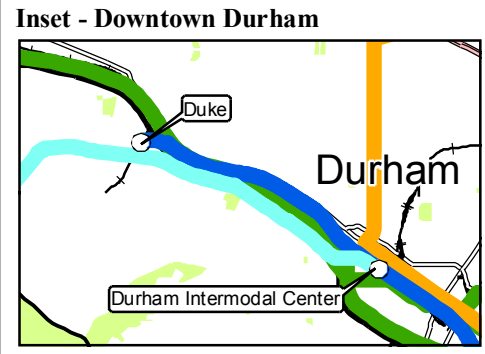
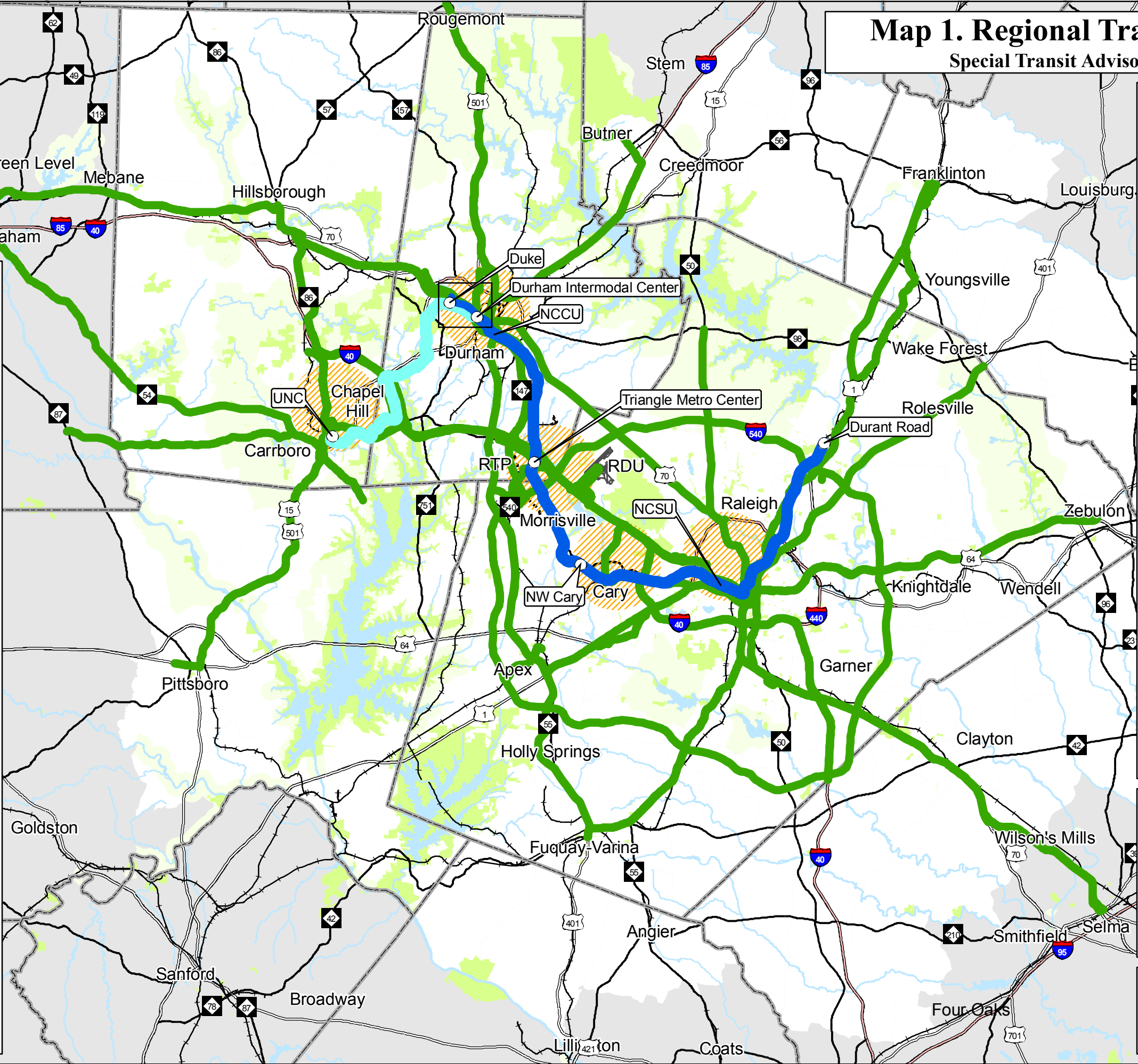
Diesel Multiple Unit (DMU) trains can operate in the existing rail corridor and are efficient for serving stations that are more than 1 mile apart.

Light Rail Transit

Light Rail Transit (LRT) uses electrically powered vehicles that can operate alongside regular vehicular traffic and best serve closely spaced stops. Connects UNC to Durham Intermodal Center along previously adopted alignment.

Transit Circulator or Connector Districts

Five districts that are centers of activity in the region should be served by high-quality transit circulators or connectors. Circulators or connectors may evolve from initial bus routes on existing roads to other types of bus or trolley services. The RTP-RDU circulator or connector should be an initial priority with planning led by RDU Airport and the Research Triangle Park.



Information depicted hereon is for reference purposes only. All corridor alignments, service concepts, and station locations are preliminary and subject to change upon further study. The Triangle J Council of Governments assumes no responsibility for errors arising from the misuse of this map.

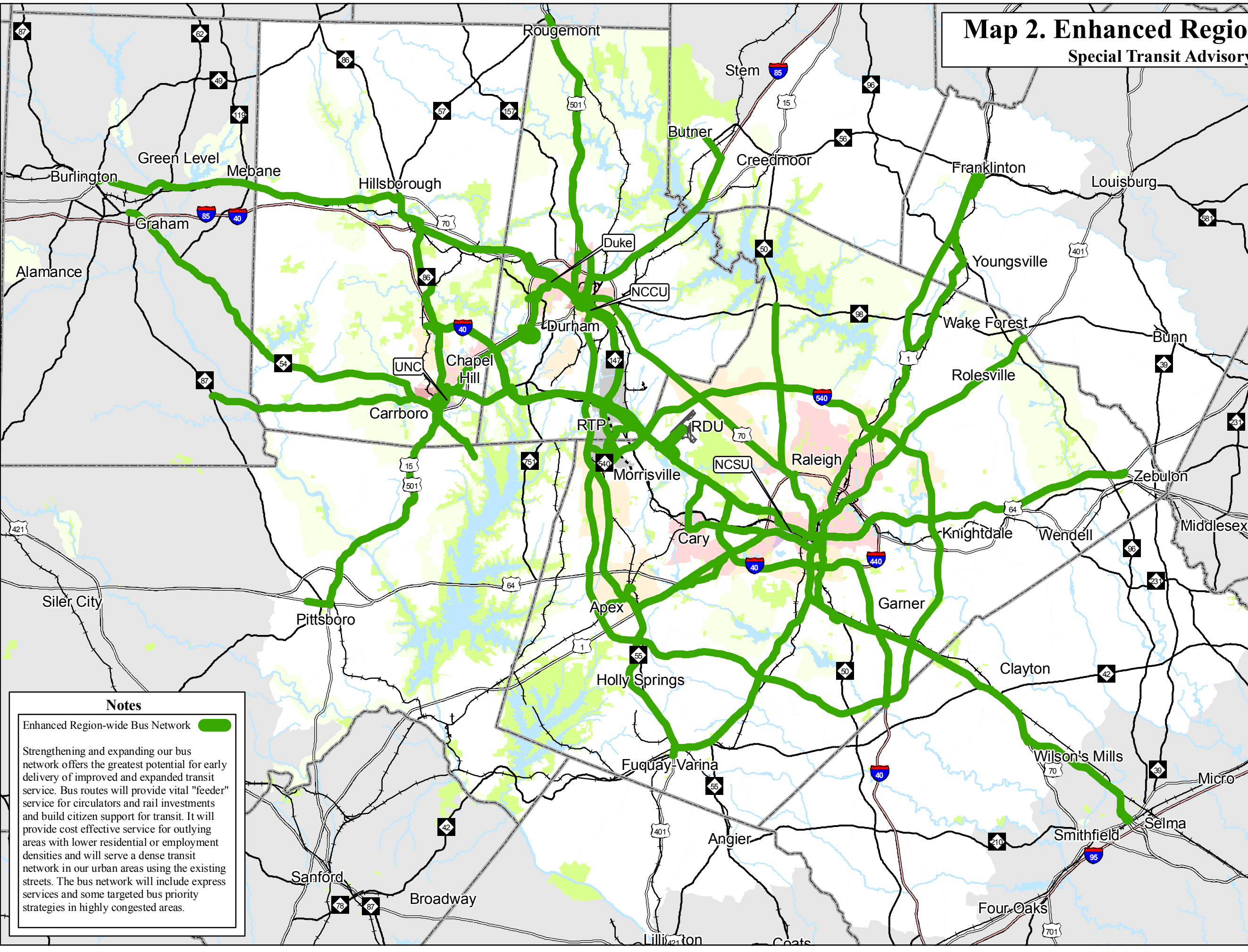
Page 1 of 1

Map 2. Enhanced Region-wide Bus Service

Special Transit Advisory Commission

Transit Investments
Enhanced Region-wide Bus Network
Railroads
Major Roads
Interstate
US Highway
NC Highway
RTP
Major Water Features
Dedicated Open Space
Policy Protected Areas

Travel Market Places
2035 Total Trips / Acre
< 20
20 - 25
25 - 50
50 - 100
> 100



Notes

Enhanced Region-wide Bus Network

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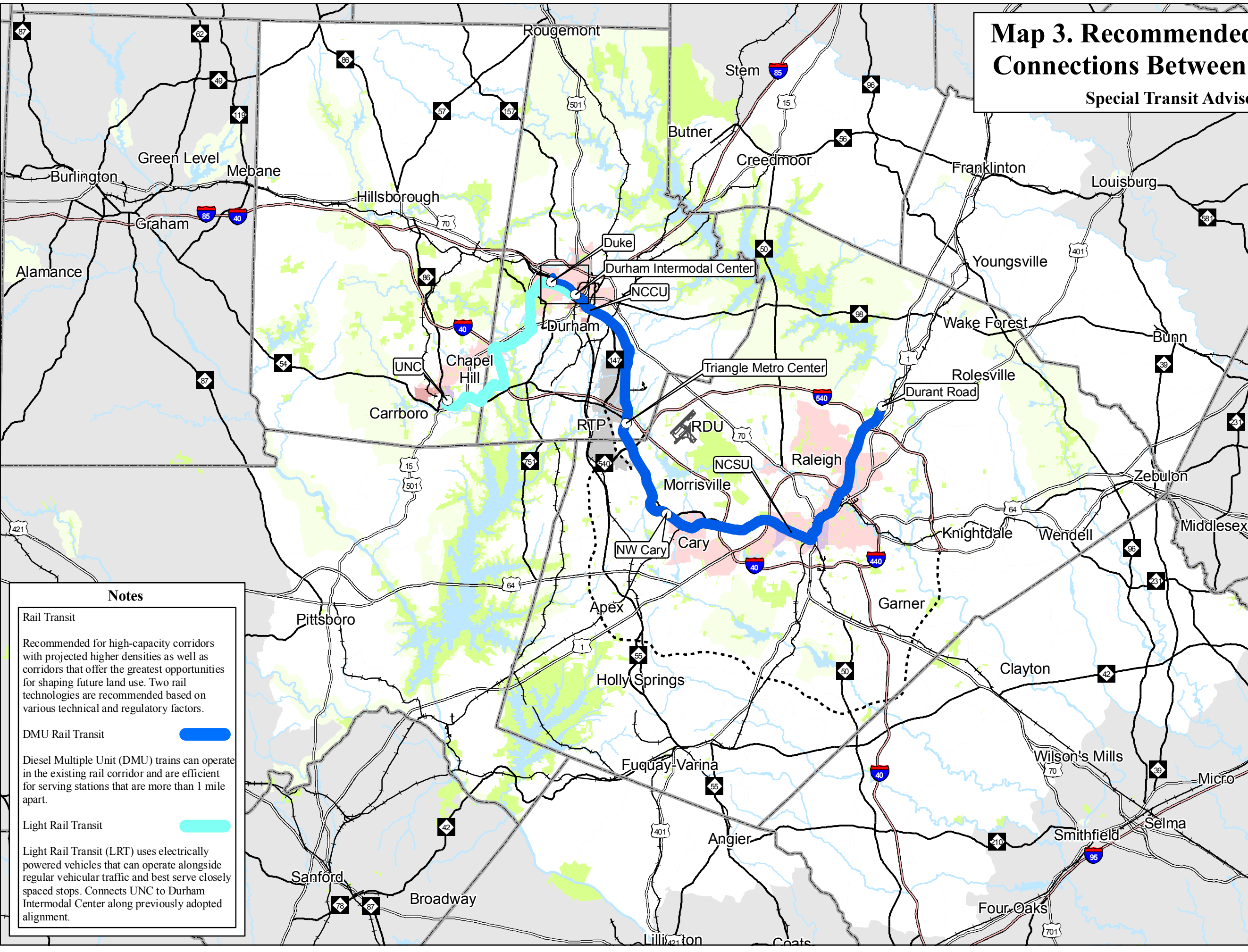
Triangle J Council of Governments
Geographic Information Systems
March 28, 2008

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Page 1 of 1

Map 3. Recommended Rail Investments: Connections Between Economic Centers

Special Transit Advisory Commission



Transit Investments

- DMU Rail Transit
- Light Rail Transit
- Railroads

Major Roads

- Interstate
- US Highway
- NC Highway

RTP

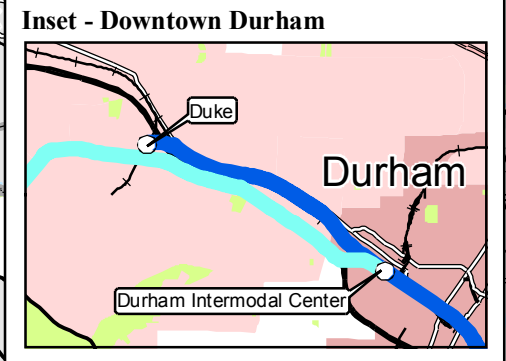
Major Water Features

- Dedicated Open Space
- Policy Protected Areas

Travel Market Places

2035 Total Trips / Acre

- < 25
- 25 - 50
- 50 - 100
- > 100



Triangle J Council of Governments
Geographic Information Systems
March 28, 2008

0 2.5 5 10 Miles

Notes

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Recommended for high-capacity corridors with projected higher densities as well as corridors that offer the greatest opportunities for shaping future land use. Two rail technologies are recommended based on various technical and regulatory factors.

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MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: April 9, 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 TAC provided feedback on STP-DA funding priorities. The TCC used this feedback to develop the STP-DA funding proposal in Attachment 8A. The TCC is recommending that the TAC approve STP-DA funding for LPA staff, planning activities, and projects that need to be included in the final FY 2009-2015 STIP. These recommendations are the highlighted entries in the tables in Attachment 8A. A complete recommendation for the remainder will be brought to the TAC at a future meeting. All STP-DA funding will be included in the final FY 2009-2015 MTIP and incorporated into the STIP through amendments as needed.

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.”

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
 - c. The TAC has already approved \$676,000 for special emphasis projects in FY 2009. All of these projects were approved as part of past years' UPWPs and are either on-going projects or are projects that have been postponed. They have all been de-obligated in the FY 2007-2008 UPWP by Amendment #2 approved on February 13, 2008.
- 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 \$2,392,000 of STP-DA funds for two projects in FY 2009-2015:
 - i. Cornwallis Road Bicycle and Pedestrian \$1,816,000
 - ii. Upper Booker Creek Greenway \$576,000

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.

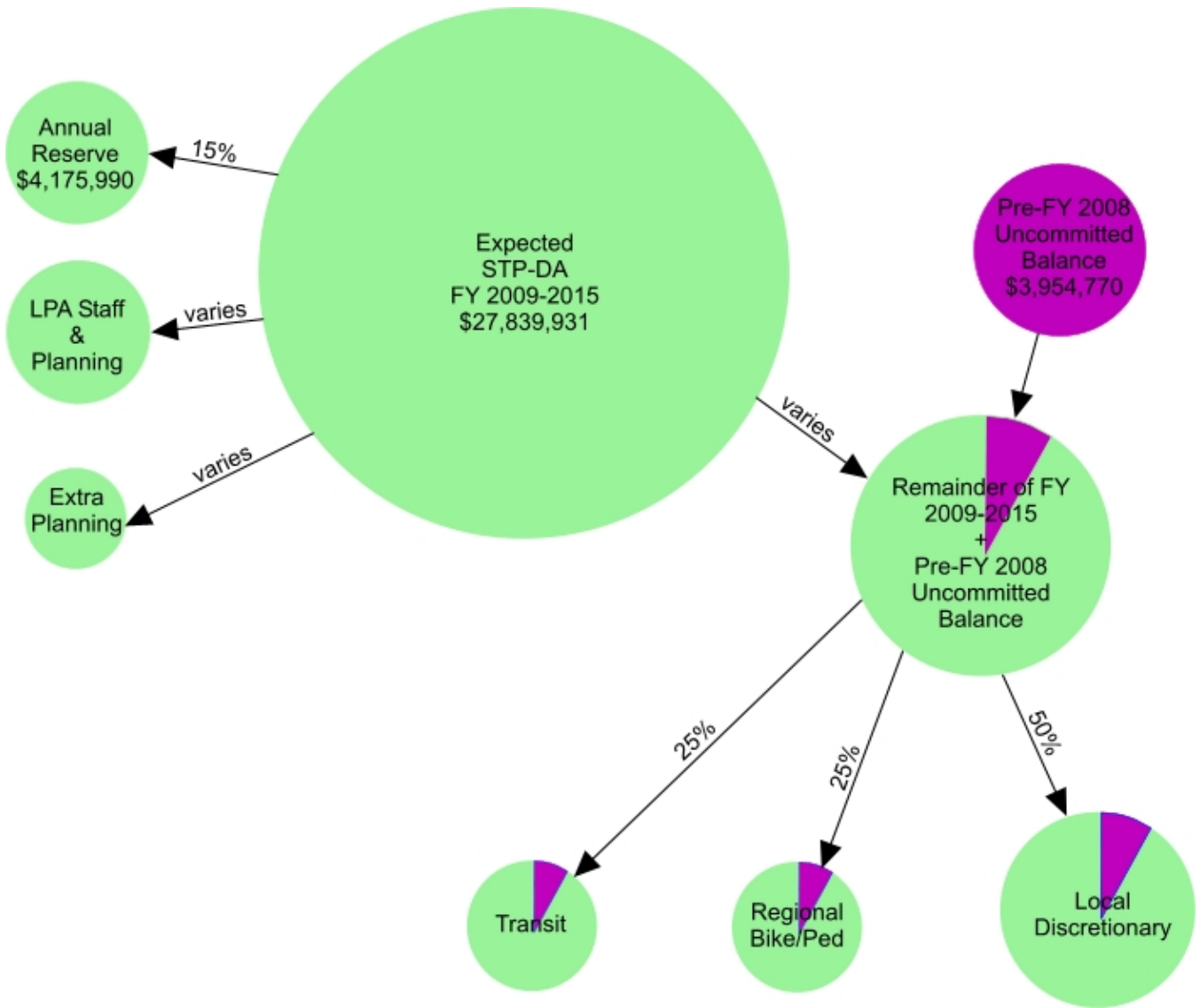
STP-DA Funding Proposal – Attachment 8A

The TCC and LPA followed three steps to complete the STP-DA funding proposal. The TAC provided guidance on steps 1 and 2 in March. The TCC has recommended a funding proposal that partially completes step 3 in the highlighted entries in the tables in Attachment 8A. Attachment 8A includes a series of linked spreadsheets for each funding category. There is a summary table and a table for pre-FY 2008 at the beginning.

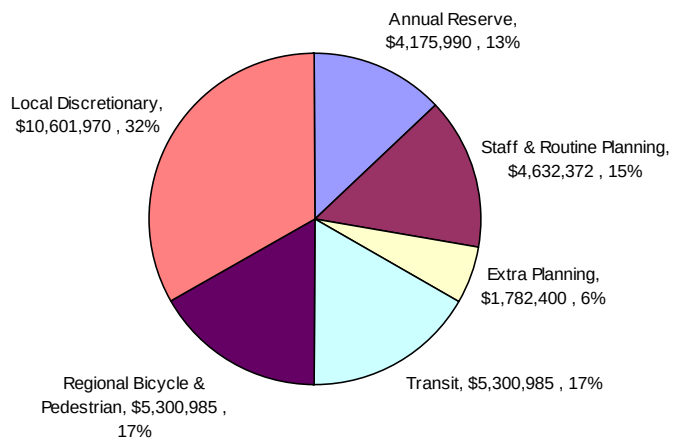
Step 1 – Distribution of STP-DA funding across the six categories:

The TAC approved the local discretionary emphasis. 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.

The diagram below displays the distribution method approved by the TAC in March. The TAC approved providing an annual reserve for small projects equal to 15% of the STP-DA expected each year FY 2009-2015. The exact percentages for remaining categories were preliminary, dependent upon TCC recommendations for the staff and routine planning and extra planning categories. By approving the local discretionary emphasis, the TAC approved providing twice as much funding for the local discretionary category as for the transit and regional bicycle and pedestrian categories.



Applying the TAC approved method to the TCC's recommendation for LPA staff and planning and extra planning, results in this distribution of funding (also shown on the pie chart on the page 1 of Attachment 8A). The percentages in this chart are very similar to what was presented to the TAC in March.



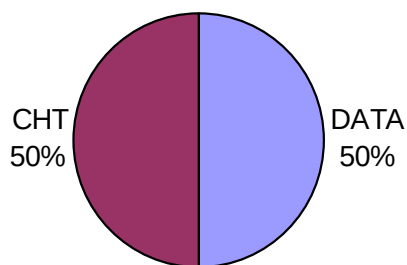
Step 2 – Distribution of STP-DA funding within the six categories

Annual Reserve (Small Projects) – This category is intended to be used for short-term immediate needs and small projects. No guidelines have been proposed for distribution by jurisdiction so that the MPO has flexibility in responding to immediate needs that may vary significantly from year to year.

Staff and Routine Planning – This category is for LPA staff and routine planning activities either performed by the LPA or by other agencies (TJ COG or the Model Service Bureau) on behalf of the LPA. There is no need for guidelines for the distribution of funding within this category because all funding is for MPO-wide activities – no funding is allocated to individual jurisdictions.

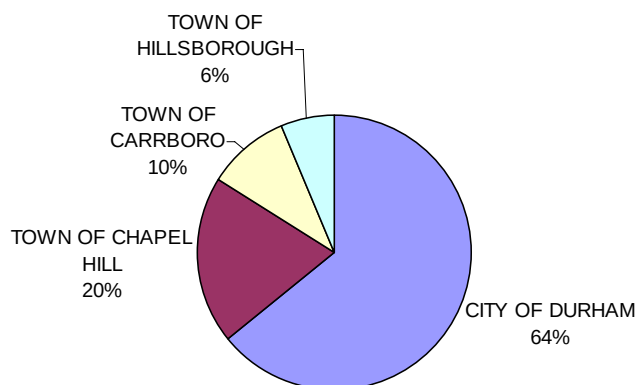
Extra Planning – This category is for special emphasis projects either performed by the LPA or member jurisdictions. This category is for larger, more expensive planning projects that will enhance transportation planning in the MPO but are not required. No guidelines have been proposed for distribution by jurisdiction. All of the projects that have been proposed are for MPO-wide activities.

Transit - The TAC approved an even distribution of STP-DA funds within the transit category between Chapel Hill Transit and DATA. The TCC and transit operators will use this to develop a funding recommendation.



Regional Bicycle and Pedestrian – There is no distribution formula for funding within this category. Most projects in this category will span across multiple jurisdictions or otherwise provide regional benefits through increased connectivity.

Local Discretionary – For the local discretionary category, the TAC approved a guaranteed \$500,000 minimum for each municipality and then distribution of the remainder proportionate to municipal population.



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

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.

Annual Reserve (Small Projects) – The TCC has recommended that three LPA planning projects be approved in the annual reserve category at this time. This recommendation is incorporated into the draft FY 2008-2009 UPWP.

- Additional funding for the ITS Deployment Plan - \$16,000
 - o \$56,000 has already been approved through prior UPWP
- Commercial Vehicle Study - \$100,000
- Parking Study - \$100,000

The TCC is developing a recommendation for the remainder of the annual reserve based on the technical merits and priority need of the projects that have been submitted to the MPO. Durham has submitted requests, but more information is still needed from some jurisdictions. The TCC expects to bring a funding recommendation to the TAC in May 2008.

Staff and Routine Planning – The TCC reviewed the requests for LPA staff and routine planning activities and recommends funding the projects listed in Attachment 8A. This recommendation is incorporated into the draft FY 2008-2009 UPWP.

- Continuation of funding for current staff and planning activities - \$2,459,650
- LPA new positions - \$2,065,290
- Continuation of funding for AQ planning/conformity - \$193,403

Attachment 8B provides more information about the LPA's request for new positions.

Extra Planning – The TCC reviewed the requests for extra planning activities and recommends funding the projects listed in Attachment 8A. Some of these projects were approved in the prior UPWP and are ongoing or postponed to FY 2009. Three are newly proposed projects. This recommendation is incorporated into the draft FY 2008-2009 UPWP.

- Projects approved in prior UPWP that are ongoing or postponed
 - o Model enhancements and major update - \$80,000
 - o ITS Deployment Plan update - \$56,000
 - o Non-motorized trip model development - \$140,000
 - o GIS integration and automation - \$160,000
 - o Land Use model development - \$200,000
 - o MPO Collector Street Plan - \$40,000
- New proposals
 - o Transit studies (placeholder for STAC follow-up) - \$600,000
 - o GIS integration phase II - \$300,000
 - o NC 54 Subarea Study - \$200,000

Transit - The TCC has not made a recommendation for funding in this category. DATA has proposed a project, but information is still needed from Chapel Hill Transit.

Regional Bicycle and Pedestrian – Two projects have already been approved that fall into this category. The TCC will develop a recommendation for the remainder based on regional priority corridors. LPA staff intends to formally identify regional connections including soliciting input from the public and local transportation boards. This will be done as part of the 2035 LRTP. A recommendation for this category will be brought to the TAC later this year.

Local Discretionary –The TCC has made one recommendation for funding in this category.

- NC 147 Bike-Ped Bridge - \$800,000
 - o This is additional funding that Durham has requested for this existing project. Since these funds are needed immediately, the TCC recommends approving funds for this project so it can be included in the final FY 2009-2015 STIP.

Several municipalities have developed funding proposals for their allotment, but information is still needed to complete the funding recommendation. A complete recommendation will be brought to the TAC in May.

Note that if the TCC recommendation for funding for LPA staff and routine planning and extra planning activities is decreased, the funding for the transit, regional bicycle and pedestrian, and local discretionary categories would increase proportionately.

Fiscal Year Balance

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. The total programmed over the seven years must not exceed the sum of the STP-DA annual allocations plus the uncommitted balance from previous years. NCDOT has set no limits for over-programming of funds in the early years of the program.

As a result, the complete STP-DA proposal that will be approved by the TAC will likely include significantly more projects in the early years (FY 2009, 2010, 2011) and fewer in later years (FY 2013, 2014, 2015). Since the STP-DA annual allocation was assumed to be constant, but will likely increase (following past trends), there will likely be funding available for additional projects in later fiscal years. The MPO will need to address this issue in future years as additional funding becomes available.

TCC Recommendation:

Recommend that the TAC approve STP-DA funding for the LPA staff, planning, and the NC 147 bridge projects as listed in Attachment 8A.

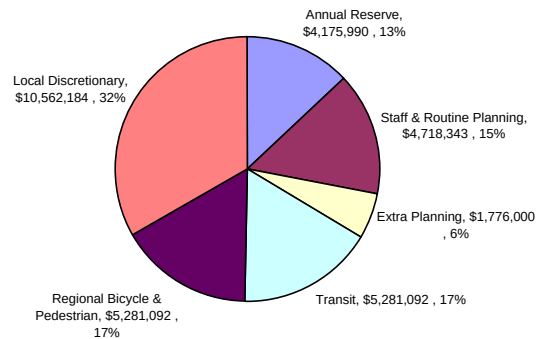
TAC Action:

Approve STP-DA funding for the LPA staff, planning, and the NC 147 bridge projects as listed in Attachment 8A.

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

		Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	TOTAL
Pre-FY2008	Total	\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$2,968,819	\$6,369,478	\$4,363,579								\$34,829,684
	STP DIRECT ATTRIBUTABLE	\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,554,356	\$4,083,112	\$3,977,133								\$39,250,501
	FY BALANCE	\$0	(\$1,809,585)	\$1,333,419	\$3,156,459	\$584,048	(\$2,286,478)	(\$386,446)								
	Uncommitted Balance	\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,627,694	\$4,341,216	\$3,954,770								
Post-FY2008	Annual Reserve								\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$4,175,990
	Staff & Routine Planning								\$548,625	\$644,956	\$664,173	\$683,964	\$704,344	\$725,333	\$746,948	\$4,718,343
	Extra Planning								\$1,476,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$1,776,000
	Transit								\$480,226	\$750,144	\$820,339	\$815,392	\$810,296	\$805,049	\$799,645	\$5,281,092
	Regional Bicycle & Pedestrian								\$480,226	\$750,144	\$820,339	\$815,392	\$810,296	\$805,049	\$799,645	\$5,281,092
	Local Discretionary								\$960,453	\$1,500,287	\$1,640,679	\$1,630,783	\$1,620,593	\$1,610,098	\$1,599,291	\$10,562,184
Budgeted	Total								\$4,542,100	\$4,542,100	\$4,542,100	\$4,542,100	\$4,542,100	\$4,542,100	\$4,542,100	\$31,794,701
	STP DIRECT ATTRIBUTABLE								\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$3,977,133	\$27,839,931
	FY BALANCE								(\$564,967)	(\$564,967)	(\$564,967)	(\$564,967)	(\$564,967)	(\$564,967)	(\$564,967)	
	Uncommitted Balance								\$3,389,803	\$2,824,836	\$2,259,869	\$1,694,901	\$1,129,934	\$564,967	\$0	

FY 2009-2015 STP-DA Summary Budgeted



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

TIP #	Location	Description	Total Cost	Status	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Non-Fed Match	Agency
DURHAM COUNTY													
1	I-306 C	I-85 (Hillandale Commons)	\$25,000	?	\$0		\$20,000					\$20,000	Private
2	I-306C	I-85	\$75,000	?	\$0		\$60,000					\$15,000	Durham
3	U-4010	NC 98 (Holloway Street)	\$2,795,000	Construction	\$0					\$2,236,000		\$559,000	State
4	U-4011	Miami Blvd.	\$2,342,500	Design	\$0						\$1,874,000	\$468,500	State
ORANGE COUNTY													
5	E-4994	Carrboro	\$807,500	?	\$0				\$56,000		\$590,000	\$161,500	Carrboro
6	E-4828	Carrboro	\$650,000	Design	\$0				\$40,000	\$480,000		\$130,000	Carrboro
7	E-4601	Chapel Hill/Carrboro	\$900,000	Design	\$0			\$80,000		\$640,000		\$180,000	CH/Carrboro
8	E-4995	Chapel Hill	\$780,000	?	\$0				\$64,000		\$560,000	\$156,000	Chapel Hill
9	U-4704	Chapel Hill-Carrboro	\$450,000	Design	\$0					\$380,000		\$70,000	CH/Carrboro
MPO-WIDE													
10	E-4707	Old Durham-CH Rd.	\$3,428,000	Design	\$0							\$685,600	Multiple
11	U-4727	MPO -UPWP	\$3,800,000	On-going	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,863	\$373,000	\$760,000	Multiple
12		UPWP Planning \$165,000		On-going									
13		MPO Bike Ped Planner Position \$28,000		On-going									
14		TRM Service Bureau \$90,000 (FY 04 - FY 08)		On-going									
15	U-4726	MPO/Various Local Gov't	\$1,022,155	On-going	\$0	\$0	\$0	\$71,524	\$317,600	\$228,600	\$200,000	\$204,431	Multiple
16	U-4725F	03-04 bike allocation	\$250,000	Partially Complete	\$0					\$200,000		\$50,000	Chapel Hill
17	U-4726E	05 bike/ped allocation	\$50,000	Partially Complete	\$0				\$40,000			\$10,000	Chapel Hill
18	U-4726G	05 bike/ped allocation	\$67,000	No Activity	\$0				\$53,600			\$13,400	Durham
19	U-4726H	05 bike/ped allocation	\$60,000	Partially Complete	\$0				\$0	\$0	\$48,000	\$12,000	Durham
20	U-4726K	06 bike/ped allocation	\$165,484	Agreement	\$0						\$132,387	\$33,097	Durham
21	U-4726M	06 bike/ped allocation	\$10,000	Partially Complete	\$0				\$8,000			\$2,000	Chapel Hill
22	U-4726O	07 bike/ped allocation	\$142,740	Agreement	\$0					\$0	\$114,192	\$28,548	Durham
23	U-3475	MPO -UPWP sp projects	\$2,307,168	On-going	\$0	\$0	\$58,000	\$50,000	\$577,483	\$488,251	\$672,000	\$461,434	MPO
24		(flexed to UPWP planning)	\$343,750	On-going	\$0				\$85,000	\$85,000	\$105,000	\$68,750	NCDOT
25		ITS Deployment Plan Update	\$0	Underway	\$0					\$0	\$0	\$0	MPO
26		Bike/Ped (non-motorized trip) Model Development	\$75,000	Underway	\$0						\$60,000	\$15,000	MPO
27		GIS Integration and Automation	\$50,000	Underway	\$0						\$40,000	\$10,000	Multiple
28		I-40/NC 54 Transit Corridor -- Phase II	\$0	Unfunded	\$0							\$0	Multiple
29		Land Use Model Development (Placeholder)	\$0	Underway	\$0						\$0	\$0	Multiple
30		Congestion Management System	\$250,000	Underway	\$0				\$100,000		\$100,000	\$50,000	Multiple
31		CH - Chapel Hill Mobility Report Card	\$225,000	Complete (05)	\$0		\$58,000		\$122,000			\$45,000	Chapel Hill
32		CAR - Carrboro Downtown Study	\$50,000	Complete	\$0				\$40,000			\$10,000	Carrboro
33		Old Durham-CH Rd. bike/ped feasibility study	\$62,500	Complete	\$0			\$50,000				\$12,500	Multiple
34		MPO Collector Street Plan	\$50,000	Complete	\$0				\$40,000		\$0	\$10,000	Multiple
35		Model travel behavior surveys (HH, B&A counts)	\$300,000	Complete	\$0				\$160,483	\$79,517		\$60,000	Multiple
36		Model Enhancements and major update	\$225,000	On-going	\$0				\$30,000		\$150,000	\$45,000	Multiple
37		Model surveys ph-2 (onboard, travel time, external)	\$243,750	Complete	\$0					\$67,000	\$128,000	\$48,750	Multiple
38		TDM additional request (T1A)	\$50,000	Complete	\$0					\$40,000		\$10,000	Multiple
39		MPO CMS	\$60,000	Underway	\$0					\$48,000		\$12,000	Multiple
40		CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$200,000	On-going	\$0					\$160,000		\$40,000	Multiple
41		AO Planning/Conformity (TJCOG)	\$42,168	Complete	\$0					\$8,734	\$25,000	\$8,434	Multiple
42		Chapel Hill TDM	\$50,000	Partially Complete	\$0						\$40,000	\$10,000	Chapel Hill
43		STAC	\$30,000	Underway	\$0						\$24,000	\$6,000	Multiple
44		L RTP Revenue Projections	\$4,798	Proposed	\$0						\$3,838	\$960	Multiple
Durham Total													
			\$20,801,309		\$7,103,867	\$4,377,360	\$186,640	\$0	\$113,600	\$2,251,000	\$2,168,579	\$4,615,262	Durham
Orange Total			\$17,884,128		\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,510,664	\$1,190,000	\$3,618,499	Orange
MPO-Wide Total			\$8,997,168		\$1,510,000	\$165,000	\$273,000	\$278,657	\$639,863	\$607,814	\$1,005,000	\$1,805,434	Other
Yearly Total					\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$2,968,819	\$6,369,478	\$4,363,579	\$34,829,684	Total Yearly
STP DIRECT ATTRIBUTABLE					\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$4,083,000	\$3,977,133	\$39,248,900	Total STPDA
MPO Reserve					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FY BALANCE						(\$1,809,585)	\$1,333,419	\$3,156,459	\$584,048	(\$2,286,478)	(\$386,446)		
N/A = not available					\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,627,694	\$4,341,216	\$3,954,770		
TCC Recommendation													

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

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>		\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$4,175,990			
		<u>City of Durham/DATA</u>												
	Durham	DATA Passenger Amenities	Proposed - New	\$200,000							\$200,000	\$50,000	Durham	\$250,000
	Durham	DATA Sidewalk	Proposed - New	\$15,840							\$15,840	\$3,960	Durham	\$19,800
	Durham	New Bicycle Map	Proposed - New	\$8,000							\$8,000	\$2,000	Durham	\$10,000
	Durham	LaSalle St. Sidewalk	Proposed - New	\$76,000							\$76,000	\$19,000	Durham	\$95,000
	Durham	Barbee Rd. (Orindo to Pearson town Elem.) Sidewalk	Proposed - New	\$15,680							\$15,680	\$3,920	Durham	\$19,600
		<u>Town of Chapel Hill/CHT</u>												
		<u>Town of Carrboro</u>												
		<u>Town of Hillsborough</u>												
		<u>LPA Planning</u>												
	MPO-wide	Additional Funding for ITS Deployment Plan	Proposed - Additional \$	\$16,000							\$16,000	\$4,000	Multiple	\$20,000
	MPO-wide	Commercial Vehicle Study	Proposed - New	\$100,000							\$100,000	\$25,000	Multiple	\$125,000
	MPO-wide	Parking Study	Proposed - New	\$100,000							\$100,000	\$25,000	Multiple	\$125,000
		<u>Other</u>												
		Yearly Total		\$531,520	\$0	\$0	\$0	\$0	\$0	\$0	\$531,520			
		FY BALANCE		\$65,050	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$596,570	\$3,644,470			
		Uncommitted Balance		\$65,050	\$661,620	\$1,258,190	\$1,854,760	\$2,451,330	\$3,047,900	\$3,644,470				

TCC Recommendation

Two Year Window for Expenditure of Funds

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

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE			\$548,625	\$644,956	\$664,173	\$683,964	\$704,344	\$725,333	\$746,948				
U-4727	MPO -UPWP	MPO Planning		\$3,040,000	\$321,000	\$330,630	\$340,549	\$350,765	\$361,288	\$372,127	\$383,291	\$5,499,650	\$1,374,913	Multiple	\$6,874,563
		UPWP Planning \$165,000 in FY 09	Proposed - On-going												
		MPO Bike Ped Planner Position \$36,000 in FY 09	Proposed - On-going												
		TRM Service Bureau \$120,000 in FY 09	Proposed - On-going												
	MPO -UPWP	LPA New Positions		\$0	\$202,000	\$288,060	\$296,702	\$305,603	\$314,771	\$324,214	\$333,940	\$2,065,290	\$516,323	Multiple	\$2,581,613
		Grant & MPO Admin \$55,000 beginning in FY09	Proposed - New												
		GIS/Website Specialist \$75,000 beginning in FY09	Proposed - New												
		Transportation Engineer/Planner \$72,000 beginning in FY09	Proposed - New												
		Transportation Technician/Specialist \$40,000 beginning in FY10	Proposed - New												
		Transportation Technician/Specialist \$40,000 beginning in FY10	Proposed - New												
U-3475	MPO-wide	AQ Planning/Conformity (TJCOG)	Proposed - On-going	\$33,734	\$25,625	\$26,266	\$26,922	\$27,595	\$28,285	\$28,992	\$29,717	\$227,137	\$56,784	Multiple	\$283,921
		TOTAL		\$3,073,734	\$548,625	\$644,956	\$664,173	\$683,964	\$704,344	\$725,333	\$746,948	\$7,792,077	\$1,948,019		\$9,740,097

TCC Recommendation

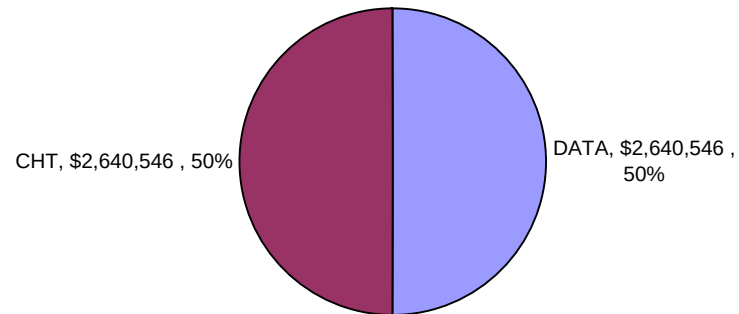
DCHC MPO -- STP-DA Allocation Table (FY 2009-2015) proposal
Extra Planning Activities Table

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>			\$1,476,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$1,776,000			
U-3475	MPO-wide	Model Enhancements and major update	Approved - On-going	\$180,000	\$80,000							\$260,000	\$65,000	Multiple	\$325,000
U-3475	MPO-wide	ITS Deployment Plan Update	Approved - Postponed to FY 09	\$0	\$56,000							\$56,000	\$14,000	Multiple	\$70,000
U-3475	MPO-wide	Bike/Ped (non-motorized trip)Model Developme	Approved - On-going	\$60,000	\$140,000							\$200,000	\$50,000	Multiple	\$250,000
U-3475	MPO-wide	GIS Integration and Automation	Approved - On-going	\$40,000	\$160,000							\$200,000	\$50,000	Multiple	\$250,000
U-3475	MPO-wide	Land Use Model Development	Approved - Postponed to FY 09	\$0	\$200,000							\$200,000	\$50,000	Multiple	\$250,000
U-3475	MPO-wide	MPO Collector Street Plan	Approved - On-going	\$40,000	\$40,000							\$80,000	\$20,000	Multiple	\$100,000
U-3475	MPO-wide	Transit Studies	Proposed	\$0	\$600,000							\$600,000	\$150,000	Multiple	\$750,000
U-3475	MPO-wide	GIS Integration Phase II	Proposed - Additional \$	\$0	\$300,000							\$300,000	\$75,000	Multiple	\$375,000
U-3475	MPO-wide	NC 54 Subarea Study	Proposed	\$0	\$200,000							\$200,000	\$50,000	Multiple	\$250,000
		<u>TOTAL</u>		\$320,000	\$1,476,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$2,096,000	\$524,000		\$2,620,000

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

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>		\$480,226	\$750,144	\$820,339	\$815,392	\$810,296	\$805,049	\$799,645	\$5,281,092			
		DATA									\$2,640,546			
	Durham	6 Hybrid Expansion Buses	Proposed - New	\$2,640,546							\$2,640,546	\$660,137	Durham	\$3,300,683
		DATA Uncommitted Balance									(\$0)			
		CHT									\$2,640,546			
		CHT Uncommitted Balance									\$2,640,546	\$0		\$0
		Yearly Total		\$2,640,546	\$0	\$0	\$0	\$0	\$0	\$0	\$2,640,546			
		FY BALANCE		(\$2,160,320)	\$750,144	\$820,339	\$815,392	\$810,296	\$805,049	\$799,645	\$2,640,546			
		Uncommitted Balance		(\$2,160,320)	(\$1,410,176)	(\$589,837)	\$225,555	\$1,035,851	\$1,840,901	\$2,640,546				

FY 2009-2015 STP-DA Transit



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

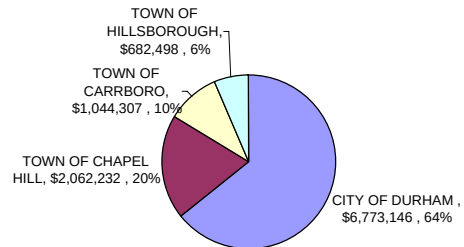
TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		<u>TOTAL AVAILABLE</u>		\$480,226	\$750,144	\$820,339	\$815,392	\$810,296	\$805,049	\$799,645	\$5,281,092			
E-4707	Old Durham-CH Rd.	Bike Lanes	Approved - In Design	\$1,371,000	\$1,371,000						\$2,742,000	\$685,500	Multiple	\$3,427,500
EL-2921	American Tobacco Tr.	Phase E	Approved - In Design	\$590,500	\$590,500						\$1,181,000	\$295,250	Durham	\$1,476,250
		Yearly Total		\$1,961,500	\$1,961,500	\$0	\$0	\$0	\$0	\$0	\$3,923,000			
		FY BALANCE		(\$1,481,274)	(\$1,211,356)	\$820,339	\$815,392	\$810,296	\$805,049	\$799,645	\$1,358,092			
		Uncommitted Balance		(\$1,481,274)	(\$2,692,630)	(\$1,872,291)	(\$1,056,899)	(\$246,603)	\$558,447	\$1,358,092	\$1,358,092			

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

TIP #	Location	Description	Status	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Other Funding	Total Project Funds
		TOTAL AVAILABLE		\$960,453	\$1,500,287	\$1,640,679	\$1,630,783	\$1,620,593	\$1,610,098	\$1,599,291	\$10,562,184			
		CITY OF DURHAM									\$6,773,146			
J-4724	Cornwallis Rd.	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	Approved - No activity	\$1,816,000							\$1,816,000	\$454,000		\$2,270,000
J-4445	NC 147	Bike-Ped Bridge	Proposed - Additional \$	\$800,000							\$800,000	\$200,000	\$2,000,000	\$3,000,000
C-4928	Morreene Rd.	Bike/Ped Facilities (Neal to Erwin)	Proposed - Additional \$		\$1,248,000						\$1,248,000	\$312,000	\$556,000	\$2,116,000
	Avondale Dr.	Sidewalk (Roxboro to Geer)	Proposed - New			\$412,000					\$412,000	\$103,000		\$515,000
J-4726K	Hillandale Rd.	Bike/Ped Facilities (I-85 to Fulton)	Proposed - Additional \$			\$920,000					\$920,000	\$230,000	\$165,484	\$1,315,484
	Cheek Rd.	Bike/Ped Facilities (Geer to Hardsee)	Proposed - New			\$556,000					\$556,000	\$139,000		\$695,000
J-4726O	Carpenter-Fletcher	Bike/Ped Facilities (Woodcroft to Alston)	Proposed - Additional \$		\$1,021,146						\$1,021,146	\$255,287	\$142,740	\$1,419,173
		<i>City of Durham Uncommitted Balance</i>									\$0			
		TOWN OF CHAPEL HILL									\$2,062,232			
J-5022	Chapel Hill	Upper Booker Creek Greenway	Approved			\$576,000					\$576,000	\$144,000		\$720,000
		<i>Town of Chapel Hill Uncommitted Balance</i>									\$1,486,232			
		TOWN OF CARRBORO									\$1,044,307			
	Carrboro	Multi-use Path from Wilson Park to Estes Dr.	Proposed - New		\$168,684						\$168,684	\$42,171		\$210,855
	Rogers Rd.	Sidewalk (Homestead to Meadow Run)	Proposed - New		\$428,960						\$428,960	\$107,240		\$536,200
	Carrboro	BPW-Westbrook Multi-use Path Feasibility Study	Proposed - New	\$4,000							\$4,000	\$1,000		\$5,000
	Carrboro	Bicycle Loop Detectors	Proposed - New			\$30,000					\$30,000	\$7,500		\$37,500
	Carrboro	Bolin Creek Greenway	Proposed - New			\$214,700					\$214,700	\$53,675		\$268,375
	S. Greensboro St.	Sidewalk	Proposed - New				\$46,640				\$46,640	\$11,660		\$58,300
	Carrboro	Bel Arbor-Plantation Acres Multi-use Path	Proposed - New					\$67,000			\$67,000	\$16,750		\$83,750
		<i>Town of Carrboro Uncommitted Balance</i>									\$84,323			
		TOWN OF HILLSBOROUGH									\$682,498			
	Nash St.	Sidewalk	Proposed - New		\$543,386						\$543,386	\$135,947		\$679,233
		<i>Town of Hillsborough Uncommitted Balance</i>									\$139,112			
		Yearly Total		\$3,163,386	\$2,866,790	\$2,708,700	\$46,640	\$67,000	\$0	\$0	\$8,852,516			
		FY BALANCE		(\$2,202,933)	(\$1,366,503)	(\$1,068,021)	\$1,584,143	\$1,553,593	\$1,610,098	\$1,599,291	\$1,709,668			
		Uncommitted Balance		(\$2,202,933)	(\$3,569,436)	(\$4,637,458)	(\$3,053,314)	(\$1,499,721)	\$110,377	\$1,709,668				

TCC Recommendation

FY 2009-2015 STP-DA Local Discretionary



LPA Resources Needs – STP-DA Funding Request and Justification

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

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

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

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

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

A. Planning

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

B. Data Need/Requirements

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

Data Collection - Counts and Travel Time Needs

		48-hour ADT - traffic volume by time of day (once a year)	Seasonal 48-hour ADT - traffic volume by time of day (3 times a year, spring, summer and fall)	Classification Count -7 day	Highway Travel time & speed studies	Transit Travel time & speed studies	Parking inventory	Pedestrian count 12- hours	Bicycle count 12- hours
1	Chapel Hill	76	34	16	28	12		105	117
2	Carrboro	38	15	8	15	12		30	30
3	Durham City	157	73	32	74			128	98
4	Durham County	63	24	10	12				
5	Hillsborough	22	10	6	8			21	14
6	Orange County unincorporated	18			6				
7	Chatham County	12		8	4				
	TTA					7			
		386	156	80	147	31	0	284	259

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

Recent efforts to improve our public input and involvement process have resulted in expansion of our mailing list, identification of additional individuals and groups (including environmental justice communities) and customer service inquiries. Additional staff time will have to be expanded in developing closer and more cooperative relations between the MPO and federal and state resource agencies as mandated by SAFETEA-LU.

It is currently estimated that **five new** positions would be required in order for the LPA to effectively meet the LPA's primary mission (carryout the 3-C process for the DCHC MPO), meet these new regulatory requirements and future work obligations, and meet federal certification. In addition, these positions are necessary to allow the LPA to efficiently address the needs of the citizens, municipalities, environmental interest groups

and other regional planning activities. The five **new positions** are described in the table below:

Table 1: DCHC MPO new position requests

#	Position	Main Responsibilities	Starting FY	Salary & Fringe
1	Grant & MPO Admin	Grant/MPO administration and office assistance	July 1, 2008	\$55,000
2	GIS/Website Specialist	GIS & website design, update and content management	July 1, 2008	\$75,000
3	Transportation Engineer/Planner	Technical analysis & studies, planning, CTP and Integration	July 1, 2008	\$72,000
	<i>Annual Funding Starting in FY 2009</i>			<i>\$202,000</i>
4	Transportation Technician/Specialist	Data collection and analysis	July 1, 2009	\$40,000
5	Transportation Technician/Specialist	Data collection and analysis	July 1, 2009	\$40,000
	<i>Annual Funding Starting in FY 2010</i>			<i>\$80,000</i>
	<i>A 3% annual increase is expected to track salary increases.</i>			

A. MPO GIS Needs and Proposed GIS Specialist Functions

- GIS spatial analysis for various planning applications and projects, IDAS, ITS, Turbo, regional and project architecture, CMP, NC Census add-on, SE data, model inputs, etc
- Designing spatial data coverage and associated databases,
- Maintaining, designing and updating relational databases.
- Customizing GIS software to support applications
- Providing automation support
- Providing support for batching synthesizing scripts for input data
- Help in meeting SAFETEA-LU visualization and interactive web graphic requirements and guidance

Current GIS Support – Transportation Technician

The Transportation Technician provides GIS mapping functions for MPO related activities. That position provides technical, CAD and other graphic support to the MPO

and the City. Only a portion of the time devoted to MPO services are invoiced. The City Technology Solutions (TS) Department has helped the LPA with GIS support (without charge) but has indicated it will no longer provide services without reimbursement.

At this moment the Transportation Technician is spending 100% of time helping with land-use scenarios, alternative generation and deficiency analysis graphics. Deficiency analysis graphics preparation requires spending compensatory time beyond regular work hours.

B. MPO WEB Needs and Proposed GIS Specialists Functions

The LPA has never had dedicated support for the MPO web site. MPO web functions and support have been provided by **TJCOG, ITRE, On-call consulting firms (up \$40,000), and the City (for free)**. Former DCHC MPO planner, Jeremy Raw, a former software engineer, helped tremendously taking on this task in addition to his modeling duties. The MPO website has been infected several times. The City's TS Department spent a considerable amount of time, effort and resources in trouble-shooting and resolving the problem. Like the GIS situation, the TS Department has indicated it will no longer afford to provide web support without additional resources.

SAFETEA-LU elevated the importance of the website and the need for the MPO to have an accessible and interactive website. Some of the functions and duties of web support persons are summarized as follows:

- Construction and updating of the website and other related items using content management systems and software.
- Performing web security
- Testing of website accessibility and functionality for variety of environments
- Performing regular reviews to ensure content accuracy and relevance
- Designing and creating applications
- Installation, patching, upgrading applications and editing

C. MPO Congestion Management Program Needs

The transportation engineer/planner position and the two technician/specialist positions will be primarily responsible for implementing the MPO's Congestion Management Program, which must be updated every other year. This task is currently completed by consulting services. The cost to provide staffing to complete this task in house is much lower than the cost to use consultants. The LPA estimates that the cost to use consultants for this work is approximately \$450,000, every other year.

LPA Organization Chart

The last page displays the current and proposed LPA staff structure. New positions are highlighted in yellow boxes and existing positions are in white boxes.

Table 2: Staff Level Comparison

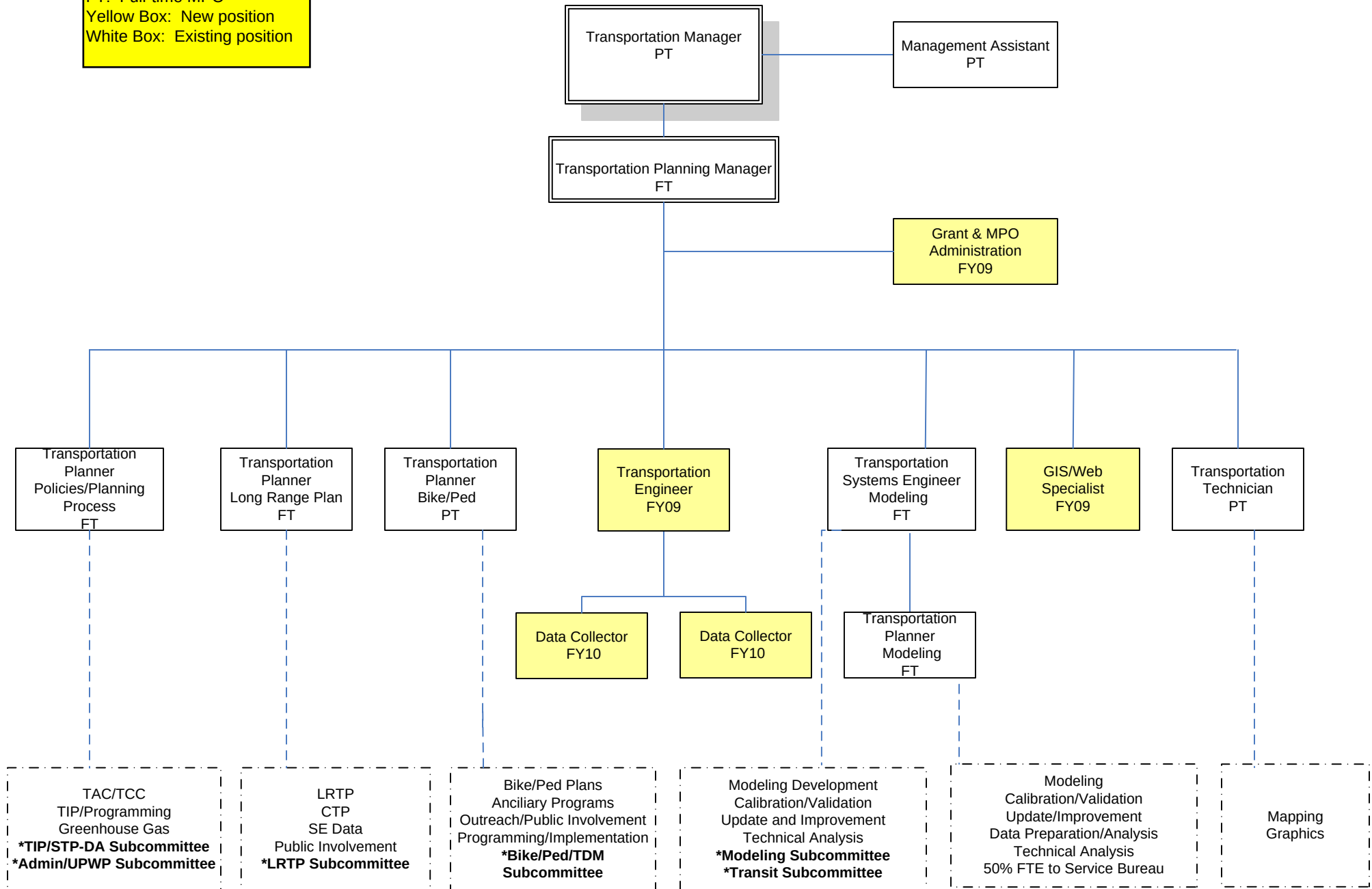
	Selected MPO	2000 Census UZA Population	MPO Dedicated staff (full-time)	MPO Dedicated staff (part-time)	Others*	Interns	Proposed staff additions	% Consulting for routine planning
1	Greensboro	267,884	6		4	3		8-11%
2	CAMPO	541,527	5				3	
3	Asheville	221,570	4		3+	2+	1	9%
4	Wilmington	161,149	7		3	1	1.5	
5	Charlotte	758,927	12	3	5**			
6	DCHC	287,796	5	4	2		5	8%
	Small Sized MPOs	50,0000 - 199,999	16	5				23%
	(Average)							

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

Table 3: 2008 PL Distribution

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

PT: Part-time MPO
 FT: Full-time MPO
 Yellow Box: New position
 White Box: Existing position



MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: April 9, 2008

SUBJECT: 2008-2009 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 earmarked for programming in the FY 2008-2009 UPWP are shown below, including funds de-obligated from FY 2007-08UPWP and re-obligated or carried over to FY 2008-09:

Federal (STP-DA)	\$2,276,463
Local (20% match)	<u>\$ 596,116</u>
Total	\$2,845,579

FY 2008-09 STP-DA Funds will cover new initiatives, special projects and continuation major emphasis projects. These are summarized as follows:

New Initiatives and Special Projects

- Three new LPA staff positions
- Follow-up planning studies for the Special Transit Advisory Commission

(STAC)

- Commercial vehicle survey and counts for the Triangle Regional Model (TRM)
- Parking survey, inventory and study for the TRM
- NC 54 Sub-area Study

Continuation of Major Projects

- MPO Integrated Land-use/Transportation Model
- Non-motorized Trip Model
- GIS Warehouse/Integration and Automation
- MPO-wide Collector Street Plan
- Farrington/Stagecoach Road Study – Public Involvement
- Intelligent Transportation Systems (ITS) Strategic Deployment Plan

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	\$2,276,463		\$569,116	\$2,845,579
FTA 5303	\$226,719	\$28,340	\$28,340	\$283,399
FTA 5307	\$1,374,689	\$171,836	\$171,836	\$1,718,361

Special-Major Project Summary

Introduction

The main emphases of the current (FY 2007-08) Unified Planning Work Program (UPWP) were the enhancement, calibration and validation of the Tranplan update of the Triangle Regional Model, the development of the MPO GIS Warehouse/Integration and Automation, the development of the Non-motorized Trip Model, the development of the MPO Integrated Land-use/Transportation Model, Intelligent Transportation Systems (ITS) Strategic Deployment Plan, Farrington/ Stagecoach Road Corridor Study, MPO Collector Street Plan, Greenhouse Gas Emission Study, development of the regional transit plan and the Special Transit Advisory Commission (STAC) activities, Chapel Hill Transit Master Plan study, and amendment of the 2030 Long Range Transportation Plan (LRTP). The MPO made significant progress in these areas. Major milestones and accomplishments are summarized as follows:

1. Durham Greenhouse Gas Emission Study completed and adopted by the TAC, the City of Durham and Durham County. The Orange County study is nearly complete
2. Farrington/Stagecoach Road study will be completed during this fiscal year. Public involvement and recommendations are anticipated to be complete during the next fiscal year.
3. MPO Collector Street Plan is approximately 60% complete.
4. Conversion of the model from Tranplan to Transcad is complete.

5. TRM improvement and calibration have been completed; significant progress has been made in model validation.
6. Land-use model development is underway – development of model architecture is nearly complete.
7. Phase I of the Non-motorized Trip (Bike-Pedestrian demand model) model development is approximately 99% complete.
8. MPO GIS Warehouse and Automation project is underway. Kick-off help and data collection is almost completed. Needs and requirements analysis to be complete by July 2008.
9. Scoping and request for proposal completed for the ITS Strategic Deployment Plan update.
10. Development of the regional transit plan and vision by STAC is almost complete.
11. TAC approval of the 2030 LRTP Amendment and 2007-2013 MTIP
12. Air conformity analysis and draft report completed for the LRTP Amendment and 2009-2015 MTIP completed.

FY 2008-2009 New Initiatives and Emphasis Areas

The update, improvement and refinement (including sub-area capability) of the Triangle Regional Model will continue to be a top priority for the 2008-2009 UPWP. The MPO will continue to work with the Model Service Bureau in addressing TAC model concerns. Other top priorities include the development of the Comprehensive Transportation Plan, the development of the 2035 Long Range Transportation Plan; follow-up studies for the STAC transit recommendations, and implementation of SAFETEA-LU requirements. The following summarizes proposed new initiatives and special areas for 2008-2009 work program.

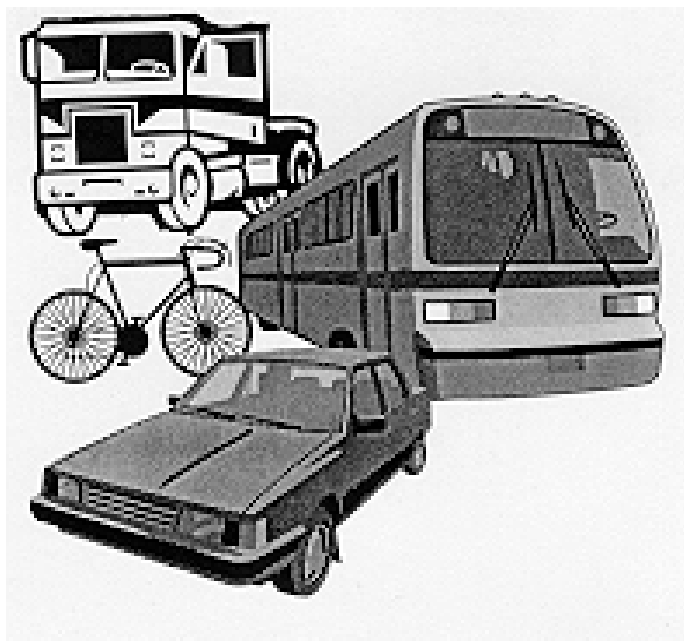
1. 2035 LRTP and conformity determination.
2. Comprehensive Transportation Plan
3. NC 54 Sub-area Study
4. ITS Strategic Deployment Plan
5. Parking inventory and survey
6. Congestion Management Process (CMP)
7. Commercial vehicles (freight) survey and counts
8. Travel time/speed survey
9. Model sub-area enhancement
10. TRM model improvement
11. Transportation surveillance of change (data update and maintenance)
12. Continuation of the MPO Collector Street Plan
13. Continuation of the Land Use modeling
14. Continuation of the GIS Warehouse & Automation
15. Continuation of the Farrington/Stagecoach Rd study
16. Continuation of the Non-motorized trip modeling
17. Development of the 2011-2017 MTIP Regional Priority List

Unified Planning Work Program (UPWP) Development Process

The development process for the 2008-2009 UPWP is presented below. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget processes. The 2008-2009 UPWP schedule is illustrated in the development schedule below.

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)

April 9, 2008

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

FY 2008-2009 Unified Planning Work Program

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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
Chair, 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-yr 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 is 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 earmarked for programming in the FY 2008-2009 UPWP are shown below, including funds de-obligated from FY 2007-08UPWP and re-obligated or carried over to FY 2008-09:

Federal (STP-DA)	\$2,276,463
Local (20% match)	<u>\$ 596,116</u>
Total	\$2,845,579

FY 2008-09 STP-DA Funds will cover new initiatives, special projects and continuation major emphasis projects. These are summarized as follows:

New Initiatives and Special Projects

- Three new LPA staff positions
- Follow-up planning studies for the Special Transit Advisory Commission – STAC
- Commercial vehicle survey and counts for the Triangle Regional Model (TRM)
- Parking survey, inventory and study for the TRM
- NC 54 Sub-area Study

Continuation of Major Projects

- MPO Integrated Land-use/Transportation Model
- Non-motorized trip model
- GIS Warehouse/Integration and Automation
- MPO-wide Collector Street Plan
- Farrington/Stagecoach Road Study – Public Involvement
- Intelligent Transportation Systems (ITS) Strategic Deployment Plan

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
<u>Local</u>	<u>\$ 13,887</u>	<u>\$ 14,453</u>		<u>\$ 28,340</u>
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
<u>Local</u>	<u>\$ 11,003</u>	<u>\$ 38,333</u>	<u>\$122,500</u>	<u>\$ 171,836</u>
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	\$2,276,463		\$569,116	\$2,845,579
FTA 5303	\$226,719	\$28,340	\$28,340	\$283,399
FTA 5307	\$1,374,689	\$171,836	\$171,836	\$1,718,361

Special-Major Project Summary

Introduction

The Main emphases of the current (FY 2007-08) Unified Planning Work Program (UPWP) were the enhancement, calibration and validation of the Tranplan update of the Triangle Regional Model, the development of the MPO GIS Warehouse/Integration and Automation, the development of the Non-motorized Trip Model, the development of the

MPO integrated land-use/transportation model, Intelligent Transportation Systems (ITS) Strategic Deployment Plan, Farrington/ Stagecoach Road Corridor Study, MPO Collector Street Plan, Greenhouse Gas Emission Study, development of the regional transit plan and the Special Transit Advisory Commission (STAC) activities, Chapel Hill Transit Master Plan study, and amendment of the 2030 Long Range Transportation Plan (LRTP). The MPO made significant progress in these areas. Major milestones and accomplishments are summarized as follows:

1. Durham Greenhouse Gas Emission Study completed and adopted by the TAC, the City of Durham and Durham County. Orange County study is nearly complete
2. Farrington/Stagecoach Road study will be completed during this fiscal year. Public involvement and recommendations are anticipated to be complete during next fiscal year.
3. MPO Collector Street plan is approximately 60% complete.
4. Conversion of model from Tranplan to Transcad is complete.
5. TRM improvement and calibration have been completed; significant progress has been made in model validation.
6. Land use model development is underway – development of model architecture is nearly complete.
7. Phase I of the Non-Motorized Trip (Bike-Pedestrian demand model) model development is approximately 99% complete.
8. MPO GIS Warehouse and Automation project is underway. Kick-off help and data collection is almost completed. Needs and requirements analysis to be complete by July 2008.
9. Scoping and request for proposal completed for the ITS Strategic Deployment Plan update.
10. Development of the regional transit plan and vision by STAC is almost complete.
11. TAC approval of the 2030 LRTP Amendment and 2007-13 MTIP
12. Air conformity analysis and draft report completed for the LRTP Amendment and 2009-15 MTIP completed.

2008-2009 New Initiatives and Emphasis Areas

The update, improvement and refinement (including sub-area capability) of the Triangle Regional Model will continue to be a top priority for the 2008-2009 UPWP. The MPO will continue to work with the Model Service Bureau in addressing TAC model concerns. Other top priorities include the development of the Comprehensive Transportation Plan, the development of the 2035 Long Range Transportation Plan; follow up studies for the STAC transit recommendations, and implementation of SAFETEA-LU requirements. The following summarizes proposed new initiatives and special areas for 2008-09 work program.

1. 2035 LRTP and conformity determination.
2. Comprehensive Transportation Plan

3. NC 54/I40 Corridor Sub- Area study
4. ITS Strategic Deployment Plan
5. Parking inventory and survey
6. Congestion Management Process (CMP)
7. Commercial vehicles (freight) survey and counts
8. Travel time/speed survey
9. Model sub-area enhancement
10. TRM model improvement
11. Transportation surveillance of change (data update and maintenance)
12. Continuation of the MPO Collector Street Plan
13. Continuation of the Land Use modeling
14. Continuation of the GIS Warehouse & Automation
15. Continuation of the Farrington/Stagecoach Rd study
16. Continuation of the Non-motorized trip modeling
17. Development of the 2011-17 MTIP regional Priority List

Development Schedule

2008-2009 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE

2008

			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			
	Receiving Agency	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			562,710	2,250,838	72,791	291,165	14,453	14,453	115,627	38,333	38,333	306,665	0	0	0	688,287	52,787	2,964,295	3,705,369
	Carrboro			0	0	5,810	23,240	0	0	0	0	0	0	0	0	0	5,810	-	23,240	29,050
	Chapel Hill/CHT			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			0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	TJCOG			6,406	25,625	0	0	0	0	0	0	0	0	0	0	0	-	6,406	25,625	32,031
	TTA			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
	NCDOT	12300	49200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,300	49,200	61,500
Totals		\$12,300	\$49,200	\$569,116	\$2,276,463	\$95,592	\$382,368	\$28,340	\$28,340	\$226,719	\$171,836	\$171,836	\$1,374,689	\$0	\$0	\$0	\$858,478	\$218,882	\$4,309,439	\$5,386,799

		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			
	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary								
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total					
II A	Surveillance of Change																								
II A	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	6,125	24,500	0	0	0	0	0	0	0	0	0	0	0	6,125	-	24,500	30,625					
	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																								
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-					
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-					
	3 Travel Model Updates	2,100	8,400	145,000	580,000	0	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	50,000	200,000	0	0	0	0	0	9,375	9,375	75,000	0	0	0	59,375	9,375	275,000	343,750					
	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 L RTP	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 L RTP	0	0	151,625	606,500	6,500	26,000	2,125	2,125	17,000	12,811	12,811	102,486	0	0	0	173,061	14,936	751,986	939,983					
	11 Bicycle & Ped. Element of the L RTP	0	0	22,081	88,325	4,225	16,900	0	0	0	0	0	0	0	0	0	26,306	-	105,225	131,531					
	12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-					
	13 Collector Street Element of L RTP	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 L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-					
	15 Freight Movement/Mobility Planning	0	0	0	0	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																								
II C	1 Short Range Transit Planning	0	0	0	0	205	820	0	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	Civil Rgts. Cmp./Otr. Reg. Reqs.																								
III-C	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	4,250	17,000	1,560	6,240	0	0	0	125	125	1,000	0	0	0	5,935	125	24,240	30,300					
	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	10,750	43,000	5,800	23,200	0	0	0	5,646	5,646	45,165	0	0	0	22,196	5,646	111,365	139,206					
	7 Private Sector Participation	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.	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 Ping.	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	118,298	473,190	4,050	16,200	1,913	1,913	15,304	47,000	47,000	376,000	0	0	0	171,261	49,913	884,694	1,105,868					
	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																								
III-E	1 Management & Operations	4,000	16,000	16,246	64,985	24,730	98,920	4,750	4,750	38,000	31,672	31,672	253,375	0	0	0	77,398	40,422	471,280	589,100					
Totals		\$12,300	\$49,200	\$569,116	\$2,276,463	\$95,592	\$382,368	\$28,340	\$28,340	\$226,719	\$171,836	\$171,836	\$1,374,689	\$0	\$0	\$0	\$864,884	\$212,476	\$4,309,439	\$5,386,799					

	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	<u>Surveillance of Change</u>									
II A	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	6,125	24,500	30,625	0	0	0	6,125	24,500	30,625
	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	<u>Long Range Transp. Plan</u>									
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	145,000	580,000	725,000	0	0	0	145,000	580,000	725,000
	4 Travel Surveys	50,000	200,000	250,000	0	0	0	50,000	200,000	250,000
	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	151,625	606,500	758,125	6,500	26,000	32,500	158,125	632,500	790,625
	11 Bicycle & Ped. Element of the LRTP	22,081	88,325	110,406	4,225	16,900	21,125	26,306	105,225	131,531
	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	<u>Short Range Transit Planning</u>									
II C	1 Short Range Transit Planning	0	0	0	205	820	1,025	205	820	1,025
III-A	<u>Planning Work Program</u>	0	0	0	3,200	12,800	16,000	3,200	12,800	16,000
III-B	<u>Transp. Improvement Plan</u>	0	0	0	5,375	21,500	26,875	5,375	21,500	26,875
III-C	<u>Cvl Rgts. Cmp./Otr .Reg. Reqs.</u>									
III-C	1 Title VI	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	4,250	17,000	21,250	1,560	6,240	7,800	5,810	23,240	29,050
	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	10,750	43,000	53,750	5,800	23,200	29,000	16,550	66,200	82,750
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	<u>Incidental Plng./Project Dev.</u>									
III-D	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	118,298	473,190	591,488	4,050	16,200	20,250	122,348	489,390	611,738
	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	<u>Management & Operations</u>									
III-E	1 Management & Operations	16,246	64,985	81,231	24,730	98,920	123,650	40,976	163,905	204,881
Totals		569,116	2,276,463	2,845,579	95,592	382,368	477,960	664,708	2,658,831	3,323,539

			Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program Composite Agency Tables (PL & STP-DA Funds)																				
Composite Agency Tables PL/STP-DA																							
		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	<u>Surveillance of Change</u>																					
II	A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0
		3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	500	2,000	2,500	0	0	0	500	2,000	2,500
		5 Transit System Data	0	0	0	125	500	625	0	0	0	0	0	0	1,250	5,000	6,250	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	7,250	29,000	36,250	0	0	0	8,500	34,000	42,500
		7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	500	2,000	2,500	0	0	0	500	2,000	2,500
		8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	8,210	32,838	41,048	0	0	0	8,210	32,838	41,048
		10 Mapping	2,491	9,963	12,454	60	240	300	0	0	0	0	0	0	5,000	20,000	25,000	0	0	0	7,551	30,203	37,754
		11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	6,125	24,500	30,625	0	0	0	6,125	24,500	30,625
		12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II	B	<u>Long Range Transp. Plan</u>																					
II	B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	50,000	200,000	250,000	0	0	0	50,000	200,000	250,000
		5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		6 Community Goals & Objectives	0	0	0	60	240	300	0	0	0	0	0	0	1,000	4,000	5,000	0	0	0	1,060	4,240	5,300
		7 Forecast of Future Travel Pattern	0	0	0	0	0	0	0	0	0	0	0	0	3,750	15,000	18,750	0	0	0	3,750	15,000	18,750
		8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250
		9 Highway Element of the L RTP	0	0	0	50	200	250	0	0	0	0	0	0	4,625	18,500	23,125	0	0	0	4,675	18,700	23,375
		10 Transit Element of the L RTP	1,250	5,000	6,250	250	1,000	1,250	0	0	0	0	0	0	156,625	626,500	783,125	0	0	0	158,125	632,500	790,625
		11 Bicycle & Ped. Element of the L RTP	1,125	4,500	5,625	600	2,400	3,000	0	0	0	0	0	0	24,581	98,325	122,906	0	0	0	26,306	105,225	131,531
		12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		13 Collector Street Element of L RTP	0	0	0	115	460	575	0	0	0	0	0	0	7,000	28,000	35,000	0	0	0	7,115	28,460	35,575
		14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250
		16 Financial Planning	625	2,500	3,125	0	0	0	0	0	0	0	0	0	2,000	8,000	10,000	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	3,000	12,000	15,000	0	0	0	7,350	29,400	36,750
		18 Air Qual. Planning/Conformity Anal	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	<u>Short Range Transit Planning</u>																					
II	C	1 Short Range Transit Planning	0	0	0	205	820	1,025	0	0	0	0	0	0	0	0	0	0	0	0	205	820	1,025
III	A	<u>Planning Work Program</u>	250	1,000	1,250	200	800	1,000	0	0	0	0	0	0	2,750	11,000	13,750	0	0	0	3,200	12,800	16,000
III	B	<u>Transp. Improvement Plan</u>	250	1,000	1,250	125	500	625	0	0	0	0	0	0	5,000	20,000	25,000	0	0	0	5,375	21,500	26,875
III	C	<u>Cvt Rgts. Cmp./Otr. Reg. Reqs.</u>																					
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
		2 Environmental Justice	0	0	0	60	240	300	0	0	0	0	0	0	5,750	23,000	28,750	0	0	0	5,810	23,240	29,050
		3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		4 Planning for the Elderly & Disabled	0	0	0	60	240	300	0	0	0	0	0	0	750	3,000	3,750	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
		6 Public Involvement	0	0	0	300	1,200	1,500	0	0	0	0	0	0	16,250	65,000	81,250	0	0	0	16,550	66,200	82,750
		7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III	D	<u>Incidental Ping./Project Dev</u>																					
III	D	1 Transportation Enhancement Ping	0	0	0	100	400	500	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	2,561	10,245	12,806	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	122,048	488,190	610,238	0	0	0	122,348	489,390	611,738
		4 Regional or Statewide Planning	1,250	5,000	6,250	0	0	0	0	0	0	2,500	10,000	12,500	7,000	28,000	35,000	0	0	0	10,750	43,000	53,750
III	E	<u>Management & Operations</u>																					
III	E	1 Management & Operations	4,250	17,000	21,250	3,000	12,000	15,000	0	0	0	0	0	0	33,726	134,905	168,631	0	0	0	40,976	163,905	204,881
Totals			16,991	67,963	84,954	5,810	23,240	29,050	0	0	0	6,406	25,625	32,031	635,501	2,542,003	3,177,504	0	0	0	664,708	2,658,831	3,323,539

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, inventory of on- and off- street parking facilities in the Central Business Districts (CBD), major generators 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-B: 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 improvements, enhancements and major updates. Proposed tasks include model sub-area enhancement, other improvements identified during the development of the 2035 LRTP, such capacities revision, peak hour highway and transit demand forecasts, non-motorized trip incorporation, etc. The MPO will continue work on the development of the Land-use/transportation model integration and the non-motorized trip 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 (2) parking survey; and (3) commercial vehicle (freight) travel time/speed survey; (4).

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.

The MPO will continue the work of the Special Transit Advisory Commission related to the development of the regional transit plan. Specifically, the MPO will conduct planning and studies for highway capacity transit and circulator transit and other planning work necessary for the preparation of the FTA Small-Smart project. It is anticipated that this work will be accomplished with the help of consulting services.

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. The MPO will solicit consulting help in the development of the MPO bicycle and pedestrian educational brochures and pamphlets as well as Durham County bike map.

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 continuation of 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 NC 54/I40 corridor and sub-area study, ITS deployment plan update and the continuation of the Farrington/Stagecoach Road study, MPO collector street plan, GIS warehouse and automation, MPO Air quality Initiatives, 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.

Three new positions are proposed for FY 2009. These position will help the MPO fulfill federal (SAFETEA-LU) and state transportation requirements.

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 L RTP	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 sytems preservation in the 2035 L RTP 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	Update green print maps	Update green print maps	Update green print maps	Update green print maps
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				
	Task Description	STP-DA		Sec. 104(f) PL		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		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
		Local 20%	FHWA 80%															
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	10,250	41,000	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				-	-	-	-
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	4 Traffic Accidents	500	2,000	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																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	3 Travel Model Updates	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 th LRTP	875	3,500	3,750	15,000	0	0	0	0	0	0				4,625	-	18,500	23,125
	10 Transit Element of the LRTP	1,625	6,500	5,000	20,000	0	0	0	811	811	6,486				7,436	811	32,986	41,233
	11 Bicycle & Ped. Element of the LRTP	9,500	38,000	2,500	10,000	0	0	0	0	0	0				12,000	-	48,000	60,000
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	13 Collector Street Element of LRTP	7,000	28,000	0	0	0	0	0	0	0	0				7,000	-	28,000	35,000
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	15 Freight Movement/Mobility Planning	0	0	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																	
II C	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.																	
III-C	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 Ping./Project Dev.																	
III-D	1 Transportation Enhancement Ping.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	2 Enviro. Analysis & Pre-TIP Ping.	750	3,000	1,811	7,245	0	0	0	0	0	0				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																	
III-E	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-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds																		
Durham Area Transit Authority DATA				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																	
II A 1	Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Transit System Data	0	0	0	0	9,453	9,453	75,627	1,120	1,120	8,957				10,573	10,573	84,584	105,730
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Air Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Mapping	0	0	0	0	0	0	0	0	0	0				-	-	-	-
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
II B 1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Transit Element of the LRTP	0	0	0	0	0	0	0	811	811	6,486				811	811	6,486	8,108
11	Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
16	Financial Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
17	Congestion Management Strategies	0	0	0	0	0	0	0	1,616	1,616	12,928				1,616	1,616	12,928	16,160
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II C	Short Range Transit Planning																	
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-A	Planning Work Program	0	0	0	0	0	0	0	3,483	3,483	27,866				3,483	3,483	27,866	34,833
III-B	Transp. Improvement Plan	0	0	0	0	0	0	0	239	239	1,912				239	239	1,912	2,390
III-C	Cvli Rgts. Cmp./Otr .Reg. Reqs.																	
1	Title VI	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled	0	0	0	0	5,000	5,000	40,000	0	0	0				5,000	5,000	40,000	50,000
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Public Involvement	0	0	0	0	0	0	0	5,271	5,271	42,165				5,271	5,271	42,165	52,706
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	Incidental Plng./Project Dev.																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-E	Management & Operations																	
1	Management & Operations	0	0	0	0	0	0	0	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

I- 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	
2-	FTA Code	442100	442500	442400	442100	442100	442400	442301	442301	
3-	Task Code	III-A	III-B	III-C-4	III-C-6	III-E	II-A-5	II-B-10	II-B-17	
4-	Title of Planning Task	Planning Work Program	Transportation Improvement Plan	Planning for the Elderly & Disabled	Public Involvement	Management & Operations	Transit System Data	Transit Element of the LRTP	Congestion Mgmt. Strategies	TOTALS
		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	
5-	Task Objective									
		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	
6-	Tangible Product Expected									
7-	Expected Completion Date of Product(s)	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09	Jun-07	
				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.			
8-	Previous Work									
9-	Prior FTA Funds		0	0	0	0	0	0	0	
10-	Relationship To Other Activities		This work is identified in Task III-A			Data retrieved from Transit System Data task, II-A-5, relevant also to this task.	Data retrieved is used to disseminate performance information to the Board under task III-E.			
		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)	
11-	Agency Responsible for Task Completion									
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		\$42,166	\$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

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

Durham-Chapel Hill-Carrboro Urban Area FY 2008-2009 Unified Planning Work Program Proposed Funding Source Tables																			
Town of Carrboro																Carrboro			
	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	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	0	0	200	800										200	-	800	1,000	
III-B	Transp. Improvement Plan	0	0	125	500										125	-	500	625	
III-C	Cv'l Rgts. Cmp./Otr .Reg. Reqs.																		
	1 Title VI	0	0	0	0										-	-	-	-	
	2 Environmental Justice	0	0	60	240										60	-	240	300	
	3 Minority Business Enterprise	0	0	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 Plng./Project Dev.					0	0												
III-D	1 Transportation Enhancement Plng.	0	0	100	400										100	-	400	500	
	2 Enviro. Analysis & Pre-TIP Plng	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	0	0	0	0	0	0	3,000	-	12,000	15,000	
Totals		\$0	\$0	\$5,810	\$23,240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,810	\$0	\$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 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	5 Transit System Data	0	0	0	0	0	0	0	1,250	1,250	10,000				1,250	1,250	10,000	12,500
	6 Dwelling Unit, Pop. & Emp. Change	0	0	1,250	5,000	0	0	0	0	0	0				1,250	-	5,000	6,250
	7 Air Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	10 Mapping	0	0	2,491	9,963	625	625	5,000	375	375	3,000				3,491	1,000	17,963	22,454
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	4 Travel Surveys	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	10 Transit Element of the LRTP	0	0	1,250	5,000	875	875	17,000	0	0	0				2,125	875	12,000	15,000
	11 Bicycle & Ped. Element of the LRTP	0	0	1,125	4,500	1,250	1,250	0	0	0	0				2,375	1,250	14,500	18,125
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	16 Financial Planning	0	0	625	2,500	313	313	2,500	0	0	0				938	313	5,000	6,250
	17 Congestion Management Strategies	0	0	4,250	17,000	2,500	2,500	20,000	0	0	0				6,750	2,500	37,000	46,250
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
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.																	
III-C	1 Title VI	0	0	0	0	0	0	0	125	125	1,000				125	125	1,000	1,250
	2 Environmental Justice	0	0	0	0	0	0	0	125	125	1,000				125	125	1,000	1,250
	3 Minority Business Enterprise	0	0	0	0	0	0	0	125	125	1,000				125	125	1,000	1,250
	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
	6 Public Involvement	0	0	0	0	0	0	0	375	375	3,000				375	375	3,000	3,750
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	Incidental Plng./Project Dev.																	
III-D	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	625	625	5,000	0	0	0				625	625	5,000	6,250
	3 Special Studies	0	0	0	0	1,913	1,913	15,304	0	0	0				1,913	1,913	15,304	19,130
	4 Regional or Statewide Planning	0	0	1,250	5,000	625	625	5,000	625	625	5,000				2,500	1,250	15,000	18,750
III-E	Management & Operations																	
III-E	1 Management & Operations	0	0	4,250	17,000	4,750	4,750	38,000	5,878	5,878	47,024	0	0	0	14,878	10,628	102,024	127,530
Totals		\$0	\$0	\$16,991	\$67,963	\$13,887	\$13,887	\$111,092	\$11,003	\$11,003	\$88,024	\$0	\$0	\$0	\$41,880	\$24,890	\$267,079	\$333,849

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																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	3 Street System Changes	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	-	-	-	-
	5 Transit System Data	0	0	0	0	0	0	0	1,250	1,250	10,000	0	1,250	1,250	10,000	12,500		
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	10 Mapping	0	0	0	0	625	625	5,000	375	375	3,000	0	1,000	1,000	8,000	10,000		
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	4 Travel Surveys	0	0	0	0	0	0	0	375	375	3,000	0	375	375	3,000	3,750		
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	10 Transit Element of the LRTP	0	0	0	0	875	875	17,000	0	0	0	0	875	875	7,000	8,750		
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0	1,250	1,250	0	0	0	0	0	1,250	1,250	10,000	12,500		
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	16 Financial Planning	0	0	0	0	313	313	2,500	0	0	0	0	313	313	2,500	3,125		
	17 Congestion Management Strategies	0	0	0	0	2,500	2,500	20,000	0	0	0	0	2,500	2,500	20,000	25,000		
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
III-A	Planning Work Program	0	0	0	0	161	161	1,288	375	375	3,000	0	536	536	4,288	5,360		
III-B	Transp. Improvement Plan	0	0	0	0	250	250	2,000	625	625	5,000	0	875	875	7,000	8,750		
III-C	Cvlt Rgts. Cmp./Otr. Reg. Reqs.																	
	1 Title VI	0	0	0	0	0	0	0	125	125	1,000	0	125	125	1,000	1,250		
	2 Environmental Justice	0	0	0	0	0	0	0	125	125	1,000	0	125	125	1,000	1,250		
	3 Minority Business Enterprise	0	0	0	0	0	0	0	125	125	1,000	0	125	125	1,000	1,250		
	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	375	375	3,000	0	375	375	3,000	3,750		
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	375	375	3,000	0	375	375	3,000	3,750		
	6 Public Involvement	0	0	0	0	0	0	0	375	375	3,000	0	375	375	3,000	3,750		
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
III-D	Incidental Plng./Project Dev.																	
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	625	625	5,000	0	0	0	0	625	625	5,000	6,250		
	3 Special Studies	0	0	0	0	1,913	1,913	15,304	0	0	0	0	1,913	1,913	15,304	19,130		
	4 Regional or Statewide Planning	0	0	0	0	625	625	5,000	625	625	5,000	0	1,250	1,250	10,000	12,500		
III-E	Management & Operations																	
	1 Management & Operations	0	0	0	0	4,750	4,750	38,000	5,878	5,878	47,024	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

I- 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
2 1- 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
21- 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:

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																	
II 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 the 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																	
II C	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	Civil Rgts. Comp./Otr. Reg. Reqs.																	
III-C	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.																	
III-D	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																	
III-E	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																	
II A	1 Traffic Volume Counts			0	0				0	0	0				-	-	-	-
	2 Vehicle Miles of Travel			0	0				0	0	0				-	-	-	-
	3 Street System Changes			0	0				0	0	0				-	-	-	-
	4 Traffic Accidents			0	0				0	0	0				-	-	-	-
	5 Transit System Data			0	0				10,000	10,000	80,000				10,000	10,000	80,000	100,000
	6 Dwelling Unit, Pop. & Emp. Change			0	0				0	0	0				-	-	-	-
	7 Air Travel			0	0				0	0	0				-	-	-	-
	8 Vehicle Occupancy Rates			0	0				0	0	0				-	-	-	-
	9 Travel Time Studies			0	0				0	0	0				-	-	-	-
	10 Mapping			0	0				0	0	0				-	-	-	-
	11 Central Area Parking Inventory			0	0				0	0	0				-	-	-	-
	12 Bike & Ped. Facilities Inventory			0	0				0	0	0				-	-	-	-
	13 Bike & Ped. Counts			0	0				0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data			0	0				0	0	0				-	-	-	-
	2 Collection of Network Data			0	0				0	0	0				-	-	-	-
	3 Travel Model Updates			0	0				14,500	14,500	116,000				14,500	14,500	116,000	145,000
	4 Travel Surveys			0	0				9,000	9,000	72,000				9,000	9,000	72,000	90,000
	5 Forecast of Data to Horizon year			0	0				0	0	0				-	-	-	-
	6 Community Goals & Objectives			0	0				0	0	0				-	-	-	-
	7 Forecast of Future Travel Patterns			0	0				0	0	0				-	-	-	-
	8 Capacity Deficiency Analysis			0	0				0	0	0				-	-	-	-
	9 Highway Element of th LRTP	0	0	0	0				0	0	0				-	-	-	-
	10 Transit Element of the LRTP	0	0	0	0				12,000	12,000	96,000				12,000	12,000	96,000	120,000
	11 Bicycle & Ped. Element of the LRTP			0	0				0	0	0				-	-	-	-
	12 Airport/Air Travel Element of LRTP			0	0				0	0	0				-	-	-	-
	13 Collector Street Element of LRTP			0	0				0	0	0				-	-	-	-
	14 Rail, Water or other mode of LRTP			0	0				0	0	0				-	-	-	-
	15 Freight Movement/Mobility Planning			0	0				0	0	0				-	-	-	-
	16 Financial Planning			0	0				0	0	0				-	-	-	-
	17 Congestion Management Strategies	0	0	0	0				0	0	0				-	-	-	-
	18 Air Qual. Planning/Conformity Anal.			0	0				0	0	0				-	-	-	-
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning			0	0				30,000	30,000	240,000				30,000	30,000	240,000	300,000
III-A	Planning Work Program			0	0				0	0	0				-	-	-	-
III-B	Transp. Improvement Plan			0	0				0	0	0				-	-	-	-
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.																	
III-C	1 Title VI			0	0				0	0	0				-	-	-	-
	2 Environmental Justice			0	0				0	0	0				-	-	-	-
	3 Minority Business Enterprise			0	0				0	0	0				-	-	-	-
	4 Planning for the Elderly & Disabled			0	0				0	0	0				-	-	-	-
	5 Safety/Drug Control Planning			0	0				0	0	0				-	-	-	-
	6 Public Involvement			0	0				0	0	0				-	-	-	-
	7 Private Sector Participation			0	0				0	0	0				-	-	-	-
III-D	Incidental Ping./Project Dev.																	
III-D	1 Transportation Enhancement Ping.			0	0				0	0	0				-	-	-	-
	2 Enviro. Analysis & Pre-TIP Ping.			0	0				0	0	0				-	-	-	-
	3 Special Studies			0	0				47,000	47,000	376,000				47,000	47,000	376,000	470,000
	4 Regional or Statewide Planning			0	0				0	0	0				-	-	-	-
III-E	Management & Operations																	
III-E	1 Management & Operations	0	0	0	0				0	0	0				-	-	-	-
Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,500	\$122,500	\$980,000	\$0	\$0	\$0	\$122,500	\$122,500	\$980,000	\$1,225,000

	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
		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	
5-	Task Objective							
		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	
6-	Tangible Product Expected							
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	
		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		
8-	Previous Work							
		\$80,000						
9-	Prior FTA Funds		\$100,000	\$32,000	\$96,000	\$224,800	\$160,000	\$692,800
		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.	
10-	Relationship To Other Activities							
		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	
11-	Agency Responsible for Task Completion							
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%							

FY 2009

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 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change																		
II A	1 Traffic Volume Counts															-	-	-	-
	2 Vehicle Miles of Travel															-	-	-	-
	3 Street System Changes															-	-	-	-
	4 Traffic Accidents															-	-	-	-
	5 Transit System Data								0	0						-	-	-	-
	6 Dwelling Unit, Pop. & Emp. Change															-	-	-	-
	7 Air Travel															-	-	-	-
	8 Vehicle Occupancy Rates															-	-	-	-
	9 Travel Time Studies															-	-	-	-
	10 Mapping															-	-	-	-
	11 Central Area Parking Inventory															-	-	-	-
	12 Bike & Ped. Facilities Inventory															-	-	-	-
	13 Bike & Ped. Counts															-	-	-	-
II B	Long Range Transp. Plan																		
B	1 Collection of Base Year Data															-	-	-	-
	2 Collection of Network Data															-	-	-	-
	3 Travel Model Updates															-	-	-	-
	4 Travel Surveys	0	0	0	0											-	-	-	-
	5 Forecast of Data to Horizon year	0	0	0	0											-	-	-	-
	6 Community Goals & Objectives															-	-	-	-
	7 Forecast of Future Travel Patterns															-	-	-	-
	8 Capacity Deficiency Analysis															-	-	-	-
	9 Highway Element of th LRTP															-	-	-	-
	10 Transit Element of the LRTP	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															-	-	-	-
1	Short Range Transit Planning															-	-	-	-
III-A	Planning Work Program															-	-	-	-
III-B	Transp. Improvement Plan															-	-	-	-
III-C	Civil Rgts. Cmp./Otr .Reg. Reqs.															-	-	-	-
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 Plng./Project Dev.															-	-	-	-
1	Transportation Enhancement Plng.															-	-	-	-
	2 Enviro. Analysis & Pre-TIP Plng															-	-	-	-
	3 Special Studies	0	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																		
1	Management & Operations	0	0																
Totals		\$6,406	\$25,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,406	\$25,625	\$32,031

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.

**RESOLUTION ADOPTING AN ADMINISTRATIVE MODIFICATION TO THE
2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**Administrative Modification #2
April 9, 2008**

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

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

WHEREAS, The document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, The inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, The procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, The North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to modify the FY 2007-2013 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, There has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on May 9, 2007; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby adopts an administrative modification to the FY 2007-2013 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on May 9,

2007, and as described in the "Attachment to Resolution for Administrative Modification #2 to the DCHC MPO 2007-2013 MTIP."

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

Signature of the TAC Chair
Durham-Chapel Hill-Carrboro Transportation Advisory Committee

STATE of: North Carolina
COUNTY of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____ 2008 to affix her signature to the foregoing document.

Notary Public
My Commission expires: _____

Attachment to Administrative Modification #2 for the DCHC MPO 2007-2013 MTIP

Existing Funded:

I.D. No.	System	Description		Funding	FFY
TA-4818A	TRIANGLE	Replacement Buses	FBUS	\$ 2,611,000	2008
	TRANSIT		FUZ	\$ 775,000	
	AUTHORITY		STAT	\$ 597,000	
			L	\$ 805,000	
			TOTAL	\$ 4,788,000	

Add Funded:

I.D. No.	System	Description		Funding	FFY
TA-4818A	TRIANGLE	Replacement Buses	FBUS	\$ 1,265,293	2008
	TRANSIT		FUZ	\$ 401,854	
	AUTHORITY		STAT	\$ 208,393	
			L	\$ 208,393	
			TOTAL	\$ 2,083,933	

Add Unfunded:

I.D. No.	System	Description		Funding	FFY
TA-4818B	TRIANGLE	Replacement Buses	FED	\$ 2,176,000	2008
	TRANSIT		STAT	\$ 272,000	
	AUTHORITY		L	\$ 272,000	
			TOTAL	\$ 2,720,000	

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 Grzymski (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 Tippet (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

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

**REPORT OF THE INTERMODAL COMMITTEE AND
EXPLANATION OF
CONGESTION RELIEF AND INTERMODAL TRANSPORTATION
21ST CENTURY FUND**

The Intermodal Committee recommends legislation to:

1. Create the Congestion Relief and Intermodal Transportation 21st Century Fund,
2. Set out a framework for grants for intermodal transit capital projects out of this fund, including standards for eligibility. These projects include urban transit and rail freight.
3. Authorize local option revenue options for major urban areas to match these grants
4. Authorize local option revenue options for other urban counties or counties contiguous to urban counties to allow them to raise additional revenues for public transportation systems.
5. Extend the State Ports Tax Credit for five years.

These recommendations allow the State's urban regions to remain good places to live, environmentally sound and economically viable. They allow new urban growth to be absorbed in an environmentally friendly manner, reducing demands on highways and infrastructure, and helping localities target and benefit from economic development. They will also allow strengthening the State's rail freight infrastructure, reducing demand on the highway system, allowing energy efficient movement of goods, and aiding development of the State's ports.

BACKGROUND

The Intermodal Committee has at its previous meetings heard from the State's two major Class I railroads (CSX and Norfolk Southern), the North Carolina Railway Association which represents short line railroads, and the North Carolina State Ports Authority all relating to needs for improving freight rail capacity, as well as from three major urban regions (Charlotte, Triangle, and Triad) as to their needs for urban transit capital projects to help reduce and mitigate congestion in an environmentally sound manner. The committee has looked at the potential expenditures on these projects, and estimates State capital needs to match local, and possibly federal, funding at \$1.976 billion over the next 12 fiscal years. This includes \$120 million for state aid for rail access to the State ports, \$119 million for Class 1 railroads, \$65 million for short line railroads, \$30 million for statewide bus grants to local governments, \$34 million for expansion of intercity passenger rail, and \$1.594 billion for urban transit capital grants in the Triangle, Triad, and Charlotte regions. The committee recommends capping the maximum amount of urban transit capital grants for any one region at 33% of the fund.

NEEDS

On an annualized basis, looking at projected capital improvement plans for local governments and educated projections, the annual needs would be \$100 million in Fiscal Year 2009-2010, \$112 million in 2010, between \$151 and \$173 million annually for the four years beginning 2011 through 2014, \$189 million in 2015, between \$154 million and

\$180 million annually beginning 2016 through 2019, and \$229 million in 2020. This averages \$161 million per year. The committee recommends this level of funding on an ongoing basis with a continuing source of revenue because if not, grantees will be unable to plan and successfully carry out the programs. These figures are all in 2007 dollars, so any state revenues provided the fund will need to be adjusted over time to match inflationary increases. It should be noted that the actual allocations to the various regions and other applicants will be made by the Board of Transportation based on grant applications, the listed needs are merely illustrative about what could be funded.

The full committee has seen the transit plans for Charlotte and the Intermodal Committee has seen and discussed the plans for the Triangle and Triad. As these are ramping up over the next four fiscal years beginning 7/1/2009, early emphasis will be placed on grants for acquisition of buses by transit systems across the state (including \$12.5 million the first year to cover the state share of \$50 million in bus purchase). Other projects anticipated for funding during the first three years include between \$10 and \$12 million annually for intercity passenger rail, potential uses including a third daily AMTRAK frequency from Charlotte to Raleigh or Selma and a demonstration project by the North Carolina Railroad in Eastern North Carolina.

FINDINGS

The Committee draft legislation makes a number of findings based on facts presented to and researched by the committee. Those findings, which will help you put this in perspective, are:

- (1) Most of North Carolina's growth is in its urban regions. According to the State Data Center, during the first decade of the 21st Century, 66% of the projected 1,270,000 growth in population is in 15 urban counties surrounding Charlotte, Raleigh, and the Triad, while 40% is in just six counties: Mecklenburg, Wake, Durham, Orange, Forsyth, and Guilford.
- (2) This large urban population growth greatly taxes resources. Despite the visionary creation of the Highway Trust fund by the 1989 General Assembly and the funding of urban loop highways, congestion continues to grow at an exponential rate. Creation of a special fund to help meet urban transportation needs with alternatives such as rail transit and buses, coupled with land use planning, will spur and guide economic development in a more economically and environmentally sound manner. Charlotte's recent success in opening the first phase of its light rail system, with ridership significantly over projections, shows that North Carolinians are willing to use alternates.
- (3) Accelerated use of rail for transport of freight will reduce highway congestion as well as allow economic expansion in a way that lessens the impact on the State highway system.
- (4) Public transportation, in addition to a program of urban loops and toll roads will enable North Carolina to have a balanced 21st Century transportation system.
- (5) As part of its initial program of internal improvements, the State capitalized the North Carolina Railroad in the 1840s, and invested in other railroads, and those internal improvements led to North Carolina's rapid economic development. The North Carolina Railroad, with a 317-mile corridor from Charlotte to Morehead City is still owned by the State.
- (6) Improved rail facilities and restoration of abandoned rail lines can allow increased access to the North Carolina State Ports and military installations located within the State.

- (7) Session Law 2005-222 found that expanding and upgrading passenger, freight, commuter, and short line rail service is important to the economy of North Carolina; and provided that the State would seek to provide matching funds so in part it can leverage the maximum federal and private participation in funding needed rail initiatives, such as the restoration of the rail corridor from Wallace to Castle Hayne, a rail connection between north-south and east-west routes in the vicinity of Pembroke.
- (8) Rail freight plays a vital role in economic development throughout the State. Intermodal service depends on partnerships with trucking companies, seaports, and others in the transportation logistics chain. North Carolina has 3,250 main line miles of track, with Class I railroads holding 79% of the trackage rights, the remainder controlled by local railroads and switching and terminal railroads. The 2006 Mid-Cycle Update to the North Carolina Statewide Intermodal Transportation Plan identified \$799 million in freight rail needs over the next 25 years, including maintenance and preservation, modernization, and expansion.
- (9) North Carolina's short line railroads play a key role in the State's economic development and transportation service and are needed to provide essential services to other modes of transportation and the North Carolina port system. North Carolina agriculture is dependent upon essential service by short line railroads. North Carolina economic development and commerce is dependent upon essential service by short line railroads; and grant funds may be used to improve and restore tracks and lines. State funds are needed to maintain short line railroads as a viable contributor to economic development, agriculture, and transportation in this State in order to prevent the loss of regional rail service. The Department of Transportation reported that 44,992 rail cars handled by short lines kept 179,688 trucks off North Carolina highways.
- (10) Intermodal facilities and inland ports can greatly reduce freight traffic on North Carolina's highway system, reducing demand, congestion, and damage.
- (11) The proposed North Carolina International Port would need high capacity Intermodal access.
- (12) Significant local revenues are needed to match state funds so that a major portion of the expenses are borne by the localities receiving the majority of the benefits. A local option sales tax for public transportation was approved by a 58% favorable vote in Mecklenburg County in 1998, and reaffirmed by a 70% favorable vote in 2008. Extending this authority to additional jurisdictions, along with other revenue options will enable localities to demonstrate local support for additional transit options.
- (13) Surveys have indicated broad public support for both providing additional public transportation options and allowing localities to generate revenue to match State grants.

RECOMMENDATIONS

Based on these findings and demonstrated needs, the legislation:

1. Establishes the framework of the Congestion Relief and Intermodal Transportation 21st Century Fund.

LOCAL GOVERNMENT GRANTS

2. Allows for local government grants from the fund for public transportation purposes to cities, counties, and the state's two transportation authorities (PART in the Triad and Triangle Transit in the Research Triangle.)
3. Provides that grants to local government can not exceed 25% of the project cost, and must be matched by an equal or greater amount of funds by the applicant.
4. Sets the following preconditions for the local government grants: (i) the grant application is approved by all Metropolitan Planning Organizations whose jurisdiction includes any of the service area of the grant applicant; (ii) The

applicant has approved a transit plan that includes local planning politics and adopted plans that reasonably support transit ridership and appropriate land use; and (iii) The applicant has an adequate and sustainable source of funding established for its share of project costs.

5. Allows grants from the fund may be committed for a multi-year basis to stabilize the phased implementation of a plan.
6. Provides that Board of Transportation shall approve, and amend from time to time, a rolling 15-year plan projection for allocation of funds under this section.
7. Provides that no applicant may receive more than 33% of the total funds in a 15-year period.
8. Requires that qualification for federal funding shall be considered in the review and approval process

SHORT LINE RAILROAD GRANTS

9. Provides grants from the fund may also be made to state agencies and railroads for assistance to short line railroads to continue and enhance rail service in the State so as to assist in economic development and access to ports and military installations. Short line railroad grants shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant. Total shortline railroad grants under this subdivision may not exceed five million dollars (\$5,000,000) per fiscal year.

RAILROAD GRANTS

10. Provides grants from the fund may also be made to state agencies and railroads for assistance to any railroad in construction of (i) rail improvements and restorations and intermodal or multimodal facilities to serve ports and military installations; and (ii) inland ports to reduce truck traffic on the highway system. Grants shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant. Total grants under may not exceed ten million dollars (\$10,000,000) per fiscal year.

STATE PORTS RAILROAD GRANTS

11. Provides grants from the fund may also be made for assistance to the state ports in terminal railroad facilities and railroad operations. Grants under shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant.. Total grants may not exceed fifteen million dollars (\$10,000,000) per fiscal year.

INTERCITY PASSENGER RAIL SERVICE

12. Provides that grants from the fund may also be made for expansion of intercity passenger rail service, including increased frequency and additional cities served.

LOCAL REVENUE SOURCES

The committee finds that local government financial participation in urban transit grants is required. Currently, Mecklenburg, the Triangle, and the Triad have different authorizations to raise such funding. Mecklenburg has authority for a sales tax, the Triangle and the Triad for a vehicle registration fee, and all three regions a levy on motor vehicle rentals. Other urbanized or urbanizing counties also have significant needs for

new revenues for public transportation. The committee has examined the existing revenue options and the legislation will provide the following:

LOCAL OPTION SALES TAX WITH REFERENDUM

The 1997 General Assembly granted Mecklenburg County the option of levying a ½% sales tax for public transportation purposes. The legislation required a referendum. Mecklenburg held its initial referendum in 1998, with voter approving the levy by a 58% to 42% margin. In 2007, a second referendum was held, with voters approving by a 70% to 30% margin continuation of the tax. The legislation will:

13. Make several technical corrections in the Mecklenburg transit tax.
14. Allow a 1/2% sales tax for public transportation purposes to be levied after a favorable referendum in one or more of the Triangle counties (Wake, Durham, and Orange) with approval of the applicable county board or boards of commissioners and the board of Triangle Transit.
15. Allow a 1/2% sales tax for public transportation purposes to be levied after a favorable referendum in one of more of the major counties in the Triad (Forsyth or Guilford), who are likely to finance a major urban transit project. The tax will also require approval of the applicable county board or boards of commissioners and the Piedmont Authority for Regional Transportation (PART).
16. Allow a ¼% sales tax for public transportation purposes to be levied after a favorable referendum in the remaining counties in the Triad: (Davidson, Randolph, Alamance, Davie, Rockingham, Surry, Stokes, and Yadkin) with approval of the applicable county board or boards of commissioners and the Piedmont Authority for Regional Transportation (PART). These eight counties are expected to have major needs for public transportation services, but not to the same extent as Forsyth and Guilford Counties. Programs in these counties might include significant expansion of bus service, including express bus service to employment centers, or extension of a commuter rail line.
17. In any multi-county referendum within either the Triangle or Triad, the total vote in all the counties voting determines the result. In both cases, if the initial favorable referendum is conducted in less than all the counties eligible, counties can be added later with approval of the applicable county board of commissioners, the applicable transportation authority, and the voters of the county or counties being added.
18. Allows a single county ¼% sales tax for public transportation purposes to be levied after a favorable referendum in any county contiguous to Mecklenburg County (Cabarrus, Gaston, Iredell, Lincoln and Union), in any county contiguous to Durham, Orange, or Wake Counties (Caswell, Chatham, Franklin, Granville, Harnett, Johnston, Lee, Nash, and Person), and in any county with a population of 160,000 or over according to the most recent decennial federal census (Buncombe, Cumberland and New Hanover as of 2008) These counties have substantial needs for urban transit, but not to the same level as those counties suggested to have a ½% limit. Programs in these counties might include significant expansion of bus service, or commuter rail links to other urban counties.

LOCAL VEHICLE REGISTRATION FEE AND MOTOR VEHICLE RENTAL FEE

The 1991 General Assembly allowed Triangle Transit to levy in Wake, Durham, and Orange County a vehicle registration fee of not to exceed five dollars (\$5.00) per motor vehicle. That tax has been levied in all three counties. The 1997 General Assembly allowed PART to adopt a similar levy in the Triad Counties, but thus far this has been levied only in Randolph County.

19. The committee recommends raising the cap on vehicle registration fee for Triangle and Triad from five dollars (\$5.00) to seven dollars (\$7.00) to reflect inflation since it was first approved in 1991. The actual current rate of inflation would actually take the levy to \$7.82, but the committee at this time recommends the increase to the even dollar amount.
20. The committee recommends extending the motor vehicle registration fee authority to Mecklenburg County. This action, coupled with recommendations 13 through 17 will give all three major urban areas the same local option authority.
21. The committee recommends extending the motor vehicle registration fee authority to any county contiguous to Mecklenburg County (Cabarrus, Gaston, Iredell, Lincoln and Union), in any county contiguous to Durham, Orange, or Wake Counties (Caswell, Chatham, Franklin, Granville, Harnett, Johnston, Lee, Nash, and Person), and in any county with a population of 160,000 or over according to the most recent decennial federal census (Buncombe, Cumberland, and New Hanover as of 2008) In addition, to the extent that any of those counties does not levy the full permitted seven dollars, and city located wholly within that county will be authorized to levy a full dollar rate to the extent that the city and county rate added together does not exceed the seven dollar cap. It is felt that the extension of the motor vehicle registration fee to counties contiguous to urban areas will allow them to add additional public transportation services, especially commuter and express bus service to help improve air quality and commuting. Extension of this fee to large counties such as Buncombe, Cumberland, and New Hanover will allow them to provide enhanced public transportation services.
22. The committee also recommends extending the authority to levy a motor vehicle rental charge of not to exceed five percent which is now authorized in the Triad, Triangle and Mecklenburg to the same counties and municipalities that paragraph 21 proposes to extend the motor vehicle registration fee and for the same purposes and rationale.

STATE PORTS TAX CREDIT

The state ports tax credit encourages businesses to use the two State-owned port terminals at Wilmington and Morehead City. The committee recommends extending the credit from its current 2009 expiration out five years to 2014. This extension has been requested by the North Carolina Ports Authority. The five-year extension of the Ports Tax Credit would allow the Ports to continue offering this business incentive to existing and potential customers and to stimulate economic growth for the State. Extending the NC Ports tax credit costs the State's general fund less than one million dollars each year, and allows companies such as Goodyear, CK International, JB International, Drexel Heritage Furniture, QVC, Martin Marietta, EN Beards Hardwoods Lumber, Edwards Wood Products, Culp, Inc., Broyhill, Kilop USA, Thomasville Furniture, Cormetech, Stein Fibers, Ltd., New South International, and Sonoco to be competitive in world markets.

The NC Ports tax credit supports these and other industries and the thousands of jobs and millions of dollars in tax revenues that they contribute to our State.

The state ports tax credit, originally enacted in 1992, encourages exporters and importers to use State-owned port terminals. This credit, extended in 1995, 1997, 2001, 2002 and 2004 expires January 2009.

The tax credit equals the amount of wharfage, handling, and throughput charges paid to the North Carolina State Ports Authority in the taxable year that exceeds the average amount of charges paid to the Authority for the current tax year and the two previous tax years. The credit is limited to 50% of the tax imposed on the taxpayer for the taxable year and has a five-year carry forward on excess credit. The maximum cumulative credit that one taxpayer may claim is \$2 million. The estimated cost to the General Fund is less than one million annually.

Adopted by Intermodal Committee March 24, 2008

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**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

H

D

BILL DRAFT 2007-LBx-401P [v.1] (1/22)

**(THIS IS A DRAFT AND IS NOT READY FOR INTRODUCTION)
3/24/2008 11:56:16 AM**

Short Title: Congestion Relief/Intermodal Transport Fund.

(Public)

Sponsors: Representative.

Referred to:

A BILL TO BE ENTITLED
AN ACT TO ESTABLISH A CONGESTION RELIEF AND INTERMODAL
TRANSPORTATION 21ST CENTURY FUND, TO PROVIDE FOR
ALLOCATION OF THOSE FUNDS TO: (1) LOCAL GOVERNMENTS AND
TRANSPORTATION AUTHORITIES FOR PUBLIC TRANSPORTATION
PURPOSES, (2) SHORT LINE RAILROADS, FOR ASSISTANCE IN
MAINTAINING AND EXPANDING FREIGHT SERVICE STATEWIDE (3)
RAILROADS FOR INTERMODAL FACILITIES, MULTIMODAL FACILITIES,
AND INLAND PORTS, (4) MAKE CAPITAL IMPROVEMENTS ON RAIL
LINES TO ALLOW INCREASED FREIGHT SERVICE TO THE PORTS AND
MILITARY INSTALLATIONS, (5) EXPAND INTERCITY PASSENGER RAIL
SERVICE, AND TO EXTEND COMMON LEVELS OF LOCAL TRANSIT
FUNDING AUTHORIZATION TO THREE URBAN REGIONS, AND ALLOW
OTHER LOCAL GOVERNMENTS SIMILAR OPTIONS FOR LOCAL TRANSIT
FUNDING, AND TO EXTEND THE STATE PORTS TAX CREDIT

The General Assembly of North Carolina enacts:

INTERMODAL COMMITTEE DRAFT ADOPTED 3/24/2008

CHAPTER I. Fund Created.

SECTION 1. Chapter 136 of the General Statutes is amended by adding a
new Article to read:

ARTICLE 19.

Congestion Relief and Intermodal 21st Century Transportation Fund

"§ 136-250. Congestion Relief and Intermodal Transportation 21st Century Fund.

There is established in the State Treasury the Congestion Relief and Intermodal
Transportation 21st Century Fund, hereinafter referred to as the fund. The fund shall

SUBCOMMITTEE DRAFT

1 consist of all revenues appropriated and allocated to it. Interest on earnings of the fund
2 shall remain within the fund.

3 **"§ 136-251. Findings of fact.**

4 The General Assembly finds that:

- 5 (1) Most of North Carolina's growth is in its urban regions. According to
6 the State Data Center, during the first decade of the 21st Century, 66%
7 of the projected 1,270,000 growth in population is in 15 urban counties
8 surrounding Charlotte, Raleigh, and the Triad, while 40% is in just six
9 counties: Mecklenburg, Wake, Durham, Orange, Forsyth, and
10 Guilford.
- 11 (2) This large urban population growth greatly taxes resources. Despite
12 the visionary creation of the Highway Trust fund by the 1989 General
13 Assembly and the funding of urban loop highways, congestion
14 continues to grow at an exponential rate. Creation of a special fund to
15 help meet urban transportation needs with alternatives such as rail
16 transit and buses, coupled with land use planning, will spur and guide
17 economic development in a more economically and environmentally
18 sound manner. Charlotte's recent success in opening the first phase of
19 its light rail system, with ridership significantly over projections,
20 shows that North Carolinians are willing to use alternates.
- 21 (3) Accelerated use of rail for transport of freight will reduce highway
22 congestion as well as allow economic expansion in a way that lessens
23 the impact on the State highway system.
- 24 (4) Public transportation, in addition to a program of urban loops and toll
25 roads will enable North Carolina to have a balanced 21st Century
26 transportation system.
- 27 (5) As part of its initial program of internal improvements, the State
28 capitalized the North Carolina Railroad in the 1840s, and invested in
29 other railroads, and those internal improvements led to North
30 Carolina's rapid economic development. The North Carolina Railroad,
31 with a 317-mile corridor from Charlotte to Morehead City is still
32 owned by the State.
- 33 (6) Improved rail facilities and restoration of abandoned rail lines can
34 allow increased access to the North Carolina State Ports and military
35 installations located within the State.
- 36 (7) Session Law 2005-222 found that expanding and upgrading passenger,
37 freight, commuter, and short line rail service is important to the
38 economy of North Carolina; and provided that the State would seek to
39 provide matching funds so in part it can leverage the maximum federal
40 and private participation in funding needed rail initiatives, such as the
41 restoration of the rail corridor from Wallace to Castle Hayne, and a rail
42 connection between north-south and east-west routes in the vicinity of
43 Pembroke.

- (8) Rail freight plays a vital role in economic development throughout the State. Intermodal service depends on partnerships with trucking companies, seaports, and others in the transportation logistics chain. North Carolina has 3,250 main line miles of track, with Class I railroads holding 79% of the trackage rights, the remainder controlled by local railroads and switching and terminal railroads. The 2006 Mid-Cycle Update to the North Carolina Statewide Intermodal Transportation Plan identified \$799 million in freight rail needs over the next 25 years, including maintenance and preservation, modernization, and expansion.
- (9) North Carolina's short line railroads play a key role in the State's economic development and transportation service and are needed to provide essential services to other modes of transportation and the North Carolina port system. North Carolina agriculture is dependent upon essential service by short line railroads. North Carolina economic development and commerce is dependent upon essential service by short line railroads; and grant funds may be used to improve and restore tracks and lines. State funds are needed to maintain short line railroads as a viable contributor to economic development, agriculture, and transportation in this State in order to prevent the loss of regional rail service. The Department of Transportation reported that 44,992 rail cars handled by short lines kept 179,688 trucks off North Carolina highways.
- (10) Intermodal facilities and inland ports can greatly reduce freight traffic on North Carolina's highway system, reducing demand, congestion, and damage.
- (11) The proposed North Carolina International Port would need high capacity Intermodal access.
- (12) Significant local revenues are needed to match state funds so that a major portion of the expenses are borne by the localities receiving the majority of the benefits. A local option sales tax for public transportation was approved by a 58% favorable vote in Mecklenburg County in 1998, and reaffirmed by a 70% favorable vote in 2008. Extending this authority to additional jurisdictions, along with other revenue options will enable localities to demonstrate local support for additional transit options.
- (13) Surveys have indicated broad public support for both providing additional public transportation options and allowing localities to generate revenue to match State grants.

"§ 136-252. Grants to local governments and transportation authorities.

(a) Cities, counties, regional public transportation authorities under Article 26 of Chapter 160A of the General Statutes, and regional transportation authorities under Article 27 of Chapter 160A of the General Statutes may receive grants from the fund for public transportation purposes.

(b) No grant may be approved from the fund unless:

- (1) The application is approved by all Metropolitan Planning Organizations under Article 16 of this Chapter whose jurisdiction includes any of the service area of the grant applicant.
- (2) The applicant has approved a transit plan that includes local planning policies and adopted plans that reasonably support transit ridership and appropriate land use.
- (3) The applicant has an adequate and sustainable source of funding established for its share of project costs.

(c) Grants from the fund may be committed for a multi-year basis to stabilize the phased implementation of a plan. The Board of Transportation shall approve, and amend from time to time, a rolling multi-year projection of up to 15 years for allocation of funds under this section. No applicant is eligible under the 15-year plan projection for more than one-third of the total funds to be granted under this Article during that 15-year period.

(d) No grant under this section may exceed twenty-five percent (25%) of the cost of the project, and must be matched by an equal or greater amount of funds by the applicant. In evaluating projects, qualification for federal funding shall be considered.

"§ 136-253. Grants to other units.

Grants from the fund may also be made to state agencies and railroads for the following purposes:

- (1) Assistance to short line railroads to continue and enhance rail service in the State so as to assist in economic development and access to ports and military installations. This may involve both the Rail Industrial Access program and the Short Line Infrastructure Access Program, as well as other innovative programs. Grants under this subdivision shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant. Total grants under this subdivision may not exceed five million dollars (\$5,000,000) per fiscal year.
- (2) Assistance to any railroad in construction of (i) rail improvements and restorations and intermodal or multimodal facilities to serve ports and military installations; and (ii) inland ports to reduce truck traffic on the highway system. Grants under this subdivision shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant. Total grants under this subdivision may not exceed ten million dollars (\$10,000,000) per fiscal year.
- (3) Assistance to the state ports in terminal railroad facilities and operations, and to improve access to military installations, and to the North Carolina International Port. Grants under this subdivision shall not exceed 50% of the nonfederal share, and must be matched by equal or greater funding from the applicant.. Total grants under this subdivision may not exceed ten million dollars (\$10,000,000) per fiscal year.

- (4) Expansion of intercity passenger rail service, including increased frequency and additional cities serviced. Routes under this section must either connect urban regions or extend beyond the territorial jurisdiction of a transportation authority.

"§ 136-254. Grant approval.

All grants made under this Article are subject to approval of the Board of Transportation. The fund may be administered in conjunction with G.S. 136-44.20, but any funds allocated under that section shall continue to be available as provided therein."

CHAPTER II. Public Transportation Sales Tax: Mecklenburg, Triangle, Triad.

SECTION 2.(a) Section 1(a) of S.L. 1997-417 is recodified as G.S. 105-510.1.

SECTION 2.(b) Article 43 of Chapter 105 of the General Statutes, as enacted by S.L. 1997-417 and amended by subsection (a) of this section, reads as rewritten:

"ARTICLE 43.

"Local Government Sales and Use Taxes for Public Transportation.

Part 1. General

"§ 105-505. Short title; purpose.

This Article is the Local Government Public Transportation Sales Tax Act and may be cited by that name. This Article gives the ~~counties~~ counties and transportation authorities of this State an opportunity to obtain an additional source of revenue with which to meet their needs for financing local public transportation systems. It provides ~~counties~~ them with authority to levy one-half percent (1/2%) sales and use taxes. All such taxes must be approved in a referendum.

"§ 105-506. Definitions.

The definitions in G.S. 105-164.3 and the following definitions apply in this Article:

(1) Board of trustees. – The governing body of an Authority.

~~(1)(2)~~ Net proceeds. – Gross proceeds less the cost of administering and collecting the tax.

~~(2)(3)~~ Public transportation system. – Any combination of real and personal property established for purposes of public transportation. The systems may include one or more of the following: structures, improvements, buildings, equipment, vehicle parking or passenger transfer facilities, railroads and railroad rights-of-way, rights-of-way, bus services, shared-ride services, high-occupancy vehicle facilities, car-pool and vanpool programs, voucher programs, telecommunications and information systems, integrated fare systems, bus lanes, and busways. The term does not include, however, streets, roads, or highways except to the extent they are dedicated to public transportation vehicles or to the extent they are necessary for access to vehicle parking or passenger transfer facilities.

- (4) Transportation authority. A regional public transportation authority or a regional transportation authority created pursuant to Article 26 or Article 27 of Chapter 160A of the General Statutes.

"§ 105-506.1. Exemption of food.

A tax levied under this Article does not apply to the sales price of food that is not otherwise exempt from tax pursuant to G.S. 105-164.13 but would be exempt from the State sales and use tax pursuant to G.S. 105-164.13 if it were purchased with coupons issued under the Food Stamp Program, 7 U.S.C. § 2011.

Part 2. Mecklenburg County.

"§ 105-507. Limitations.

A county may not levy a tax under this ~~Article-Part~~ unless the county or at least one unit of local government in the county operates a public transportation system. In addition, a county may not levy a tax under this ~~Article-Part~~ unless it has developed a financial plan and distributed it to each unit of local government in the county that operates a local public transportation system. The financial plan must provide for equitable allocation of the net proceeds distributed to the county in consideration of the identified needs of local public transportation systems in the county, countywide human service transportation systems, and expansion of public transportation service to unserved areas in the county.

"§ 105-508. Local election on adoption of sales and use tax.

(a) Resolution. – The board of commissioners of a county may direct the county board of elections to conduct an advisory referendum within the county on the question of whether a local sales and use tax at the rate of one-half percent (1/2%) may be levied in accordance with this ~~Article-Part~~. The election shall be held on a date jointly agreed upon by the boards and shall be held in accordance with the procedures of G.S. 163-287. The board of commissioners shall hold a public hearing on the question at least 30 days before the date the election is to be held.

(b) Ballot Question. – The form of the question to be presented on a ballot for a special election concerning the levy of a tax authorized by this Article shall be:

'[] FOR [] AGAINST

One-half percent (1/2%) local sales and use taxes, in addition to the current ~~two percent (2%)~~ local sales and use taxes, to be used only for public transportation systems.'

"§ 105-509. Levy and collection of sales and use tax.

If the majority of those voting in a referendum held pursuant to this ~~Article-Part~~ vote for the levy of the tax, the board of commissioners of the county may, by resolution, levy one-half percent (1/2%) local sales and use taxes in addition to any other State and local sales and use taxes levied pursuant to law. Except as provided in this ~~Article-Part~~, the adoption, levy, collection, administration, and repeal of these additional taxes shall be in accordance with Article 39 of this Chapter. In applying the provisions of Article 39 of this Chapter to this ~~Article-Part~~, references to 'this Article' mean 'Part 1 of Article 43 of Chapter 105 of the General Statutes'.

~~A tax levied under this Article does not apply to the sales price of food that is not otherwise exempt from tax pursuant to G.S. 105-164.13 but would be exempt from the~~

~~State sales and use tax pursuant to G.S. 105-164.13 if it were purchased with coupons issued under the Food Stamp Program, 7 U.S.C. § 51.~~

"§ 105-510. Distribution and use of taxes.

(a) Distribution. – The Secretary shall, on a quarterly basis, allocate to each taxing county the net proceeds of the tax levied under this ~~Article Part~~ by that county. If the Secretary collects taxes under this ~~Article Part~~ in a month and the taxes cannot be identified as being attributable to a particular taxing county, the Secretary shall allocate these taxes among the taxing counties, in proportion to the amount of taxes collected in each county under this ~~Article Part~~ in that month and shall include them in the quarterly distribution.

The Secretary shall distribute the net proceeds of the tax levied by a county on a per capita basis among the county and the units of local government in the county that operate public transportation systems. No proceeds shall be distributed to a county that does not operate a public transportation system or to a unit of local government that does not operate a public transportation system.

(b) Use. – A county must allocate the net proceeds distributed to it in accordance with its financial plan adopted pursuant to G.S. 105-507 and use the net proceeds only for financing, constructing, operating, and maintaining local public transportation systems. Any other unit of local government may use the net proceeds distributed to it under this ~~Article Part~~ only for financing, constructing, operating, and maintaining local public transportation systems. Every unit of government shall use the net proceeds to supplement and not to supplant or replace existing funds or other resources for public transportation systems.

"§ 105-510.1. Applicability.

This ~~section Part~~ applies only to Mecklenburg County.

Part 3. Transportation Authorities.

"§ 105-510.5. Limitations.

A transportation authority may not levy a tax under this Part unless:

- (1) It operates a public transportation system.
- (2) It has developed a financial plan and distributed it to each unit of local government located within its territorial jurisdiction. The financial plan must provide for equitable use of the net proceeds within the special district created under this Part. The plan may be revised from time to time.
- (3) The tax is approved by the voters.

"§ 105-510.6. Local election on adoption of sales and use tax- regional public transportation authority.

(a) Special district. A transportation authority may create a special district that consists of the entire area of one or more counties within its territorial jurisdiction and may levy on behalf of the special district the tax authorized in this section. A special district created pursuant to this subsection is a body corporate and politic and has the power to carry out the purposes of this subsection. The board of trustees of the transportation authority shall serve, ex officio, as the governing body of a special

1 district it creates pursuant to this subsection. The proceeds of a tax levied under this
2 section may be used only for the benefit of the special district and only for the purposes
3 provided in this Article. In the case of a regional transportation authority created
4 pursuant to Article 27 of Chapter 160A of the General Statutes, the special district may
5 not include counties other than Forsyth and Guilford Counties.

6 (b) Resolution. –The board of trustees of the authority, with the concurrent vote
7 of:

8 (1) In the case of a single-county special district, a majority of the county
9 board of commissioners within the special district

10 (2) In the case of a multi-county special district, a majority vote of all the
11 county boards of commissioners within the special district

12 may direct the respective county board or boards of elections to conduct an advisory
13 referendum within the special tax district on the question of whether a local sales and
14 use tax at the rate of one-half percent (1/2%) may be levied within the district in
15 accordance with this Part. The election shall be held on a date jointly agreed upon by
16 the authority and the county board or boards of elections and shall be held in accordance
17 with the procedures of G.S. 163-287. The board or boards of commissioners shall hold a
18 public hearing on the question at least 30 days before the date the election is to be held.

19 (c) Ballot Question. – The form of the question to be presented on a ballot for a
20 special election concerning the levy of a tax authorized by this Article shall be:

21 '[] FOR [] AGAINST

22 One-half percent (1/2%) local sales and use taxes, to be used only for public
23 transportation systems.'

24 **"§ 105-510.7. Levy and collection of sales and use tax – regional public**
25 **transportation authority.**

26 If the majority of those voting in a referendum held pursuant to G.S. 105-510.6 vote
27 for the levy of the tax, the transportation authority may, by resolution, levy one-half
28 percent (1/2%) local sales and use taxes within the special district, in addition to any
29 other State and local sales and use taxes levied pursuant to law. In determining the
30 results of the election in a multi-county district, all the counties of the district shall be
31 considered to be one unit. Except as provided in this Part, the adoption, levy, collection,
32 administration, and repeal of these additional taxes shall be in accordance with Article
33 39 of this Chapter. In applying the provisions of Article 39 of this Chapter to this
34 Article, references to 'this Article' mean 'Part 2 of Article 43 of Chapter 105 of the
35 General Statutes'. Any repeal of the tax shall be done by the same procedure as its
36 enactment under section, and a petition for repeal under G.S. 105-473 shall be judged
37 by the total votes in all three counties.

38 **"§ 105-510.8. Expansion of district.**

39 If a special district established under this Part does not include all the counties in the
40 territorial jurisdiction of a transportation authority, it may be expanded to include an
41 additional whole county or counties by joint action of the board of trustees of the
42 transportation authority and the board of commissioners of the county or boards of
43 commissioners of the counties to be added, with the approval of the voters in the county
44 or counties to be added. The procedure for addition of a county or counties shall be the

1 same as for the initial creation of the district, but the referendum shall be held separately
2 within each of the counties to be added.

3 **"§ 105-510.9. Distribution and use of taxes.**

4 (a) Distribution. – The Secretary shall, on a quarterly basis, allocate to each
5 transportation authority the net proceeds of the tax levied under this Part within the
6 special tax district, to be used for the benefit of that district.

7 (b) Use. – A transportation authority must expend the net proceeds distributed to
8 it in accordance with its financial plan adopted pursuant to G.S. 105-510.5 and use the
9 net proceeds only for financing, constructing, operating, and maintaining local public
10 transportation systems. The transportation authority shall use the net proceeds to
11 supplement and not to supplant or replace existing funds or other resources for public
12 transportation systems.

13 Part 4. Other Counties.

14 **"§ 105-510.12. Limitations.**

15 A county may not levy a tax under this Part unless the county or at least one unit of
16 local government in the county operates a public transportation system, or contracts
17 with a transportation authority to provide a public transportation system. In addition, a
18 county may not levy a tax under this Part unless it has developed a financial plan and
19 distributed it to each unit of local government in the county that operates a local public
20 transportation system. The financial plan must provide for equitable allocation of the net
21 proceeds distributed to the county in consideration of the identified needs of local public
22 transportation systems in the county, countywide human service transportation systems,
23 and expansion of public transportation service to unserved areas in the county.

24 **"§ 105-510.13 Local election on adoption of sales and use tax.**

25 (a) Resolution. – The board of commissioners of a county may direct the county
26 board of elections to conduct an advisory referendum within the county on the question
27 of whether a local sales and use tax at the rate of one-quarter percent (1/4%) may be
28 levied in accordance with this Part. The election shall be held on a date jointly agreed
29 upon by the boards and shall be held in accordance with the procedures of
30 G.S. 163-287. The board of commissioners shall hold a public hearing on the question
31 at least 30 days before the date the election is to be held.

32 (b) Ballot Question. – The form of the question to be presented on a ballot for a
33 special election concerning the levy of a tax authorized by this Article shall be:

34 **'[[FOR]] AGAINST**

35 One-quarter percent (1/4%) local sales and use taxes, in addition to the current local
36 sales and use taxes, to be used only for public transportation systems.'

37 **"§ 105-510.14. Levy and collection of sales and use tax.**

38 If the majority of those voting in a referendum held pursuant to this Part vote for the
39 levy of the tax, the board of commissioners of the county may, by resolution, levy
40 one-quarter percent (1/4%) local sales and use taxes in addition to any other State and
41 local sales and use taxes levied pursuant to law. Except as provided in this Part, the
42 adoption, levy, collection, administration, and repeal of these additional taxes shall be in
43 accordance with Article 39 of this Chapter. In applying the provisions of Article 39 of

1 this Chapter to this Part, references to 'this Article' mean 'Part 1 of Article 43 of Chapter
2 105 of the General Statutes'.

3 **"§ 105-510.15. Distribution and use of taxes.**

4 (a) Distribution. – The Secretary shall, on a quarterly basis, allocate to each
5 taxing county the net proceeds of the tax levied under this Part by that county. If the
6 Secretary collects taxes under this Part in a month and the taxes cannot be identified as
7 being attributable to a particular taxing county, the Secretary shall allocate these taxes
8 among the taxing counties, in proportion to the amount of taxes collected in each county
9 under this Part in that month and shall include them in the quarterly distribution.

10 The Secretary shall distribute the net proceeds of the tax levied by a county on a per
11 capita basis among the county and the units of local government in the county that
12 operate public transportation systems. No proceeds shall be distributed to a county that
13 does not operate a public transportation system or to a unit of local government that
14 does not operate a public transportation system.

15 (b) Use. – A county must allocate the net proceeds distributed to it in accordance
16 with its financial plan adopted pursuant to G.S. 105-507 and use the net proceeds only
17 for financing, constructing, operating, and maintaining local public transportation
18 systems. Any other unit of local government may use the net proceeds distributed to it
19 under this Part only for financing, constructing, operating, and maintaining local public
20 transportation systems. Every unit of government shall use the net proceeds to
21 supplement and not to supplant or replace existing funds or other resources for public
22 transportation systems.

23 **"§ 105-510.16. Applicability.**

24 (a) This Part only applies in counties that meet one or more of the following
25 criteria:

- 26 (1) Have a population of 160,000 or over according to the most recent
27 decennial federal census.
28 (2) Are members of a regional transportation authority created pursuant to
29 Article 27 of Chapter 160A of the General Statutes.
30 (3) Are contiguous to Mecklenburg County.
31 (4) Are contiguous to Wake, Durham, or Orange County.

32 (b) This part does not apply to Durham, Forsyth, Guilford, Mecklenburg, Orange,
33 or Wake Counties."

34
35 CHAPTER III. Extension of Vehicle Registration Charge to Mecklenburg County.

36 SECTION 3. Section 6.2 of S.L. 1997-417, as added by Section 30 of S.L.
37 2006-162 reads as rewritten:

38 "SECTION 3.1. (a) A county authorized to impose a tax under Part 2 of Article 43
39 of Chapter 105 of the General Statutes, ~~as enacted by Part 1 of this act, Statutes~~ is
40 considered an authority ~~under~~ under:

- 41 (1) Article 50 of Chapter 105 of the General Statutes, as enacted by
42 Section 3 of this act, and the board of commissioners of that county is
43 considered the board of trustees of the authority under Article 50.
44 G.S. 105-554 of Article 50 does not apply to the proceeds of a tax

1 imposed by a county considered an authority under this section. The
2 proceeds of a tax imposed by a county considered an authority under
3 this section must be transferred to the largest city in that county
4 operating a public transportation system and used only for financing,
5 constructing, operating, and maintaining a public transportation
6 system. The proceeds may supplant existing funds allocated for a
7 public transportation system. The term 'public transportation system'
8 has the same meaning as defined in ~~G.S. 105-506~~ of Article 43.
9 G.S. 105-506.

10 (2) Article 51 of Chapter 105 of the General Statutes, as enacted by
11 Section 4 of this act, and the board of commissioners of that county is
12 considered the board of trustees of the authority under Article 51. The
13 proceeds of a tax imposed by a county considered an authority under
14 this section must be transferred to the largest city in that county
15 operating a public transportation system and used only for financing,
16 constructing, operating, and maintaining a public transportation
17 system. The term 'public transportation system' has the same meaning
18 as defined in G.S. 105-506."

19
20 CHAPTER IV. Local Vehicle Registration Charge Adjusted for Inflation.

21 SECTION 4.(a) Effective July 1, 2008, G.S. 105-561(a) reads as rewritten:

22 "(a) Tax Authorized. – The board of trustees of an Authority may, by resolution,
23 levy an annual license tax in accordance with this Article upon any motor vehicle with a
24 tax situs within its territorial jurisdiction. The purpose of the tax levied under this

25 Article is to raise revenue for capital and operating expenses of an Authority in
26 providing public transportation systems. The rate of tax levied under this Article must
27 be a full dollar amount, but may not exceed ~~five dollars (\$5.00)~~ seven dollars (\$7.00) a

28 SECTION 4.(b) Effective July 1, 2008, G.S. 105-561(d) reads as rewritten:

29 "(d) Special Tax District. – If a regional transportation authority created under
30 Article 27 of Chapter 160A of the General Statutes has not levied the tax under this
31 section or has levied the tax at a rate of less than ~~five dollars (\$5.00)~~ seven dollars
32 (\$7.00) it may create a special district that consists of the entire area of one or more
33 counties within its territorial jurisdiction and may levy on behalf of the special district
34 the tax authorized in this section. The rate of tax levied within the special district may
35 not, when combined with the rate levied within the entire territorial jurisdiction of the
36 authority, exceed ~~five dollars (\$5.00)~~ seven dollars (\$7.00). The regional transportation
37 authority may not levy or increase a tax within the special district unless the board of
38 commissioners of each county in the special district has adopted a resolution approving
39 the levy or increase.

40 A special district created pursuant to this subsection is a body corporate and politic
41 and has the power to carry out the purposes of this subsection. The board of trustees of
42 the regional transportation authority created under Article 27 of Chapter 160A of the
43 General Statutes shall serve, ex officio, as the governing body of a special district it
44 creates pursuant to this subsection. The proceeds of a tax levied under this subsection

1 may be used only for the benefit of the special district and only for the purposes
2 provided in G.S. 105-564. Except as provided in this subsection, a tax levied under this
3 subsection is governed by the provisions of this Article.

4
5 CHAPTER V. Extension of Vehicle Registration Charge and Motor Vehicle Rental
6 Charge to Counties Contiguous to the Triangle and Mecklenburg County and to Other
7 Urban Counties
8

9 SECTION 5. Subchapter IX of Chapter 105 of the General Statutes is
10 amended by adding a new Article to read:

11 "Article 52. Urban County Vehicle Rental Tax and Registration Tax.

12 **"§ 105-557. Urban County Vehicle Rental Tax.**

13 (a) A county authorized to impose a tax under Part 4 of Article 43 of
14 Chapter 105 of the General Statutes is considered an authority under Article 50 of this
15 Chapter, and the board of commissioners of that county is considered the board of
16 trustees of the authority under Article 50.

17 (b) To the extent that any county does not levy the full percentage
18 authorized by Article 50 of this Chapter, any city located wholly within that county is
19 considered an authority under Article 50 of this Chapter, and may levy a percentage
20 under that Article as if it were an authority, such that the total gross levy of the county
21 and city does not exceed the maximum permitted by law. For that purpose, the
22 governing board of that city is considered the board of trustees of the authority under
23 Article 50.

24 If thereafter the county levies a tax at a rate that, combined with the city rate,
25 would exceed the maximum, then the new county rate shall become effective on the
26 first day of the next fiscal year beginning at least 60 days after adoption, and that levy
27 automatically reduces the city rate on that date so the combined rate does not exceed the
28 maximum.

29 (c) The proceeds of a tax imposed by a county or city considered an
30 authority under this section may be used by that county or city to operate or contract for
31 the operation of a public transportation system and used only for financing,
32 constructing, operating, and maintaining a public transportation system. The term
33 'public transportation system' has the same meaning as defined in G.S. 105-506.

34 **"§ 105-558; Urban County Vehicle Registration Tax.**

35 (a) A county authorized to impose a tax under Part 4 of Article 43 of
36 Chapter 105 of the General Statutes is considered an authority under Article 51 of this
37 Chapter, and the board of commissioners of that county is considered the board of
38 trustees of the authority under Article 51.

39 (b) To the extent that any county does not levy the full amount authorized
40 by Article 51 of this Chapter, any city located wholly within that county is considered
41 an authority under Article 51 of this Chapter may levy an amount under that Article (in
42 whole dollars) as if it were an authority, such that the total gross levy of the county and
43 city does not exceed the maximum permitted by law. For that purpose, the governing
44 board of that city is considered the board of trustees of the authority under Article 51.

1 If thereafter the county levies a tax at a rate that, combined with the city rate,
2 would exceed the maximum, then the new county rate shall become effective on the
3 first day of the next fiscal year beginning at least 60 days after adoption, and that levy
4 automatically reduces the city rate on that date so the combined rate does not exceed the
5 maximum.

6 (c) The proceeds of a tax imposed by a county or city considered an
7 authority under this section may be used by that county or city to operate or contract for
8 the operation of a public transportation system and used only for financing,
9 constructing, operating, and maintaining a public transportation system. The term
10 'public transportation system' has the same meaning as defined in G.S. 105-506. Any
11 levy by a city under this section is in addition to any authority granted by G.S. 20-97 or
12 any other local act.

13
14 CHAPTER V. Extension of State Ports Tax Credit.

15
16 **SECTION 6.(a)** G.S. 105-130.41(d) reads as rewritten:

17 "(d) Sunset. – This section is repealed effective for taxable years beginning on or
18 after January 1, ~~2009~~ 2014."

19 **SECTION 6.(b)** G.S. 105-151.22(d) reads as rewritten:

20 "(d) Sunset. – This section is repealed effective for taxable years beginning on or
21 after January 1, ~~2009~~ 2014."

22 **SECTION 7.** This act is effective when it becomes law.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 9, 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 – May 2008
- TAC review LRTP Alternatives – May 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 underway
- 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 1 (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in 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 - 4/1/2008												
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%	COMPLETE
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%	5/1/2008
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	48.5%	21.7%	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	30.3%	43.4%	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	7.5%	9.5%	8/1/2010
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD (SR-1402)	\$ 539,350.81	0.067 miles	SMITH-ROWE, INC.	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	8/1/2008			
DURHAM / WAKE	B-3528	LEESVILLE ROAD	BRIDGE OVER SYCAMORE CREEK ON LEESVILLE ROAD (SR-1839)	\$ 1,300,000.00	0.284 miles		Cadmus Capehart, PE	(919) 840-0914	5/15/2009			
NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 4/1/2008												
County	TIP #	Route	Location Description	Contract Estimate	Length		Contact Engineer	Phone #	Contract Let Date			
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 MPO

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 & specs. rec'd.- Proposal pending
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 as part of large STP-DA sidewalk contract
Orange	41686	NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.)	Construct left turn lanes in both directions	\$250,000.00	Plans & specs. rec'd.-Proposal pending
Orange	41953	SR 1733 (Weaver Dairy Rd.) @ SR 1737 (Sunrise Dr.)	Install a traffic signal	\$75,000	Signal plans rec'd.; equipment on order
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	APAC-Atlantic, Thompson Arthur Div.; Avail. 3/17/08 Compl. 5/30/08
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; FA patching underway
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	Design=75% compl.; to 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	Design=75% compl.; to 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 Compl. 6/27/08

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	\$187,000.00	Plans & specs. rec'd.-Proposal pending
Orange	U-4008 35009.3.2	US 15-501 & SR 1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	\$4.98 million	100% complete; open to traffic 1/8/08; Div. reviewing requests from DCHC
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
Orange	R-4468	I-85/I-40 Weigh Station	Upgrade weigh in motion technology on SBL/WBL	\$1.0 million	16-Jun-08

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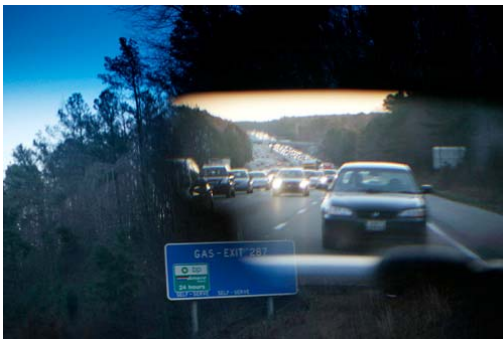
POSTED ON MARCH 5, 2008:

The Triangle is growing apart, separated by geography, politics, transit and identity

Broken links

By Bob Geary

At night, it's "a long, dark drive" from Durham to Raleigh, Roger Krupa says. There's nothing to see for 30 miles but streaking headlights and taillights and signs promising that you're not lost, even though you don't seem to be anywhere.



[Click for larger image](#) • The bewitching hour: Five o'clock traffic on Interstate 40 outside of Cary. Photo by Derek Anderson

As director of the Raleigh Convention Center, Krupa is the city's chief downtown booster. He had dinner recently in Durham, he confides, almost in a whisper. It confirmed his view that Durham is too far away to be a major source of visitors for Raleigh events. "Durham's not on our radar screen," he says, shrugging.

Raleigh isn't on Durham's radar, either, retorts Reyn Bowman, executive director of the Durham Convention and Visitors Bureau. Durham is the hub of its own region with Chapel Hill, Bowman says, adding: "I'm not sure it's ever been about Durham needing Raleigh, as it is Raleigh needing Durham."

The Triangle is not what it used to be—and maybe it never was. Despite local business leaders' efforts at linking the region—and cooperation that produced the airport and Research Triangle Park—geography, politics, culture, economics, land use, transit and even cities' individual identities are pulling the area into two distinct, increasingly estranged regions: Durham and Orange counties to the west; Wake, Franklin and Johnston counties to the east.

But according to national urban policy expert Bruce Katz, Raleigh needs Durham, and vice versa. And the two cities also need Chapel Hill, Carrboro, Hillsborough and Chatham County, if the Triangle is to be a thriving metropolitan area.

Urban "metros" are the engines of economic prosperity in this century, says Katz, vice president of the Brookings Institution in Washington, D.C. He spoke at Raleigh City Hall last month, armed with statistics: The Raleigh-Cary metro is the nation's 52nd largest, according to the U.S. Census, with a population of 950,000; the Durham metro ranks 85th with 450,000 people. The two are well-positioned to be a powerful, "two-place" region, Katz said, like Minneapolis-St. Paul, Minn., or Seattle-Redmond, Wash.

This synergy can happen, Katz added, only if the Triangle reins in sprawl—the area rates among the nation's worst of the largest 83 regions on that scale—and connects the cities with mass transit. Otherwise, he warned, the Triangle will lose out to bigger, better-planned, and more "efficient" regions with a higher quality of life.

Melanie Eberhart, a Durham neighborhood leader, agrees. One of the few out-of-towners at Katz's talk, Eberhart moved here from the Midwest in 1998. A single parent, she landed in Durham because she found a house she liked that she could afford. Durham? Raleigh? She didn't know the difference. "I saw the Triangle as one area when I was considering the move," she wrote in an e-mail.

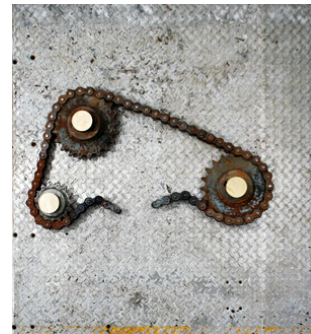
A decade later, she has changed her mind.

"I see so much that should be coordinated on a regional level, but that isn't, that it frustrates me no end," Eberhart wrote.

Her list includes water, air quality, transportation, open space, inter-city competition for jobs. "I don't know if we are a metropolitan area except in name or geographic conglomeration of people only."

The regional disconnect also frustrates Jim Goodman, CEO of Capitol Broadcasting Corp. Widely considered to be the Triangle's "Mr. Regionalism," he argues that "the folks" in the university, nonprofit and business worlds are cooperating to make the Triangle one place. It's the government officials and some civic promoters who don't get it. "They're obstacles," Goodman says.

In the early '90s, Goodman worked with sports entrepreneur Hill Carrow on an ambitious "Triangle Central Park" plan to build an arena, baseball and soccer stadiums, hotels and a regional convention center near Research Triangle Park. As they envisioned it, a new city could grow up around it, helping pull together the region's two sides. They had Wake County's backing, but not Durham's—the Bull City didn't want their baseball Bulls to move—and the scheme fell through.



[Click for larger image](#)
Photo by Derek Anderson

Though, as Carrow quips, all the elements exist today, just not in the same place. "We call it Triangle de-Centralized Park."

Deflected but not deterred, Goodman proceeded to do business in Durham, buying the Bulls and developing properties adjacent to the city's new baseball stadium. His belief in regionalism is stronger than ever, he says, though his approach has changed. He now sees Durham and Raleigh as "different places in the same market" with complementary personalities that should grow in tandem and be sold as a package. Instead, the two city governments do the opposite, engaging in counterproductive competitions—as do the county governments, chambers of commerce and convention and visitors bureaus. He has taken to asking, only half-facetiously, why we need two of everything.

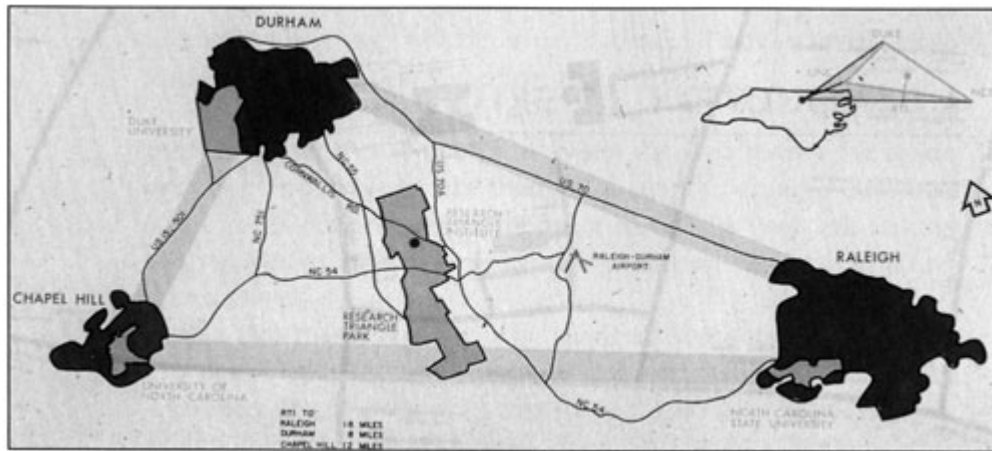
Several years ago, the Durham Convention and Visitors Bureau refused to back the CIAA basketball tournament because it was a "Raleigh" event (before the league moved it to Charlotte). "When I heard that," he mutters, "I about had a damn conniption."

So Goodman has taken a different tack. He's banking his regional efforts on organizations that *are* working together: Triangle United Way, Triangle Community Foundation, Leadership Triangle and others. "People live regional lives," he says, despite the parochialism of their local officialdom.

Before the 1950s, says David Godschalk, UNC professor emeritus of city and regional planning, Durham, Chapel Hill and Raleigh were not considered part of the same region, let alone as the Triangle.

If not in different worlds, the cities resided in different river basins: Chapel Hill and most of Durham drained to the Cape Fear River, while Raleigh flowed to the Neuse. The soils in between were considered unfertile, which is why few people lived there.

But in 1959, state leaders created Research Triangle Park on 7,000 acres of that unwanted land. RTP was designed to spark collaborations among the scientists at the three major research universities—N.C. State, UNC-Chapel Hill and Duke—and attract corporate and government agency scientists interested in collaborating with them.



[Click for larger image](#) • The Research Triangle area, circa the 1960s
Photo courtesy of Research Triangle Foundation of North Carolina

RTP started slowly, but by the '80s, it was a sensation: Employment in the park was closing in on the current 40,000 mark, and to the east, it was jump-starting the once-sleepy Raleigh-Durham International Airport.

And so the Triangle was born.

A series of "World-Class Region" conferences began in 1987, convening the leading business, arts and government officials from Wake, Durham and Orange counties. They vowed to be collaborators, notwithstanding their earlier provincialism.

"We have learned the necessity of sharing resources," the conferees said in a 1992 vision statement, "though the lessons have not been easy and they are not yet fully learned. Our inability to cooperate and unite in common goals limits us."

Ironically, RTP and RDU, though models of collaboration, posed geographic obstacles to regionalism, Godschalk observes. The reason: Nobody could live in either one. The airport was open space, ringed—as flight safety requires—by low-rise buildings. The park, too, was developed as a woodsy, no-density campus. Its governing covenants prohibited housing from being built, allowing its research labs to operate in peaceful isolation.

With Umstead State Park, their neighbor in north Raleigh, RDU and RTP institutionalized a "hole in the donut" where the densely developed core of an urban region would customarily lie. "They weren't framed as a core, of course," Godschalk says, sighing. "They were products of their time."

If geography separates the Triangle's east and west coasts, politics walls them off. To the west, on the Durham-Chapel Hill coast, think blue—not the color of Carolina or Duke—but Democratic blue. To the east, the Raleigh-Wake coast, think a heavy dose of Republican, if not Wolfpack, red. Since 1972, the end of one-party Democratic rule in North Carolina, Orange County has voted for the Democrat in every presidential election; Durham in all but the '72 landslide. Meanwhile, Wake has voted Republican every time, albeit narrowly in '76, '80 and '04.

Today, the sharp edges have smoothed, but Durham-Chapel Hill and Raleigh-Wake remain far apart politically. The former's legislative delegation is composed of nine Democrats, no Republicans. The latter is made up of eight Democrats, five Republicans. The Durham and Orange county commissions are homogenously Democratic. The Wake commission leans 4-3 Republican. State House Speaker Joe Hackney, D-Orange, comes out of the environmental movement. House Minority Leader Paul Stam, R-Wake, got his start fighting abortion rights.

The region's most vocal progressives—state Sen. Ellie Kinnaird, D-Orange, and state Rep. Paul Luebke, D-Durham—hail from the west. The region's most ardent conservatives—state Sen. Neal Hunt, R-Wake, and Wake County Commissioner Paul Coble—come from the east.

Political divisions have stymied efforts at Trianglewide projects on everything from cultural centers to transit. A good example is the failure of the proposed Terry Sanford Institute for the Performing Arts. The idea, championed by the ex-governor and later by a nonprofit he helped establish, was to create a national teaching and performance center for theater and dance that would be a draw throughout the Southeast.

The plan disintegrated, says Wib Gulley, former state senator and Durham mayor, and now general counsel at the Triangle Transit Authority, when backers split over whether it should be located in Durham or in west Raleigh on a site Gov. Jim Hunt had secured. But at the time, Raleigh's Republican leaders weren't interested. They were focused on expanding what's now the Progress Energy Center for the Performing Arts. Moreover, they didn't want to support a major regional arts complex in Durham.

Ten years later, Raleigh retains the 2,277-seat Memorial Auditorium, anchor of the Progress Energy Center; meanwhile, the Durham Performing Arts Center, a 2,800-seat hall, is scheduled to open within a year. Both venues will host touring Broadway shows. Neither is a major, or even minor, regional institute, which is what Terry Sanford had in mind.

In sports, the Triangle claims two minor-league baseball teams: the Triple-A franchise Durham Bulls and the Double-A outfit Zebulon Mudcats. It also is home to the United Soccer League squad Cary Railhawks. But the Triangle's only major-league franchise is a hockey team, the Carolina Hurricanes, whose arena, the RBC Center, is in west Raleigh.

In collegiate sports, Duke and UNC share a U.S. 15-501 connection and a liberal arts tradition. Each is the cornerstone of its city and town. N.C. State University, while it boasts the largest student body of the three schools, isn't as dominant in Raleigh.

Yet sports originally served as the Triangle's regional glue. The 1987 U.S. Olympic Festival was an event unprecedented in these parts, and unsurpassed since. A staff led by Hill Carrow and 7,000 volunteers staged Olympic-level events for 4,000 athletes who were potential members of the U.S. team. Competitions were held from Johnston County to the Greensboro Coliseum and at the region's universities, where the athletes and their coaches were also housed. An enormous marketing effort, backed by the Triangle's biggest companies, turned out 300,000 fans.

Heady stuff, says Carrow, now the owner of a Raleigh-based sports marketing company, for a "region" whose various chambers of commerce had literally never met. "At times," he laughs, "it seemed like we were pulling people kicking and screaming to the table." By the end, they were staging "business after hours" parties together, something that dissipated over the years but was recently revived.

A little-known fact about the '87 festival, Carrow says, is that it spawned the region's "first little mass-transit system." A fleet of buses was assembled to shuttle the athletes and fans, helped by a federal grant and state money. Transit to connect the far-flung Triangle was a priority for the first "World-Class Region Conference," also held in '87. "The feds and the state really wanted to use us as a test case," Carrow says. "It worked fantastic."

Two years later, the TTA was established to draw up a long-range transit strategy and to operate bus services across county and municipal lines, supplementing local and university bus companies.

Yet, it became evident that the two sides weren't equally committed to regional transit.

The TTA governing board, appointed by the three counties and their four largest municipalities, was wildly uneven in clout. From the Durham and Orange side, the appointees have tended to be top elected officials like the immediate past TTA chair, Durham Mayor Bill Bell. But Raleigh, Cary and Wake County maintained a wary distance by naming *un*-elected, sometimes obscure, representatives to the board.



[Click for larger image](#) • Ken Troshinsky takes a TTA bus to work from Durham to Raleigh every weekday to save on gas and spend his time reading, rather than driving.
Photo by Derek Anderson

Underfunded, the TTA was further hamstrung when, in 1995, it issued its "Recommendations for a Regional Transit Plan," including an ambitious commuter rail line from Raleigh to Durham to Chapel Hill.

The initial rail segment between Raleigh and Durham was designed to spark dense development through the region's core. A central station was planned at the eastern edge of RTP, where it was hoped a giant, mixed-use "Triangle Metro Center" would spring up.

The rail line would fill the "hole in the donut," creating places that, in the aggregate, would constitute a new city—a linear one that would connect the region's two sides. Such vitality in the core, the TTA argued, if served by transit, would breathe some life and much-needed housing into the then-moribund downtowns of Raleigh and Durham.

Although the plan was endorsed by the region's two metropolitan planning organizations, when the TTA went to the General Assembly to receive approval for local funding, only Orange County legislators supported the agency's request for a regional sales tax increase of one-half cent. Wake's more conservative delegation balked, as did Durham's progressives, influenced by the strong opposition of Rep. Paul Luebke, D-Durham, who opposed using the sales tax for anything. The split left the TTA to support its transit plan with only a small tax on car rentals, which helped to doom it 10 years later when the Bush administration cut back sharply on "New Start" rail projects.

The demise of the rail initiative has contributed to the area's persistent traffic headaches, which further divide us. Ed Johnson, a senior transportation planner, has designed a graphic showing traffic flows in the region. The patterns look like a pair of sparklers shooting from Raleigh and Durham, with a smaller sparkler emanating from Chapel Hill. A big line runs through the middle for Interstate 40, but otherwise, RTP and RDU are, indeed, the hole in the donut.

"You could argue there's a de facto urban growth boundary" between Raleigh and Durham that prevents them from growing together, Johnson says.

"Basically what we've got is, people commute from all over to all over," with the greatest concentrations into and out of the two downtowns, he adds. "But it's such a diffuse pattern, it's a real challenge to find places where the density is intense and pervasive enough [for transit] to make a difference."

Within the numbers, though, there's a definite east-west divide. Over the last decade, population in Durham-Chapel Hill has grown at about half the rate as Raleigh-Wake. The fastest rates of growth are in the outlying counties to the east and west: Chatham, up 17 percent; and Franklin, Johnston and eastern Wake, including the eastern half of Raleigh, up 24 percent.

Johnson is executive director of the Raleigh-based Capital Area MPO, one of the Triangle's two metro transportation organizations; the other is the Durham-Chapel Hill-Carrboro MPO.

The two agencies grew separately from their Raleigh and Durham beginnings. Now each is recognized as the controlling agency for funding purposes in its "region" by the federal government. Johnson advocates merging the organizations, and the Capital Area board has voted to do so—twice; DCHC said no both times. The main reason is that the Capital Area territory and funding are more than twice as large as DCHC's. In addition, the western part of the region is trying to become more compact and is spending more money on transit. The Capital Area region, as Durham's Reyn Bowman put it acidly, is still in its "Oklahoma land-rush phase," with developers calling for more roads and elected officials scurrying to answer their call.

Population Growth in the Triangle			
	1998	2008	% of growth
Wake County	627,900	790,000	25.8
Raleigh	276,100	352,300	27.5
Franklin County	47,300	55,300	17
Johnston County	121,900	151,600	24.4
Durham County	211,800	252,100	10.5
Durham City	172,000	209,000	21.5
Orange County	115,500	123,800	7.1
Chatham County	49,300	57,700	17

Johnson, who grew up in Durham, worked 13 years for the state Department of Transportation on Durham-Chapel Hill issues before going to work for the City of Raleigh and now for the Capital Area MPO. He has seen the political divisions. "What I can say is, there is a degree of animosity and suspicion about the others' thoughts and actions ... [and] they don't tend to know each others' problems."

The Triangle's most serious problem is its inability to do long-range land-use planning and manage growth regionally, says Chapel Hill Town Council member Bill Strom. That schism arises from the two regions' markedly different attitudes about how—and how fast—to grow.

Durham and Chapel Hill are intent, Strom says, on tying growth rates to available infrastructure resources and redeveloping their downtowns to be "transit-oriented."

Orange County, in particular, has established an official urban growth boundary. It also requires developers to ensure roads, sewers and schools are available as new developments are built.

It's unsettling, therefore, Strom says, to see "how robust" growth has been in Wake County, which is having trouble sustaining itself. With its own water supply at Falls Lake dangerously low, Raleigh is casting covetous eyes on its western neighbors' more plentiful Jordan Lake.

But growth in the west "is a little schizophrenic too," Strom acknowledges, adding that developments in Chatham County "look just like Zebulon." In Orange County, developers are pushing to build the Triangle's third megamall at Buckhorn, near Interstates 40 and 85 in Hillsborough. If approved, the mall will join Durham's Southpoint and Raleigh's Triangle Town Center as monuments of sprawl.

Orange County has little choice, says Commission Chair Barry Jacobs. With Southpoint and a host of smaller malls on the county's borders, "we're leaking so much sales-tax revenue," which contributes to Orange's high property tax rates—the highest in the region.

Moreover, legislative proposals to allow regional revenue-sharing—an idea that would help the Triangle's counties to coordinate their development plans—have dead-ended in the General Assembly, Jacobs says, because lawmakers are afraid to buck the powerful development and real-estate lobbies, which oppose them.

Nonetheless, Orange County Commissioner Alice Gordon is optimistic, based on the most recent elections in Wake County in which smart-growth advocates won control of Cary Town Council and the mayor's office and a majority of seats on Raleigh City Council.

Gordon, who serves on the TTA board, agrees that "west and east haven't grown together on our attitudes about growth." Yet, in the face of mounting regional water and traffic congestion problems, she says, the two sides will be forced to do so.

A funny thing has happened to the Triangle since '96, when the cheering stopped for the TTA's rail plan. Downtown Raleigh started reviving, as did downtown Durham. They did so separately, without a rail link, or really any link, except I-40, to each other.

New highways were constructed: Interstate 540 around Raleigh. And existing roads were widened: U.S. 1 to Wake Forest, where the population has increased 100 percent in a decade, and N.C. 55 to booming Apex. The Durham-Chapel Hill connection via U.S. 15-501 became so congested that it vied with I-40 as the corridor with the highest regional transit potential.

Better roads fed Raleigh's and Durham's suburbs, and the suburbs in turn seemed to feed their respective cities. The growth of the universities contributed to the cities' vibrancy, too.

The major cities' independence means that when Raleigh markets its events at the Progress Energy Center, Roger Krupa says, it doesn't target Durham or Chapel Hill, but rather Cary, eastern Wake, and Johnston and Franklin counties. And after a big show at Walnut Creek Amphitheater in southeast Raleigh, long lines of traffic head not west, but east, as people go home to Rocky Mount and beyond.

Durham's Bowman doesn't dispute this duality. The Triangle, he says, isn't like most metros. It's "polycentric," with Durham-Chapel Hill anchoring the center of a region that draws from Granville, Person, Alamance and Chatham counties—as well as Raleigh.

The major cities' downtowns "became more self-sufficient," if still somewhat interdependent, says Harvey Schmitt, president of the powerful Greater Raleigh Chamber of Commerce. With Bowman, Schmitt conceived of branding the Triangle as an extended "family of communities." The members have different personalities, and some have grown distant over the years, he says. "But from time to time, they do have common interests."

Those common interests have broken down over the past year, as the regional Special Transit Advisory Commission has struggled to agree on how to link the Triangle with high-speed rail.

When the STAC reached the decision stage, it was apparent that many Raleigh-Wake members were envisioning two separate rail systems, with their own linking Cary to Raleigh and Raleigh to Franklin County along U.S. 1. Raleigh business members were ready to postpone indefinitely a rail link from Cary to RTP, thus leaving a gap between their side and any rail transit built on the Durham-Chapel Hill side.

When Cary officials protested, the full STAC restored the missing link on its planning maps, but questions about which rail segments should be built first (and when), and who should decide, remain up in the air.

Orange County, meanwhile, was eager to start a light-rail link to Durham that would run along U.S. 15-501, and eventually connect to a commuter rail line west to Burlington.

It's not that Orange County doesn't want to connect to Raleigh, says Commissioner Jacobs. But Orange leaders are "scared to death" about car traffic to the proposed UNC expansion, Carolina North, if efficient mass-transit service isn't available.



[Click for larger image](#) • Former state Senator and current General Counsel for the Triangle Transit Authority Wib Gulley talks with Sandy Ogburn during a break from a STAC meeting. Photo by Derek Anderson

These polarized transit plans are aggravating to Durham representatives like Sandy Ogburn, a former Durham City Council member and TTA official. Caught in the middle, Durham wants the region connected, not two separate systems. "There's no question we're a single region," Ogburn says. "Now it's time we started acting like one."

STAC officials are nearly done with their work. Now the question of regional cooperation will be tackled by the Triangle J Council of Governments. Under the leadership of Orange County's Jacobs and Raleigh City Councilor Thomas Crowder, the council plans to launch a three-year "D & I" initiative, short for "Development and Infrastructure." Triangle J is a study group; this initiative, funded by the counties, cities and four regional universities, including N.C. Central, could give the council, if not actual power, at least a significant role in regional power-sharing.

David Godschalk says this idea is long overdue. He points to problems of resource conservation, air and water quality, and affordable housing that are best resolved regionally—and very hard to resolve otherwise.

For the Brookings Institution's Katz, there are benefits of scale if Raleigh and Durham grow together. Brookings' research shows a correlation between productivity and regional size. And creative people are the key to competitiveness, Katz argues. They're also mobile, and "they want to live in regions with the highest quality of life."

"It's hard to think how any healthy metro can function without state-of-the-art transit and the land-use development patterns that go with it," Katz says.

Melanie Eberhart agrees. She lives in Durham; her partner lives in Raleigh, where he works. They get around—to Cat's Cradle and the ArtsCenter in Carrboro, to the N.C. Museum of Art in Raleigh. Once a month, she and her son drive to the Colony theater in north Raleigh for the "cult classic" movies. But increasingly, they stick to Durham. One word: traffic.

"There's no mass transit," she wrote in an e-mail, "even though, I understand, it's been under discussion for decades! If we're going to be a destination location, we have to do better together, or no one will want to come here to work because the problems will outweigh the benefits."

URL for this story: <http://www.indyweek.com/gyrobase/Content?oid=194737>



Crews work to rebuild dune walls and clear N.C. 12 of water and sand last spring in Rodanthe after a nor'easter brought hurricanelike conditions to the Outer Banks. Projected sea-level rises could threaten many more roads with flooding. Staff File Photo by Shawn Rocco

Reports: The sea is rising

rail lines and airports

Cornelia Dean, The New York Times

A rise in sea levels and other changes fueled by global warming threaten roads, rail lines, ports, airports and other important infrastructure, according to new government reports, and policymakers and planners should act now to avoid or mitigate their effects.

While increased heat and "intense precipitation events" threaten these structures, the greatest and most immediate potential impact is coastal flooding, according to one of the reports, by an expert panel convened by the National Research Council, the research arm of the National Academy of Sciences.

Another study, a multiagency effort led by the Environmental Protection Agency, sounds a similar warning on coastal infrastructure but adds that natural features, such as beaches, wetlands and freshwater supplies, are also threatened by encroaching salt water.

'Inadequate' use of knowledge

The reports are not the first to point out that rising seas -- inevitable in a warming world -- are a major threat. For example, in a report in September, the Miami-Dade County Climate Change Task Force noted that a 2-foot rise by 2100 -- the prediction of the United Nations' Intergovernmental Panel on Climate Change -- "would make life in South Florida very difficult for everyone."

But the new reports offer detailed assessments of vulnerability in the relatively near term. Both note that coastal areas are thickly populated, economically important, and gaining people and investment by the day, even as scientific knowledge of the risks they face increases. Use of this knowledge by policymakers and planners is "inadequate," the academy panel said.

"It's time for the transportation people to put these things into their thought processes," Henry G. Schwartz Jr., chairman of the research council panel, said in an interview.

The 218-page academy report, "Potential Impacts of Climate Change on U.S. Transportation," was issued Tuesday.

Noting that 60,000 miles of coastal highways are already subject to periodic flooding, the academy panel called for policymakers to survey vulnerable areas -- "roads, bridges, marine, air, pipelines, everything," Schwartz said -- and begin work now on plans to protect, reinforce, move or replace on safer ground. Those tasks will take years or decades and tens of billions of dollars at least, he said.

"We need to think about it now," said Schwartz, a member of the National Academy of Engineering.

Rise could be catastrophic

The multiagency report, a draft assessment, is one of a series intended to help policymakers do just that. The 800-page draft, "Coastal Sensitivity to Sea Level Rise: A Focus on the Mid-Atlantic Region," looks at the area from Montauk Point on Long Island, N.Y., to Cape Lookout, N.C.

Produced by a collaboration among agencies that included the U.S. Geological Survey, the National Oceanographic and Atmospheric Administration and the Department of Transportation, the report offers three estimates for sea-level rise by 2100:

- * About 16 inches a century, a rate it said has already been exceeded;
- * About 2 feet, an estimate many scientists consider optimistic; and
- * As much as 3 feet, which the report says would be catastrophic.

The academy report cited similar estimates.

The multiagency report cited as an example the Port of Wilmington in Delaware. The report says that if the sea level rises by 2 feet or even a bit less, 70 percent of port property will be affected. Meanwhile, it says, such a rise in sea level would leave almost 2,200 miles of major roads and almost 900 miles of rail lines in Maryland, Virginia, North Carolina and the District of Columbia "at risk for regular inundation."

The academy report made similar points, noting, for example, that airports in many large coastal cities are built in tidal areas, often on fill, placing them at greatest risk. In metropolitan New York, Newark and LaGuardia are particularly vulnerable, Schwartz said.

Old models no longer hold

Some experts have suggested that additional fill could keep pace with rising water, just as many beaches are kept alive today with periodic infusions of sand pumped from offshore. But S. Jeffress Williams, a coastal expert at the geological survey and an author of the multiagency report, noted in an interview that necessary quantities of high-quality fill might not be available where they were needed. In that case, he said, policymakers would have to consider constructing immense systems of coastal armor or accept the need for "strategic retreat."

As a first step, the academy report said, transportation officials must realize that climate patterns that prevailed in the past "may no longer be a reliable guide for future plans." Instead, it said, they should incorporate climate change into their plans for capital improvements, maintenance schedules, emergency preparedness and so on.

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Report Calls for Changes in North Carolina Transportation Funding and Priorities NC Budget and Tax Center Lays Out Recommendations for Reform

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(RALEIGH) – North Carolina will need to change how it pays for roads and how it sets its transportation priorities if it is to effectively deal with the population boom expected in the coming decades. That is the

conclusion of a new report for the NC Budget and Tax Center (BTC).

"North Carolina's transportation budget is in crisis," said Dr. Steve Jackson, BTC policy analyst and

author of *[At the Crossroads: Recommendations for the Future of Transportation in North Carolina](#)*.

"Construction and maintenance costs are increasing at a far greater rate than revenues. A comprehensive solution that addresses revenue, spending priorities and project delivery is required."

"More of the same or ad hoc policy changes are not going to get the job done," Jackson continued.

"The state needs to revamp how it raises money for roads and public transit, and it needs to do away

with the outdated formulas that currently determine where those transportation dollars go."

The report finds serious problems and makes recommendations in three areas concerning North Carolina's transportation system:

⇒ **Revenues**

Construction costs for roads are rising much more quickly than revenue sources designated for transportation, such as the gas tax. "The only way existing revenue source will be able to keep up with planned expenditures is for the state to significantly increase fees and tax rates, and to keep doing so," explained Jackson. "It's time for the state to find ways to better match road use with fees

and charges. This means taxing road users based on the number of miles they drive on North Carolina roads."

⇒ **Spending Priorities**

The state's so-called "equity formula" guides the allocation of construction dollars for major roads, and it favors rural areas at the expense of cities. "Money that should be spent reducing congestion

and improving roads in municipal areas is being and has been spent on multi-lane roads in areas serving few residents," Jackson said. "There is a lot of waste. Statutory restrictions on what and where road construction dollars are spent need to be abolished. Politics and special interests play a big part in where transportation money goes. That needs to end for North Carolina to get moving

in the right direction. Expenditures should be based on strict needs criteria, not on political patronage."

The report also finds a need for new expenditures on public transit. "Public transportation has been

virtually ignored at the state level," the report finds. In addition to easing congestion in metropolitan

areas by increasing mass transit options, anti-sprawl land-use planning must be integrated into transportation expenditure decision-making.

⇒ **NC Department of Transportation**

Recent management consulting reports, including the much publicized one by McKinsey & Company, highlight the lack of strategic direction and focus, ragged internal coordination and poor project management at NC Department of Transportation. As a pre-condition of receiving any budget increase, the DOT must demonstrate—over a sustained period and verified by third party audit—that it has changed its internal structure, decision-making processes and project management such that it has become an efficient and accountable organization that is responsive to community needs.

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The North Carolina Justice Center is the state's leading progressive policy advocacy organization dedicated to creating a fairer state that protects its citizens and provides access to opportunity for all.

The NC Budget & Tax Center provides timely, accessible, and credible analysis of state and local budget and tax issues with a special focus on their impact on low- and moderate-income North Carolinians.

EPA tightens rules on smog

But limit falls short of scientists' advice

Matthew L. Wald, The New York Times

WASHINGTON - The Environmental Protection Agency announced a modest tightening of the smog standard Wednesday evening, overruling the unanimous advice of its scientific advisory council for a more protective standard.

The administrator, Stephen L. Johnson, said that by law he was forbidden to consider costs in setting the standard, but he urged Congress to change the law so future administrators could do just that.

The standard, stated in terms of average concentrations of ozone at ground level over an eight-hour period, is now 84 parts per billion. Johnson's decision, if it survives court review, would lower that to 75, although implementation could be decades away. Late last year a scientific advisory panel recommended 60 to 70 parts per billion.

"I've made the most health-protective eight-hour ozone decision in the nation's history," Johnson said. The Clean Air Act requires periodic review, and the announcement Wednesday updates a standard from 1997.

But John M. Balbus, a physician and the chief health scientist at the Environmental Defense Fund, said, "Clearly at some point you get to a level where additional benefits just aren't worth it, but I don't think we're there at 75."

"The EPA's own risk estimates show that between 75 and 70, there will be hundreds more deaths and thousands more visits to emergency rooms, and hundreds of thousands of more lost school days," he said.

345 counties violate

Regardless of which figure was chosen Wednesday, tens of millions of people live in counties that do not meet the current standard of 84. And the timetable for meeting the new one could be decades, depending on the severity of the problem, city by city.

In all, 345 counties now violate the standard of 75 parts per billion. Bringing them into compliance would prevent 900 to 1,100 premature deaths a year, according to the agency, and result in 5,600 fewer hospital or emergency room visits. Reaching the standard will cost \$8.8 billion a year, according to the agency, but the figure does not account for health benefits.

Counties that cannot meet the standard face the threat of limits on new highways and industries.

Technically, Johnson set a standard on ground-level ozone, which is the main ingredient of smog. Ozone is formed by the action of sunlight on two kinds of pollutants, volatile organic compounds, which come from gasoline and various industrial processes, and nitrogen oxides, which are produced in cars and power plants. Ground-level ozone is also a greenhouse gas.

Complaints all around

Though many groups and elected officials complained, not all the complaints were in the same direction. The Edison Electric Institute, the trade association of the investor-owned utilities, said in a statement that the precise relationship between ozone and human health was still the subject of scientific dispute.

"EPA is promising health benefits that people may never receive, even though they'll end up paying for them at the pump and through higher energy bills," said a statement from John Kinsman, the utility group's senior director for the environment. "Hundreds of counties haven't been able to meet the current standard set a decade ago, and moving the goal posts again will inflict economic hardship on these areas without speeding air quality improvement."

But others said the Bush administration was setting its sights too low.

"It will be close to a decade from now before the first ounce of pollution is reduced by any industry," said S. William Becker, executive director of the National Association of Clean Air Agencies, whose members are state and local officials.

"That decade is an eternity in terms of technological advancement," Becker said.

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Q&A: Effect on N.C.

Sarah Avery, Staff Writer

What does the new standard mean for North Carolina? It puts certain metropolitan counties, including those in the Triangle, further out of compliance with what are considered acceptable ozone levels. And other smaller metro areas, including Greenville, Rocky Mount, Wilson, Asheville and areas along the Interstate 85 and I-40 corridors, could now also be out of compliance.

Will there be changes to meet the new requirement? Counties have to come up with plans for curbing ozone, which primarily results from tailpipe emissions.

"That's hugely timely in the Triangle, as decisions are being made about how we're going to grow and what should be the transportation future for North Carolina," said David Farren, attorney for the advocacy group Southern Environmental Law Center.

What happens if counties don't improve the air quality? They could face sanctions, including the loss of federal transportation dollars.

How is ozone harmful? It causes respiratory problems.

Is the new standard a victory for people in polluted areas? Any improvement in air quality helps public health, but Farren said the new guidelines should have been much stricter.

"Even with this, the vast majority of North Carolina citizens are not breathing clean air," he said.

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Residents favor transit tax vote

Poll finds support for voters' deciding how to pay for transportation needs

Bruce Sicheloff, Staff Writer

A statewide poll finds that North Carolinians want the chance to consider raising local sales taxes and issuing state bonds to pay for better roads and transit service.

Most of the 473 adults surveyed last week by Elon University said they didn't want to pay higher taxes on fuel, cars or property to support transportation improvements they agreed were needed.

But 58 percent favored giving local government the option to use a half-cent sales tax to pay for bus and rail transit service.

And more than 73 percent said local voters should be allowed to decide in a referendum whether to levy a half-cent sales tax to pay for road and transit improvements.

At the state level, 66 percent favored a \$2 billion statewide bond referendum for road, bridge and other transportation projects.

"That's a lot of money, and for them to support it at 66 percent says a lot," said Hunter Bacot, director of the Elon University Poll. He said the survey results show that voters are willing to do their part to improve transportation.

"But they want everybody to have the same responsibility, to pay the same," Bacot said.

The co-chairman of a Triangle transit advisory panel said the Elon findings show that voters are ready to consider a transit sales tax.

"I think people understand there's no free lunch," said George Cianciolo of Chapel Hill, a Duke University pathologist who is co-chairman of the Special Transit Advisory Commission. The group is preparing recommendations for a local sales-tax vote to help pay for long-term bus and rail transit projects across the Triangle.

"We believe the voters will support a tax increase for transit," Cianciolo said. "If we're wrong and a majority of voters don't want it, I think the process has worked well.

"I think the worst thing would be if the elected officials don't let the citizens decide," Cianciolo said.

A similar effort is under way at the state level, with a 24-member committee preparing transportation spending proposals for the General Assembly.

The 21st Century Transportation Committee is considering recommendations including a statewide transportation bond issue and local options to raise sales taxes for transit projects.

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A Triangle Transit bus is filmed passing the State Capitol. Triangle Transit Authority drops 'Authority.' Story, Staff Photo by Takaaki Iwabu

TTA sports new buses, new name

Agency now simply 'Triangle Transit'

Bruce Siceloff, Staff Writer

The Triangle Transit Authority rolled out a spring makeover Monday, with a handful of low-floor buses wrapped in new colors and tagged with a shortened name for the three-county agency: Triangle Transit.

Five new 35-foot-long buses made in California by Gillig Corp. joined the Triangle Transit fleet this week, with 18 more expected to be on the road by the end of June. The buses are decorated in Triangle Transit's new logo of blue, orange and green triangles.

The 23 new buses will replace aging shuttle vans and Thomas buses, made in North Carolina, that have been plagued with maintenance problems. An eight-year-old Triangle Transit bus caught fire last week as it was pulling into a park-and-ride lot in Chapel Hill.

Raleigh's Capital Area Transit has added 15 40-foot Gillig buses to its fleet in the past month. CAT expects to receive three diesel-electric hybrid Gillig models by January.

The Gillig buses burn ultra-low-sulfur diesel, with 3 percent of the sooty sulfur that was in diesel fuel before last year, when the nation switched to the cleaner formula. These buses can also run on biodiesel.

Triangle Transit follows CAT and Chapel Hill Transit in shifting to a shorter name that emphasizes its function rather than an agency moniker. Its proper legal name is unchanged and still a tongue twister: Research Triangle Regional Public Transportation Authority.

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Roundabout to carry new school's traffic

Solution is safer, though not cheaper

Mark Schultz, Staff Writer

CARRBORO - Drivers who travel Eubanks Road to and from Old N.C. 86 will find a detour beginning Monday.

The state will close Eubanks between Rogers Road and Old N.C. 86 for construction of a roundabout to serve the new Morris Grove Elementary School opening in August.

The school will add an estimated 820 vehicle trips a day to Eubanks Road, which has about 2,500 trips a day now, according to the state Department of Transportation.

That portion of the road will be closed until April 30.

Why a roundabout?

It's safer.

"Roundabouts are being looked at more and more," DOT district engineer Chuck Edwards said. "They can process quite a bit of traffic safely and efficiently."

A study in 2001 of 23 intersections in the United States found that replacing traffic signals or stop signs with roundabouts reduced injury crashes by 80 percent and all crashes by 40 percent.

With traffic signals, the most common crashes are right-angle, left-turn, and head-on collisions, according to the Insurance Institute for Highway Safety, which did the 2001 study. Roundabouts eliminate these by keeping vehicles traveling in the same direction -- counterclockwise -- at low speeds.

"Installing roundabouts in place of traffic signals can also reduce the likelihood of rear-end crashes and their severity by removing the incentive for drivers to speed up as they approach green lights, and by reducing abrupt stops at red lights," the institute reported.

How common are they?

This will be Orange County's first roundabout on a state-maintained road, said Jim Dunlop, DOT congestion management engineer. There are about 40 in North Carolina, including one at old Erwin Road and N.C. 751 in Durham. "We probably have at least that many [more] on the books," Dunlop said.

The first modern roundabouts in the United States were built in 1990, and there are now about 1,000 across the country, according to the insurance institute. There are about 20,000 in France, 15,000 in Australia, and 10,000 in the United Kingdom, the institute says.

Are they cheaper?

No.

Dunlop said most roundabouts cost \$250,000 to \$400,000.

Bill Mullin, director of facilities management for the Chapel Hill-Carrboro City Schools, which is building the roundabout, could not separate its cost from the cost of the overall school project, but said it would run in the "hundreds of thousands of dollars."

Installing a traffic signal -- without widening roads or adding turn lanes -- typically costs \$100,000, Dunlop said. But signals have about a 15-year life span and maintenance costs, he added.

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Changing road design can save gas

Peggy Lim, Staff Writer

He owns a Toyota Prius, gets 44 miles per gallon and can go six weeks without visiting a gas station.

So, what does low-carbon-emitting Alan Falk -- one of The News & Observer's keepers of a weeklong travel diary -- ponder when stuck in traffic?

He wonders how road design could improve fuel economy. Or more precisely, why more fuel-efficient designs haven't replaced traffic signals.

"I hate traffic signals!" he said.

Turns out, Falk, 62, a former electrical engineer, is on to something.

Road design can help reduce congestion. Less congestion means less fuel consumption. Clogged roads contributed to 11.7 million gallons of extra fuel consumed in the Raleigh-Durham area in 2005, according to a recent Texas Transportation Institute report.

Joseph E. Hummer, a civil engineering professor at N.C. State University, said the state has only scratched the surface in exploring the possibilities for unconventional intersection design.

"The eight-phase signal -- it doesn't have to be the way we do intersections," he said.

Hummer said there are as many as 15 tools engineers could choose to design intersections more effectively. Some methods have long been used across the state. Others are just beginning to gain a toehold. Three among those that have won the backing of the N.C. Department of Transportation include traffic signal coordination, roundabouts and "superstreets."

Cut stops, boost mpg

The bottom line: Such techniques reduce the number of stops people make, said Nagui M. Rouphail, director of the Institute for Transportation Research and Education at NCSU. "The highest fuel consumption tends to occur with acceleration," Rouphail said. "As soon as you leave a signal, you accelerate."

Coordinating traffic signals is one of the oldest methods to reduce stops. About half the lights on arterial roads in North Carolina have been coordinated.

The strategy works by sequencing green lights on heavily traveled streets to allow for as much uninterrupted flow of traffic as possible. An NCSU study showed that fuel emissions, which correlate directly with fuel consumption, dropped 10 to 20 percent after signals on Cary's Walnut Street were synchronized seven years ago, Rouphail said.

Chapel Hill, Raleigh and Durham are all in various stages of updating their system of traffic lights, including replacing copper wires with fiber optic cable. The new systems should improve signal coordination and reduce time drivers spend waiting at lights.

But coordination breaks down if signals are spaced more than a half mile apart, Hummer said. Slower drivers fall behind and faster drivers go too fast, so the clumps of traffic become too spread out. This limits the extent signal coordination can be used.

In recent years, roundabouts have grown in popularity. Since 1999, when the state had no roundabouts, the state has put in about 52, said Jim Dunlop, the DOT's congestion management engineer.

Dunlop said he spent nine years at the DOT putting traffic signals in and the past nine years trying to get rid of them all.

Roundabouts are more environmentally friendly than traffic signals because, when navigated properly, they eliminate stopping. Drivers slow down, look for traffic in the circle, then move in.

Roundabouts such as the one Wake Forest installed in 2006 can have aesthetic advantages.

"Roundabouts look better than signals -- the poles, yellow heads and span wire," Dunlop said.

Roundabouts starting

Roundabout construction is also beginning on Eubanks Road in Carrboro. And two roundabouts are headed to Hillsborough Street at Pullen Road and on Oberlin Road in Raleigh, with construction starting around November.

Because roundabouts are not as common in the state as, say, up North or in London, they often face initial resistance.

"We're just going to drive round and round like Chevy Chase in 'European Vacation,'" Dunlop said of protests he has heard from opponents. "But once we put them in, most people say: 'When are you going to do this other street?'"

Dunlop also touts another type of intersection design that is catching on: superstreets.

Superstreets have medians that open only one way. In one variation, such as one installed in Chapel Hill in January, drivers who want to turn left continue straight past the [former] four-way intersection, make a U-turn at a cut in the median and then turn right. This way, the busier street gets more green-light time, and traffic flows faster.

"Some of us put our necks on the line" to promote superstreets, Dunlop said.

But judging by the initial success of two that recently opened in Brunswick County and the one in Chapel Hill, the state will probably get more superstreets in coming years. Average travel time through the intersection at Chapel Hill's U.S. 15-501 and Erwin Road-Europa Drive is down about 60 percent, to roughly a minute, Dunlop said.

"We're looking at doing more from the start," he said, "rather than waiting for things to get bad and having to scramble to fix it."

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Foes of toll road vow to avoid it

Triangle Parkway work to start soon

Lorenzo Perez, Staff Writer

RESEARCH TRIANGLE PARK - The N.C. Turnpike Authority's planned toll road promises six new lanes of parkway to ease the pain of Research Triangle Park commuters.

But Craig Alexander and other opponents of the road, to be called Triangle Parkway, say they don't want to pay for the privilege of driving to work. With the project looming, they vow instead to chart more circuitous routes to their jobs. Anything to avoid paying the toll, many parkway opponents say, but one of their go-to routes into the park would be cut off with construction of the parkway.

The half-mile extension of the Durham Freeway that currently links Interstate 40 to T.W. Alexander Drive would be closed with construction of the parkway. The project is scheduled to begin this summer, assuming the turnpike authority receives money from the General Assembly to cover an expected gap between toll collections and parkway costs.

The Turnpike Authority has projected that the new parkway could cut traffic on I-40 between 540 and the Durham Freeway by as much as 46,400 vehicles a day by 2030 and could ease congestion on RTP stretches of N.C. 55 and N.C. 54. But losing a free offramp linking the Durham Freeway to the Park does not seem worth the cost for Alexander and other commuters opposed to tolls.

"It would be nice to keep that spur open, because it's going to limit at least two of my alternative ways off of 40 home," said Alexander, who lives in the Parkwood neighborhood in Durham. "It's going to require me to go some alternative routes that take a little bit longer time."

Triangle Parkway tolls may range from 10 cents to 15 cents a mile, although the N.C. Turnpike Authority has yet to set rates. The authority first held a public workshop two years ago, but commuter criticism is now percolating on the eve of the proposed project.

A public hearing Feb. 13 drew about 150 RTP workers, and about 60 turned out for a hearing March 25. One opponent, Raleigh resident David McDowell, set up a "NoTollson540" Web site.

Concerns about noise and air pollution have some workers worried about the expressway's proximity to a day-care center on the RTP campus shared by the U.S. Environmental Protection Agency and the National Institute of Environmental Health Sciences.

The Durham Freeway spur that Alexander and many other RTP workers use would be closed to control access to the new toll road.

The N.C. Department of Transportation built the spur as a temporary connection. It has turned into a fairly elastic definition of "temporary." The Durham Freeway spur has provided access between T.W. Alexander Drive and I-40 for 21 years, enough time for commuters to develop a liking for that route.

EPA employee Sylvia Saracco also serves as president of the local chapter of the American Federal Government Employees union, which represents about 1,000 RTP workers. For all the RTP workers coming from Durham, Chapel Hill and other parts of Orange County, closing the Durham Freeway spur could end up lengthening their commute, Saracco said. Even if they use the parkway, she added, many of the 1,800 employees working on the joint EPA-NIEHS campus could end up fueling new traffic bottlenecks on Hopson Road as they try to maneuver to the back end of their work campus.

"This has a lot of people scratching their heads," Saracco said. "I'm sure there are some people who will use the toll road, but that seems like such a small area, I'm trying to see what the benefit is.

"If we're interested in looking at this issue, what about mass transit?"

Jennifer Harris, a Turnpike Authority engineer, said it would be difficult to determine individual motorists' future travel patterns or predict how many RTP commuters will end up seeking alternate routes to avoid paying a toll. Harris noted, however, that drivers will still be able to get off the Durham Freeway farther west of the Alexander Drive spur on N.C. 55, for example.

"We can't track every car and say right now, 'This one will use the parkway, this one won't,' " she said.

If the parkway opens in 2010 as planned, commuters willing to jump on the toll road have two more years to hoard change.

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Pre-Hearing Open House

TRIANGLE PARKWAY State Transportation Improvement Program Project No. U-4763 B

Slideshow Contents

- **Toll Roads and the North Carolina Turnpike Authority**
- **Project History**
- **Need for the Project**
- **Project Details**
- **Toll Technology**
- **Tonight's Pre-Hearing Open House and Public Hearing**

Why Toll Roads in North Carolina?

- **Conventional funding not sufficient to meet all transportation needs**
- **42% increase in population by 2030**
- **\$65 billion gap between transportation needs and revenues**
- **Expedite roadway construction**
- **Provide less congested, higher speed routes**

North Carolina Turnpike Authority

- **Created in 2002 to explore alternative transportation financing and project delivery methods**
- **Candidate toll projects must be in the locally adopted comprehensive transportation plans and be approved by the General Assembly**

North Carolina Turnpike Authority

- **Projects selected for development as a toll facility must have a non-toll alternative**
- **Authorized to plan, develop, construct, operate, and maintain up to 9 toll facilities**
- **Enabling legislation requires the removal of tolls once the debt is repaid**

Triangle Parkway History

- **Need for the project first identified in 1958 as part of the original transportation plan for the Research Triangle Park**
- **The Research Triangle Foundation continued to reserve property for the Triangle Parkway**
- **Project added to the State Transportation Improvement Program (STIP) in 2004, but was never funded**

Triangle Parkway History

- **In 2006, the General Assembly identified the project as a candidate toll road**
- **In 2007, CAMPO, and DCHC MPO amended their Long Range Transportation Plans to designate Triangle Parkway as a toll facility**

Purpose of the Triangle Parkway

- **Improve** commuter **mobility, accessibility,** and **connectivity** to Research Triangle Park employment center
- **Reduce congestion** on existing north-south routes that serve the Triangle Region, primarily NC 55 and NC 54

Traffic Reduction Benefits from the Construction of the Triangle Parkway

In the Design Year (2030)

- **Traffic volumes on I-40 between NC 540/I-540 and NC 147 drop by as much as 46,400 vehicles per day**
- **Traffic volumes on NC 55 between NC 540 and I-40 drop by as much as 41,600 vehicles per day**
- **Traffic volumes on NC 54 between NC 540 and I-40 drop by as much as 6,000 vehicles per day**

Project Schedule

Environmental Assessment	February 20, 2008
Public Hearing	March 25, 2008
Finding of No Significant Impact*	May 2008
Right of Way Acquisition**	Summer 2008
Construction**	Summer 2008
Open to Traffic**	Fall 2010

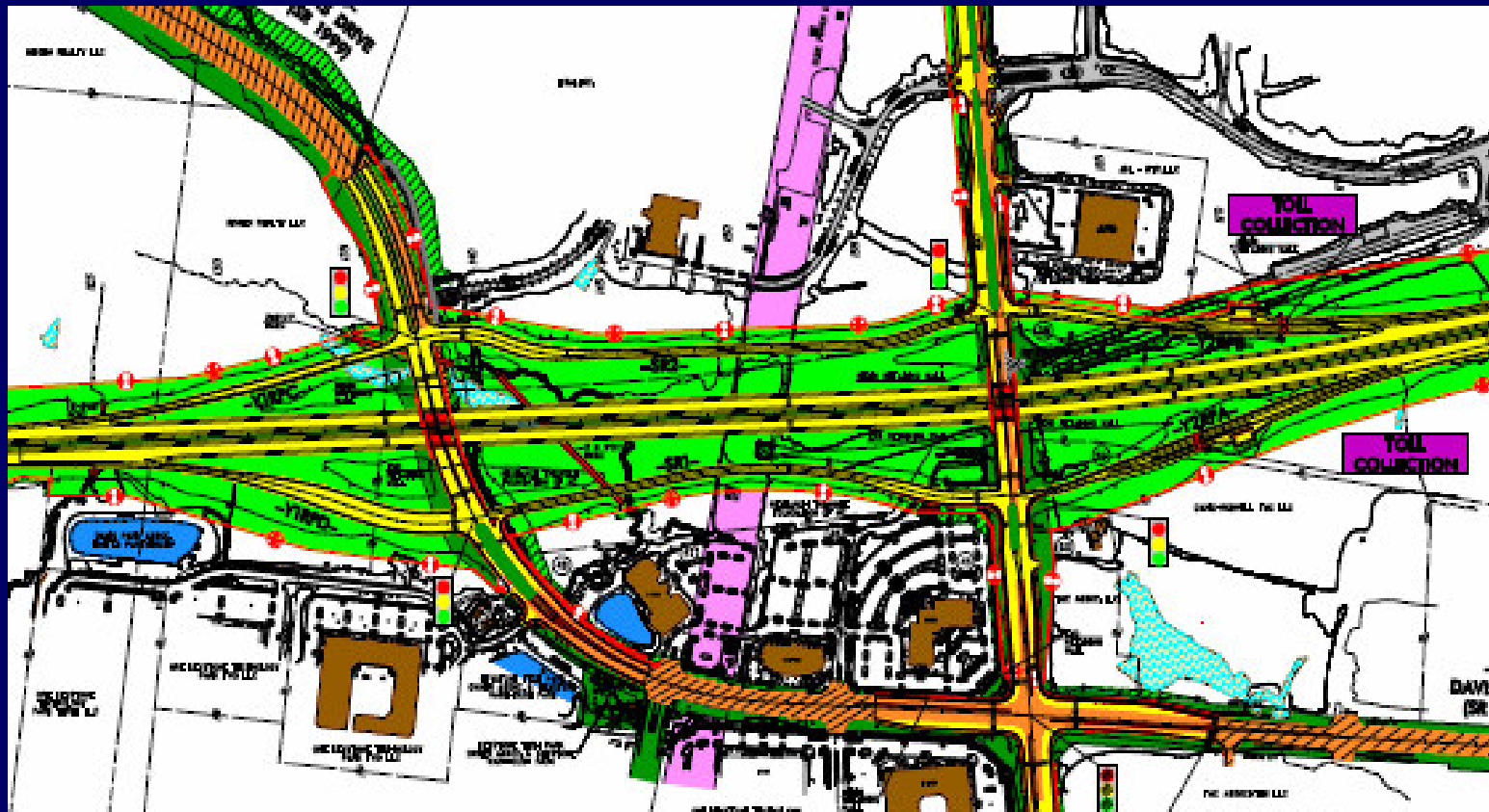
***Anticipated**

****Subject to Availability of Gap Funding (\$20 M annually)**





Triangle Parkway Davis Drive to Hopson Road



Triangle Parkway Hopson Road to I-40



NC 147 Spur



Environmental Assessment Impact Summary

- **2 residential relocations**
- **2.05 acres of wetlands impacted**
- **4,647 linear feet of perennial streams impacted**
- **12.6 acres of floodplains impacted**

Noise Analysis

- **Evaluated existing and future noise levels to determine traffic noise “impacts”**
 - Noise analysis takes into account traffic volumes, vehicle mix, speeds, topography and other factors
 - Noise analysis is based on 2030 predicted noise levels
 - If predicted noise levels meet NCDOT criteria for impacts, then noise abatement is considered
- **Preliminary Noise Report Complete**
 - A noise impact is predicted at First Environments Early Learning Center (FEELC)
 - A noise wall at the FEELC has been preliminarily determined to be feasible and reasonable

Air Quality Analysis

- **Project level Carbon Monoxide (CO) "hotspot" analysis**
- **CO Analysis conducted at Hopson Road/Davis Drive Intersection representing "worst case" conditions**

Results

One-Hour Average – 4.9 ppm in 2030

CO Standard – 35 ppm

Eight-Hour Average – 3.4 ppm in 2030

CO Standard – 9 ppm

- **Project is in compliance with the CO standard. No violations are anticipated**

Air Quality Analysis

- **Mobile Source Air Toxics**
 - **Findings (Affected Transportation Network)**
 - **Could be localized MSAT increases along the Triangle Parkway and decreases along adjacent routes**
 - **46 percent reduction in MSAT emissions by 2030 despite 136 percent increase in vehicle miles traveled**
 - **Bulk of air toxics emissions reductions are due to EPA's vehicle and fuel control programs (cleaner fuels, cleaner engines)**

Toll Collection Technology





Toll Operations



- **Open Road Tolling – No stopping or slowing down**
- **Tolls typically range from \$0.10-\$0.15 per mile**
- **Specific costs not yet determined**
- **NC Legislation requires the removal of tolls once the debt is repaid**

**Public Hearing Scheduled
on March 25, 2008
at Sigma Xi Auditorium
3106 East NC 54, Research Triangle Park**

**Pre-Hearing Open House
4:30 p.m. to 6:30 p.m.**

**Public Hearing
Begins at 7:00 p.m.**