DCHC

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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

February 11, 2009 **Committee Room**
9:00 AM **2nd Floor Durham City Hall**

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

ACTION ITEMS

5. **January 14, 2009 TAC Meeting Minutes**
(Attachment 5)

A copy of the January 14, 2009 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the January 14, 2009 TAC meeting.

6. **2035 Long Range Transportation Plan and Comprehensive Transportation Plan**
(Attachment 6, 6A)
Andy Henry, LPA Staff

At their December meeting, the TAC received the draft 2035 Long Range Transportation Plan (LRTP) report (the report has a salmon-colored cover). The TAC did not approve the draft 2035 LRTP, and requested that the TCC review and make a recommendation on several issues, which included future road widening in Chatham County and the implementation of HOV/HOT lanes and widening of I-40. At their January meeting, the TAC received the TCC recommendations on the issues that were identified at the previous meeting, and discussed the LPA staff recommendations to address a funding shortfall that resulted from a highway revenue calculation error. The TAC did not approve the draft 2035 LRTP and made several requests. Attachment 6A addresses these requests.

Attachment 6 is a modified report for the draft 2035 LRTP based on some of the plan changes that have occurred since the draft report was distributed at the December TAC meeting.

The following table presents the schedule for the remainder of the 2035 LRTP process:

Action	Date
TAC approve 2035 LRTP	2/14/09
TAC release 2035 LRTP full report and draft Air Quality Conformity Report	3/11/09
TAC hold public hearing for Conformity Report	4/8/09
TAC approve 2035 LRTP and Air Quality Conformity Report	5/13/09
Federal approval of 2035 LRTP	June 15, 2009 deadline unlikely to be met

At this point, it appears that the final federal approval of the 2035 LRTP will not be made by the deadline, which is June 15, 2009. Although the impacts of not meeting the deadline are uncertain at this time, staff does not expect any significant impacts from a plan lapse. Up to one year after the deadline, the MPO can continue to use the 2030 LRTP and 2009-2015 Transportation Improvement Program (TIP) to support projects that are properly identified in these two documents. New or modified projects that do not conform to these two documents could be delayed because of the plan lapse.

TCC Recommendation: That the TAC approve the draft 2035 Long Range Transportation Plan using the Transit Node socio-economic data for purposes of completing the air quality conformity analysis.

TAC Action: Approve the draft 2035 Long Range Transportation Plan using the Transit Node socio-economic data for purposes of completing the air quality conformity analysis.

7. <u>2011-2017 Transportation Improvement Program – Regional Priority List</u>
(Attachment 7, 7A, 7B, 7C)
Ellen Beckmann, LPA Staff

Attachment 7 is a memo on the 2011-2017 Transportation Improvement Program (TIP) Regional Priority List. NCDOT has requested that MPOs provide their Regional Priority Lists for the FY 2011-2017 Transportation Improvement Program (TIP) by March 28, 2008. A schedule for the development of the FY 2011-2017 Metropolitan TIP is provided in Attachment 7A.

In August 2008, the TAC approved the Ranking Methodology for the development of the Regional Priority List. Local jurisdictions then submitted their local priority lists and applied the Ranking Methodology to their projects. In November, the TAC released the results of the Ranking Methodology as the draft Regional Priority List and held a public hearing at the January TAC meeting. At the January TAC meeting, the TAC directed the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources for each project. The TCC recommendation is provided as Attachment 7B. For comparison, Attachment 7C is the complete list of projects in the draft Regional Priority List separated by division as modified by the TAC in January.

TCC Recommendation: That the TAC approve the final FY 2011-2017 TIP Regional Priority List (Attachment 7B).

TAC Action: Approve the final FY 2011-2017 TIP Regional Priority List (Attachment 7B).

8. FY 2008-2009 Unified Planning Work Program – Amendment #4
(Attachment 8, 8A)
Felix Nwoko, LPA Staff

The TAC approved the 2008-2009 UPWP on April 9, 2008. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2008-2009) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2009-2010). The proposed Amendment #4 is necessary in order to reflect de-obligation of funds by the Lead Planning Agency. In addition, Amendment #4 adds funds for the Town of Chapel Hill to reflect previously approved STP-DA funds that will be used for website upgrades. Attachment 8 is a memo describing Amendment #4 to the 2008-2009 UPWP. Attachment 8A is a resolution.

TCC Recommendation: That the TAC adopt the resolution regarding Amendment #4 to the FY 2008-2009 UPWP.

TAC Action: Adopt the resolution regarding Amendment #4 to the FY 2008-2009 UPWP.

9. Draft FY 2009-2010 Unified Planning Work Program
(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.

Action	Date
TCC recommends draft 2009-2010 UPWP	1/28/09
TAC releases draft 2009-2010 UPWP for public comment	2/11/09
TAC holds public hearing on draft 2009-2010 UPWP	3/11/09
TAC approves final 2009-2010 UPWP	3/11/09
NCDOT deadline for receipt of 2009-2010 UPWP	3/31/09

Attachment 9 is a memo on the draft FY 2009-2010 UPWP. Attachment 9A is the draft FY 2009-2010 UPWP.

TCC Recommendation: That the TAC release the FY 2009-2010 UPWP for public comment and schedule a public hearing at the March 11, 2009, TAC meeting.

TAC Action: Release the FY 2009-2010 UPWP for public comment and schedule a public hearing at the March 11, 2009, TAC meeting.

10. Section 5307 and 5340 Distribution
(Attachment 10)
Felix Nwoko, LPA Staff

The MPO's transit operators have developed a recommendation on the distribution formula for Section 5307 and 5340 funds. Section 5307 funds are Federal Transit Administration funds provided directly to urbanized areas above 200,000 in population. Section 5340 funds are a supplement to the 5307 funds provided for rapidly growing and high density states. Attachment 10 is a letter to be sent to NCDOT from the TAC Chair that outlines the distribution for Section 5307 and 5340 funds. The transit operators have reviewed and endorsed this distribution. The distribution formula is unchanged from past years. The MPO's appropriation is lower than usual because the Federal Transit Administration is operating under a continuing resolution until a new appropriations bill is passed by Congress. The figures in Attachment 10 represent only a partial apportionment. The MPO expects to receive revised figures once this legislation is passed.

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

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

11. 2009 Statewide Fast-Tracked Congestion Mitigation Air Quality (CMAQ) Project Endorsement – NC Solar Center
(Attachment 11, 11A)
Ellen Beckmann, LPA Staff
John Hodges-Copple, TJ COG

NC State University's NC Solar Center (NCSC) is applying for $1.2 M in "statewide" Congestion Mitigation Air Quality (CMAQ) funding from the NC Department of Transportation for the Clean Fuel Advanced Technology (CFAT) II project. To apply the NCSC needs each MPO representing an eligible CMAQ county to send a letter of support or pass a resolution endorsing the CFAT II project stating that if approved for funding by DOT, the CFAT II project will be included in their local transportation plans.

Attachment 11 is a memo from the NCSC describing the proposed project "Clean Fuel Advanced Technology II." Attachment 11A is a resolution endorsing the proposed project.

TCC Recommendation: That the TAC approve the resolution endorsing the "Clean Fuel Advanced Technology II" project for 2009 Statewide Fast-Tracked CMAQ funding.

TAC Action: Approve the resolution endorsing the "Clean Fuel Advanced Technology II" project for 2009 Statewide Fast-Tracked CMAQ funding.

12. Federal Economic Stimulus Projects
(Attachment 12, 12A)
Mark Ahrendsen, TCC Chair
Ellen Beckmann, LPA Staff

In anticipation of an economic stimulus package by Congress in early 2009, the NCDOT has requested that MPOs and RPOs submit lists of highway, bicycle and pedestrian, and transit candidate projects. NCDOT has requested that candidate projects meet the following requirements:

- 100% Federal funding
- Under contract within 180 days
- Cash payout within 24 months
- Category neutral
- No earmarking
- Equity formula distribution
- Eligible for Surface Transportation Program (STP) funding

NCDOT requested that MPOs submit candidate project lists by January 27, 2009. The DCHC MPO requested that TCC members submit candidate projects by January 23, 2009. The DCHC MPO's list is included as Attachment 12. The most recent Association of Metropolitan Planning Organization (AMPO) summary of the federal economic stimulus package legislation is provided as Attachment 12A.

TAC Action: Review the DCHC MPO's Economic Stimulus Project List.

12A. NCDOT Budget Cuts
(Attachment 12AA)
Mark Ahrendsen, TCC Chair

Governor Beverly Perdue has asked that state agencies propose budget cuts to help address an anticipated $2 billion budget shortfall this year. In response, the NCDOT proposed the following budget cuts:

- Reduce funding for road repair and maintenance by 8 percent: $54 million
- Cut back on ferry operations: $2.2 million
- Reduce funds for airports and railroads: $2.7 million
- Reduce funding for public transportation: $19.6 million

The public transportation budget cuts are only for capital programs, including the statewide grant program, human services transportation management program, urban regional technology program, and new starts program.

LPA staff is concerned that the proposed budget cuts to public transportation are disproportionately high and recommend that the TAC approve a resolution opposing the proposal and requesting that any cuts be applied proportionately across all funding programs (Attachment 12AA).

TAC Action: Review the proposed NCDOT budget cuts. Approve a resolution opposing the NCDOT's proposed budget cuts for public transportation (Attachment 12AA).

12B. Input on NCDOT Reform
(Attachment 12BA, 12BB)
Mark Ahrendsen, TCC Chair

Governor Beverly Perdue issued Executive Order Number Two on January 12, 2009, calling for the NCDOT to institute a professional approval process for highway projects and increasing ethic requirements for Board of Transportation members. Secretary of Transportation Eugene A. Conti, Jr. has requested that MPOs and RPOs provide input to NCDOT on how to implement these reform measures (Attachment 12BA). The LPA Staff has prepared a memo that includes some suggested comments (Attachment 12BB). The TAC is asked to discuss comments that it would like to submit and authorize the TAC Chair to work with the LPA staff to send a letter to NCDOT.

TAC Action: Authorize the TAC Chair to write a letter to NCDOT providing input on transportation reform.

REPORTS:

13. **Report from the TAC Chair**
Mike Woodard, 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
Bill Barlow, PTD – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

17. Recent News Articles and Updates
(Attachment 17)

Adjourn

Next meeting: March 11, 2009

TAC Directives to Staff

06/11/03 – 12/31/07 (Pending/In Progress/On Going)
01/01/08 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
6/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	Completed/Pending – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
3/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	Completed/Pending - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
8/25/04	Metropolitan Area Boundary	Completed/In Progress – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	In Progress: TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	In Progress:
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	In Progress:
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	In Progress
2/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	In Progress: See 10/31/07 Joint TAC Agenda.
2/13/08	Present to the JCCPC and planning boards on the LRTP targets and the importance of land use.	In Progress:
3/12/08	Present to the JCCPC and Orange County Assembly of Governments on the LRTP Deficiency Analysis	Completed: Presentations given at the 4/2/08 JCCPC and 3/31/08 Assembly of Governments.
3/12/08	Provide an update on the state's human services transportation plan	In Progress:
4/09/08	Provide a report on Triangle Transit's funding sources from the DCHC MPO and CAMPO	Completed: See Attachment 6C of 5/14/08 TAC Agenda.

4/09/08	Consider the Morgan Creek Greenway project in Chapel Hill when evaluating projects for the STP-DA regional bicycle and pedestrian category	Completed: To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP. See Attachment 7 of 10/8/08 TAC Agenda.
4/09/08	Develop a list of principles that should be considered in the proposed Congestion Intermodal Transportation Fund legislation.	Completed: See Attachment 10B of 5/14/08 TAC agenda.
5/14/08	Develop a recommendation for funding regional bicycle and pedestrian projects with STP-DA.	Completed: To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP.
6/11/08	Send a letter to the NC Turnpike Authority expressing the TAC's concerns regarding Triangle Parkway.	Completed: See Attachment 18 and 18A of the 8/13/08 TAC agenda.
6/11/08	Send a letter to the MPO's state delegation stating the MPO's position on the Triangle Parkway.	Completed: See Attachment 17 of the 8/13/08 TAC Agenda.
8/13/08	Work with NCDOT to amend the 2009-2015 TIP to address transit project errors.	Completed: See Attachment 8 of 10/8/08 TAC Agenda.
11/12/08	Provide an accounting for the rental car taxes collected by Triangle Transit	Completed: See Attachment 17 of 12/10/08 TAC Agenda.
11/12/08	Develop a recommendation for the overlapping project issues for the final FY 2011-2017 TIP Regional Priority List	Completed: See Attachment 6 of 1/14/09 TAC Agenda.
12/10/08	Develop a recommendation for the bridge replacement on State Forest Rd.	In Progress: NCDOT is currently reviewing the issue including meeting with stakeholders.
12/10/08	Respond to the issues raised by the TAC on the final 2035 LRTP	In Progress: See Attachment 7 of 1/14/09 TAC Agenda and Attachment 6 of 2/11/09 TAC Agenda.
1/14/09	Re-order projects and respond to the issues raised by the TAC on the draft FY 2011-2017 TIP Regional Priority List.	In Progress: See Attachment 7 of 2/11/09 TAC Agenda.
1/14/09	Investigate the relationship between projected transit ridership and revenue	In Progress: See Attachment 6 of 2/11/09 TAC Agenda.

TRANSPORTATION ADVISORY COMMITTEE

January 14, 2009

MINUTES OF MEETING

The Transportation Advisory Committee met on January 14, 2009, at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**William V. Bell	City of Durham
*Diane Catotti	City of Durham
**Alice Gordon	Orange County
**Eric Hallman	Town of Hillsborough
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
**Sally Kost	Town of Chatham
**Lydia Lavelle	Town of Carrboro – TAC Vice-Chair
*Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit
**Mike Woodard	City of Durham – TAC Chair

**Voting Member
*Alternate or Non-Voting Members

Mark Ahrendsen	City of Durham – Transportation
Nicole Baxter	Durham Area Designers
Ellen Beckmann	City of Durham - Transportation
David Bonk	Town of Chapel Hill
Sarah Bruce	The Village Project
Ilin Chen	News 14 Carolina
W. Crowther	Classical American Homes Preservation
Tony Farrell	City of Durham – City Manager's Office
Josh Green	NBC 17 News
Ray Gronberg	The Herald Sun
Kevin Harward	City of Durham – Transportation
Roger Henderson	Circle Squared Consulting
Andy Henry	City of Durham – Transportation
Denise Hester	Fayetteville Street Group
John Hodges Copple	Triangle J COG
Joey Hopkins	NCDOT – Division 5 Engineer
Robin Jacobs	Eno River Association
Daniel Jewell	Coulter/Jewell/Thames
Karen Lincoln	Orange County Planning
Patrick McDonough	Triangle Transit
Dale McKeel	City of Durham – Transportation
Adena Messinger	Town of Carrboro

Ryan Mickles	Town of Chapel Hill
Mike Mills	NCDOT – Division 7 Engineer
Kumar Neppalli	Town of Chapel Hill
Blair Pollock	Heartwood Landowners Association
Dawn Qiu	City of Durham – Transportation
Brian Rhodes	City of Durham – Transportation

Mike Woodard, TAC Chair, called the meeting to order at 9:22 a.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

Mark Ahrendsen stated handouts were distributed at the beginning of the meeting and the handouts will be discussed during the agenda items.

Public Comments

Mike Woodard welcomed the new members to the TAC. They are: Michael Page who will replace Becky Heron as the TAC Voting Member for Durham County; and Sally Kost who will replace George Lucier as the TAC Voting Member for Chatham County, George Lucier will become the TAC Alternate for Chatham County.

Directives to Staff (Attachment 4)

The Directives to Staff are attached. Sally Kost stated the dates are incorrect on the December 10th entries. They should be 2008 not 2009.

ACTION ITEMS:

December 10, 2008 TAC Meeting Minutes (Attachment 5)

A motion was made by Diane Catotti and seconded by Mayor Bill Bell to approve the Dec ember 10, 2008 TAC Meeting Minutes. The motion carried unanimously.

2011-2017 Transportation Improvement Program – Regional Priority List – Public Hearing (Attachments 6, 6A, 6B, 6C, 6D, and 6E)

Ellen Beckmann provided a brief introduction for the 2011-2017 Transportation Improvement Program – Regional Priority List – Public Hearing, along with the attachments.

The public hearing was opened at 9:29 a.m. Denise Hester, a citizen representing the Fayetteville Street Group, spoke requesting that $55 million for streetscape improvements to the Fayetteville Street corridor and other State roads be initiated. These funds are critical for job creation and economic development in the area. Improving the area would provide a positive environment for job creation where jobs are needed.

Sarah Bruce, representing the Village Project, spoke supporting the light rail line from Durham to Chapel Hill. Data in the STAC report supports the selection of this project. The Village Project has collected five hundred signatures in support of this project. They have already submitted a copy of each letter to Andy Henry. Also, there is general support for transit for environmental reasons. They would like staff to prioritize the use transit funds to get the most benefit of the funds.

Bill Crowther, representing Classical American Homes Preservation and owner of Occoneechee Speedway in Hillsborough, spoke regarding Elizabeth Brady Road. Mr. Crowther expressed concern that there is no environmental impact study and wants the project removed from the list. There are three neighborhoods affected by this project.

Eric Hallman stated that the Hillsborough Town Board has discussed this. The Elizabeth Brady Road project is Hillsborough's only TIP Project that is partially funded, and the sentiment of the Town citizens is they do not want the project done. There are three other projects on the TIP for about the same cost that might serve the same purpose much better than the existing Elizabeth Brady Road project. The Town Board would like to consider reprogramming the money if possible to other projects that would serve a greater purpose. The Town Board will discuss this issue further at their upcoming meetings.

Becky Heron asked what the other three projects are and Mr. Hallman stated they are: the alignment of Mayo Road; Orange Grove Road; and the South Churton Street improvements. These are high priority projects.

Robin Jacobs, representing the Eno River Association, spoke regarding the Elizabeth Brady Road. Ms. Jacobs stated they have opposed this project for years and will continue to oppose it. They feel the traffic congestion on Churton Street is not addressed by this project. The solution that is proposed by NCDOT is an outdated way of addressing the issue. They would like to urge the TAC to remove this project from the TIP and reallocate the funds for projects that will have a larger impact. All of the suggested alignments will go through environmentally sensitive areas. Ms. Jacobs submitted additional comments to the clerk which are attached.

Blair Pollock, representing the Heartwood Landowners Association, spoke regarding the Eubanks Road bicycle/pedestrian projects. Mr. Pollock would like the Eubanks Road Bicycle Lanes (Rogers Road to NC 86) moved up on the list from #40. Mr. Pollock thinks the environmental justice points need to be re-scored. Mr. Pollock suggested a smaller project from Millhouse Road to Northwood Drive that would still offer connectivity to Martin Luther King.

Mike Woodard stated the task for the TAC today regarding this item is to approve the order of projects and send the list back to the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources listed for each project.

Ellen Reckhow stated that on the Town of Hillsborough's TIP Priority List that the Elizabeth Brady Road is listed as #4 and #1 was the improvements along South Churton Street, #2 is the Orange Grove Road extension, and #3 is the realignment of Eno Mountain Road and Mayo Street at Orange Grove Road. Ms. Reckhow asked why #4 was put ahead of #1, 2, and 3. Eric Hallman stated it is partially funded and the other projects are unfunded. Mark Ahrendsen stated it is due to the quantitative factors in the methodology. Ms. Reckhow stated it can't be built without the environmental study. Ms.

Reckhow sees the parallel with Eno Drive. Eric Hallman stated they have been told by NCDOT they can't reprogram the funds. Becky Heron asked if the MPO has any say in how the funds are allocated and Mark Ahrendsen stated the MPO can offer input, but ultimately the Board of Transportation approves the TIP. David Bonk stated that the MPO has the ability to request the reprogramming of funds while working with NCDOT. Eric Hallman stated that the Town would start the process but they just aren't sure where to start. Ellen Reckhow suggests arguing that this is a road of local significance.

Ed Harrison stated that a Chapel Hill Resolution was passed on Monday night submitting the following comments on the Draft 2011-2017 Regional Priority List: (1) Funding for Chapel Hill's bicycle and pedestrian project should be provided from the highway fund; (2) The DCHC MPO Ranking Methodology should use Volume over Capacity (V/C) in lieu of Average Annual Daily Traffic Counts for scoring bicycle and pedestrian projects; (3) The description for the currently programmed project, "US 15-501 from Franklin Street in Chapel Hill to US 15-501 Bypass in Durham, Major Corridor Upgrade," should be amended to include "with emphasis on transit projects." Mr. Harrison wants to incorporate these in the final MPO position.

Mayor Bill Bell stated that Denise Hester indicated that she had provided the information to the MPO staff. Ms. Hester stated there was an earlier public hearing on the LRTP at which the Fayetteville Street residents provided comments. Basically, they thought the socio-economic data on Fayetteville Street in the LRTP was incorrect. It did not match NCCU's projections. Ms. Hester stated that the thing that perplexed NCCU the most was that through the year 2035, the plan is only projecting an increase of 424 student dormitory beds. Yet, the NCCU Master Plan is forecasting 13,500 students in the same time frame. Ms. Hester stated that the Streetscape Advisory Committee thinks the streetscape projects will help the City.

Mayor Bill Bell wants to add the Fayetteville Streetscape to the list under bicycle/pedestrian projects.

Bill Strom emphasized Sarah Bruce's comments on the light rail. Mr. Strom asked if we would do the whole rail at one time. Mark Ahrendsen stated probably not at once, but both will be completed between the years 2015-2025. The order will be determined by the financial plan. The Regional Priority List project request is to initiate planning.

Alice Gordon stated that Orange County supports the alternatives to the Elizabeth Brady Road project. Ms. Gordon has questions regarding overlapping projects list on Attachment 6. On #8 and #9, add "safety improvements." Ms. Gordon asked about projects that cross into rural buffers. Can we segment projects? Ms. Gordon suggested making #7 Mount Carmel Church Road two separate projects split at Bennett Road. Ellen Beckmann stated that is an option, staff recommended combining them into one and noting the design of the corridor could change. The reason to combine them into one project is that we would be requesting that it be constructed as one project. Splitting them they would be done at separate times. Ms. Gordon wants them separate and staff can bring back concerns. Mark Ahrendsen stated one downside of that is there is a risk of one being funded and the other not funded. The other option is to leave them as one project, recognizing the design features of the project will change depending upon location. Ms. Gordon stated that the sidewalks are important, and the bicycle lanes can be done later. Dale McKeel stated that the State has declined to fund the bicycle lanes because the bicycle lanes don't connect to any other bicycle facility.

Lydia Lavelle stated several of the Town of Carrboro projects are multi-jurisdictional. The Eubanks Road project will have construction nearby over the next years and should be a high priority. Ms. Lavelle asked for clarification of the methodology used on the projects. Ellen Beckmann explained the methodology using the attachments. Ms. Beckmann checked the Eubanks Road project scoring in response to Mr. Pollock's questions and verified that it is correct according to the adopted methodology.

Mike Woodard suggested moving #33 (Holloway Street sidewalks) on the Bicycle/Pedestrian Projects above #6 (Hillandale Road). On the Highway Projects; move #9 (East End Connector) above #4

(Hillandale Road). He also suggested moving #15 (Fayetteville Road) and #16 (NC 54) above #6 (Hopson Road). Ellen Beckmann stated that when the combined-mode final list is developed, it will be separated by division.

Ed Harrison stated that #16 (NC 54) on the Highway Projects List serves as the Chapel Hill regional connection.

Diane Catotti suggests higher priority for bicycle/pedestrian projects near schools in the future. Lydia Lavelle also expressed a concern for projects near schools.

Lydia Lavelle stated they are concerned about #14 (Franklin/Merritt Mill/Brewer/Main) on the Highway Projects. When this project comes around, they will need to have more discussion.

Becky Heron is concerned about #19 (Dearborn Drive) on the bicycle/pedestrian projects in regards to safety issues. Ms. Heron is also concerned about the Kerley Road/Erwin Road/Cornwallis bicycle projects.

Ellen Reckhow suggested that staff look at the bicycle/pedestrian and transit methodology and how schools are considered. Sally Kost suggests prioritizing highway projects near schools next time also due to congestion.

Mike Woodard reviewed the summary of directives to staff: incorporate the Elizabeth Brady Road recommendation, consider the comments from Chapel Hill's resolution, add the Fayetteville Street Streetscape and apply the ranking methodology, split Mt. Carmel Road at Bennett Road, changing the Durham rankings; consider the comments on Dearborn Drive and Kerley/Erwin Road/Cornwallis Road.

Becky Heron asked if the three requests from Hillsborough can be combined as one or do they have to be separate. Mark Ahrendsen stated it is possible, staff will look at it.

Mark Ahrendsen stated staff will take it back to the TCC and will bring back a draft recommendation to the next TAC meeting.

The public hearing was closed at 10:50 a.m.

2035 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachments 7, 7A, 7B, 7C, 7D, and 7E)

Andy Henry provided an update on the 2035 Long Range Transportation Plan and Comprehensive Transportation Plan, along with the attachments. Andy Henry reviewed the issues brought up at the TAC December 10, 2008 meeting and the TCC recommendations (attached).

Mike Woodard suggested a TAC tour of the northeast Chatham County area.

Alice Gordon recommended that Orange County be added to the second bullet on Attachment 7 under the Southwest Durham County and Northeast Chatham County Road Projects.

Andy Henry stated there was a request for a revenue breakdown by county and it is in attachment 7E. There was also a request that staff identify the start year for the station area revenues in the LRTP. It will be in the final report. Andy Henry stated that staff had to change the revenue forecast as staff found a problem in the way that they calculated the highway capital funding. This was discovered after the TCC meeting. Staff discounts the future revenues because we know that the cost of building highway projects and implementing transit service is increasing faster than the budgets. Staff usually discounts the revenue by 4% and discovered that one item had not been discounted. The impact of the error is that the highway capital has $617 million fewer dollars than we included in December 2008. Instead of revenue being $1.9 billion as in December, it is $1.3 billion, a reduction of $617 million. Also, the maintenance revenue declined as well. It went from $1.1 billion to $827 million; so there is a $319 million reduction. Staff is not as concerned about the maintenance because, as a practice, staff has always assumed that the maintenance revenues match the maintenance costs. The TAC has to address the $617 million reduction in the highway capital. The staff recommends assuming that a new revenue source will cover the HOV lanes on I-40. As managed lanes, or High Occupancy Toll (HOT) lanes, we would assume a new revenue source that would include tolls, private funding, and any additional gap funding. We identified it because it is a large project that could include tolls for additional funding.

The implementation is in the 2035 air quality threshold year. HOT lanes are a way to finance large projects that is gaining acceptance nationwide. Andy Henry has added the financing for the managed lanes for the I-40 HOV/HOT. Staff made some assumptions about new state/federal transportation infrastructure programs. We assumed an average throughout the timeline of $10 million a year and Andy Henry is recommending that we increase it to $14 million so we can balance the plan. Right now there are a lot of initiatives for an economic stimulus plan and recognition that the gas tax and vehicle fee taxes are not an adequate source of funding for the future.

Alice Gordon asked if we can use the revenue assumptions on other projects. Alice Gordon stated that the HOV lanes are very expensive. Mark Ahrendsen stated the cost is due to complex interchanges.

Sally Kost asked what will be the source of the new revenue. Mark Ahrendsen stated it is toll revenue due to the HOV lanes being managed lanes. We needed to find another source of revenue otherwise projects would have to be removed.

Sally Kost asked where HOT lanes are now. Andy Henry stated there are HOT lane projects in Orange County, California, Houston, Utah, San Diego, Minneapolis, and Denver. There are a lot of other projects in the planning phase. There is a study in Charlotte and they are in the second phase.

Ellen Reckhow stated that when she looks at the evaluation measures she wonders about the small differences in the model results.

Ed Harrison stated it should not be called HOV because it is a toll road and it should include the section of I-40 from NC-54 to US 15-501.

Diane Catotti asked how we make the comparison between light rail investments and HOV lanes. How do we drive investments to increase the ridership on light rail? Andy Henry stated the HOV lanes are to be implemented after the light rail which is to be constructed by 2025. Bill Strom stated we need to hope there is support for the federal transit rules to be changed. Ellen Reckhow stated we need

better data on transit. Mark Ahrendsen stated we need to rely on experience, not just the model. Patrick McDonough stated the model is good at some things but not good at all. Some factors not modeled well are parking and fare free transit service.

Mayor Bell asked if there is correlation between riders and revenue/fares. Patrick McDonough stated that he will look into this for Mayor Bell.

Lydia Lavelle asked if there is going to be internal checks on the revenue mistake. Mark Ahrendsen stated that many people reviewed the revenue, but the error was just overlooked.

Alice Gordon stated that Orange County's position is that highway widening should be HOV/HOT lanes to encourage carpooling and transit. We need to seriously discuss the section of I-40 between NC-54 and US 15-501 being put back into the 2035 LRTP. Ms. Gordon stated that air quality conformity consequences are not as critical time-wise. The TAC needs to be able to get their questions answered before making a decision.

Bill Strom has trouble with toll roads in the plan. Ellen Reckhow stated HOT only applies to additional lanes. Ms. Reckhow asked if we could add HOT lanes on I-40 between NC-54 to US 15-501, assuming that it brings its own revenue. Mark Ahrendsen stated that from the modeling standpoint, it is not needed, but it could be added.

Mike Woodard asked what would change if it was referred back to the TCC and Mark Ahrendsen stated nothing; he is not sure what the staff could bring back that they haven't already done. Ellen Reckhow suggested a compromise to adding HOT lanes on I-40 between NC-54 and US 15-501. Eric Hallman stated that the Town of Hillsborough does not see a need for general purpose lanes on I-40.

John Hodges-Copple stated that CAMPO will probably not adopt the plan until their February meeting which is after the TAC meeting so it would not affect the air quality conformity schedule.

Sally Kost is in support of holding off until next month bringing back a recommendation from the TCC with the inclusion of the items mentioned earlier by Ellen Reckhow.

Congestion Mitigation Air Quality (CMAQ) FY 2009 Fast-Tracked Projects (Attachments 8, 8A, and 8B

Mark Ahrendsen provided an introduction for the Congestion Mitigation Air Quality (CMAQ) FY 2009 Fast-Tracked Projects, along with the attachments.

John Hodges-Copple stated these are projects that would occur in the current Federal Fiscal Year except for the TDM because the current year of the TDM is already implemented with the signed contracts.

Bill Strom just wanted to make sure we are going to get full funding requiring no local match. John Hodges-Copple stated it is a one-time deal.

Karen Lincoln stated that because the CMAQ funding of the park-and-ride lot project Orange County originally requested kept moving back, Orange County proceeded with construction of the park-and-ride lot before the agreement was in place and therefore was not eligible for reimbursement. However, the State and FHWA wanted Orange County to use the money that was allocated, so Orange County completed a revised application that moved a lot of the capital money to offset transit operations. The amount of the funds allocated by the MPO and the RPO remain the same. They are requesting that those be moved to FY 2009 and fast-track everything.

A motion was made by Sally Kost and seconded by Alice Gordon to approve the resolution to endorse candidate Congestion Mitigation Air Quality project proposals. The motion carried unanimously.

Safe Routes to School Grant Applications (Attachments 9 and 9A)

A motion was made by Alice Gordon and seconded by Eric Hallman to approve the Resolution to Endorse Applications from the DCHC MPO for NCDOT Safe Routes to School Infrastructure and Non-Infrastructure Awards. The motion carried unanimously.

Transfer of 2009 STPDA funds to FTA – Triangle Transit (Attachment 10)

A motion was made by Alice Gordon and Eric Hallman to approve the resolution requesting that the FY 2009 STPDA funds for Triangle Transit passenger amenities be transferred to FTA. The motion carried unanimously.

REPORTS:

Report from the TAC Chair

Mike Woodard had nothing to report.

Report from Staff

The Report from Staff is attached. John Hodges-Copple stated there will be a meeting on Monday on air quality standards. There is a new standard and they have to designate a new non-attainment boundary. The State is looking at recommended boundaries for the non-attainment area to send to the EPA. The EPA default is that you take the entire metropolitan area. So if you follow the default compared to what we have right now, you will add Harnett County and all of Chatham County to the air quality area. What the State is going to propose is actually a little smaller than we currently have. They still recommend the four northeastern townships of Chatham County, do not recommend including Harnett County, and recommend shrinking the portion of Johnston County to the non-attainment areas rather than the full county. It would essentially be the section northwest of I-95. They have to make their recommendation by March 2009. The Feds have to decide within a year, so by March of 2010, and then we have to do another conformity determination within one year of that, probably 2011. As this moves forward, we may also be tied to the Triad all the way to Winston-Salem. One thing the State will consider is whether to include the small piece of Mebane in Orange County as a part of the Triangle non-attainment area or have it be part of the Triad non-attainment area. If it is included in the Triangle non-attainment area, that would separate us from them.

John Hodges-Copple will send a write-up after the meeting and staff will follow-up.

Report from the TCC Chair

Mark Ahrendsen had nothing to report.

NCDOT Report (Attachment 14 and 14A)

Joey Hopkins, NCDOT Division 5 Engineer, provided an update on projects. Mr. Hopkins provided an update on the State Forest Road Bridge, which was distributed at the beginning of the meeting. They are down 9% in NCDOT revenues and are projected to drop as low as 11% or more. The NCDOT has implemented hiring freezes and laid-off 74 temporary employees. There is no impact on local projects yet. They may limit NCDOT lets to $15 million per month statewide over the next year. Alexander Drive is the next project scheduled for let in August 2009. Small projects are on hold indefinitely. The good thing is the prices are good on projects. Mr. Hopkins discussed the economic stimulus plan which was distributed at the beginning of the meeting. They don't even know if it will be approved, and if it is approved how much it will be. The NCDOT has made assumptions and assembled a list of about $5.2 billion worth of potential projects and additional $1.0 billion of transit projects. All the projects will have to be out the door in 180 days or less, and the cash payout will have to be within the next two years. There will be an equity distribution of the funds, no ear-marking, and they think the funds will be restricted.

The NCDOT divisions have submitted a list of projects. Alice Gordon stated that the Orange County Board of County Commissioners would like to review the list and have input on the projects. Joey Hopkins stated that they want all jurisdictions to review the list. Mark Ahrendsen stated NCDOT will formally solicit projects from the MPO and the staff will review. Projects may include sidewalks, and shoulder improvements. John Hopkins stated they also want diverse projects in terms of materials (concrete, etc).

Mike Mills, NCDOT Division 7 Engineer, provided an update on projects. Although the Board of Transportation may have approved projects, the let has been delayed due to budget constraints. The Town of Chapel Hill/Carrboro signal system was added to the economic stimulus package. Congress will

allocate the funds to different programs (transit, bridge, etc). NCDOT Division 7 laid-off 94 temporary employees and has vacancies.

INFORMATIONAL ITEMS

Recent News Articles and Updates (Attachment 15)

The recent news articles and updates are attached for review.

Letter to DCHC MPO Federal Legislative Delegation re Rescission of Metropolitan Planning Funds (PL Funds) – December 9, 2008

The letter to the DCHC MPO Federal Legislative Delegation re Rescission of Metropolitan Planning Funds (PL Funds) – December 9, 2008 is attached.

Adjournment

There being no further business before the Transportation Advisory Committee, the meeting adjourned at 12:24 p.m.



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Member Governments:
Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of Transportation
County of Orange

-- Draft --

2035 Long Range Transportation Plan

February 11, 2009

Direct Questions and Comments to:

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2035 LRTP
Introduction

What is the 2035 LRTP?

The 2035 Long-Range Transportation Plan (LRTP) is the guide for major transportation investments in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) area. The DCHC-MPO area covers the entire Durham County and the urbanized portions of Orange and Chatham Counties. The 2035 LRTP recommends major transportation projects, policies and strategies designed to maintain existing transportation systems and serve the region's future travel needs. The 2035 LRTP is also designed to support land use and air quality goals for the urban area, and must be prepared in accordance with Federal transportation and environmental requirements. Projects must be in the 2035 LRTP in order to receive state and federal transportation funding through the North Carolina Transportation Improvement Program (TIP).

What is the Next Step in the 2035 LRTP Process?

The next major step in the 2035 LRTP development process will be the review and approval of the draft 2035 LRTP at the Transportation Advisory Committee (TAC) meeting on December 10, 2008. The TAC is the policy board of the DCHC MPO and is composed mostly of elected officials from the counties and jurisdictions within the MPO's planning boundary. After approval, the 2035 LRTP will go through an evaluation and public input process to ensure that the Plan meets air quality conformity regulations. The table below lists the remaining steps in this process.

Remaining Steps/Actions in LRTP Process

Action	Date
TAC approve 2035 LRTP	2/14/09
TAC release 2035 LRTP report and draft Air Quality Conformity Report	3/11/09
TAC hold public hearing for Conformity Report	4/8/09
TAC approve 2035 LRTP and Air Quality Conformity Report	5/13/09
Federal approval of 2035 LRTP	June 15, 2009 (deadline unlikely to be met)

How Can Citizens Participate?

There have been dozens of public workshops, public hearings and local government reviews at the major steps in the 2035 LRTP development process such as the Socioeconomic Data, Alternatives Analysis, and Transportation Options. Citizens can speak to the TAC at the public hearing for the Conformity Report (currently scheduled for April 8, 2009) or during the public

comment period of any TAC meeting, which are held on the second Wednesday of each month. In addition, citizens can contact Andy Henry, (919) 560-4366, andrew.henry@durhamnc.gov, with any comments, concerns or requests for information, and they may refer to the DCHC MPO Web site for updated meeting information – www.dchcmpo.org.

Summary Description of Projects

The following paragraphs provide a summary of the projects and services included in the draft 2035 LRTP. This document has separate sections that provide detailed lists and maps of highway projects, transit services, bicycle facilities and sidewalk projects.

Highway Project Summary

- High Occupancy Vehicle/Toll (HOT) lanes on I-40 from Wake County to US 15-501. These are lanes that can only be used by vehicles that pay a toll or have at least a specified number of passengers
- Triangle Expressway (i.e., extension south of Durham Freeway)
- US 15-501 freeway
- Highway Trust Fund "Loop" projects. These are highway projects designated in state legislation to receive special funding. These projects include:
    - East End Connector;
    - US 70 widening and freeway upgrade between Wake County and East End Connector;
    - I-85 widening in Durham County;
    - all three section of the Northern Durham Parkway; and,
    - North Roxboro Road widening.
- I-40 widening in Orange County, from US 15-501 to I-85
- I-85 widening in Orange County, from Durham County line to I-40.

Rail Transit Summary

- Light Rail service starts in 2023, and runs from UNC-Chapel Hill to the Durham Multimodal Center (in downtown Durham).
- Light Rail service starts in 2025, and runs from the Durham Multimodal Center to the Triangle Metro Center, and on to Wake County and Raleigh destinations.
- Passengers do not have to transfer – this is a seamless rail transit system from Chapel Hill, through Durham, and into Wake County.

Bus Transit Summary

- Local bus feeder service connects to the Light Rail Transit stations.
- Bus Rapid Transit (BRT) service in Chapel Hill. BRT provides very frequent service and often operate on a separate guideway or on a separate travel lane in the regular roadway.
- There is service expansion in local, express and regional bus routes.
- There are improved headways (e.g., bus frequency). Headway is the amount of time between the arrival of buses.

- There is circulator service in employment centers such as downtown Durham and Chapel Hill, and the Regional Triangle Park and RDU airport.

Other Transportation Projects

- Five hundred bicycle facility projects that total 796 miles in length.
- Almost four hundred sidewalk projects that total 247 miles in length.

Socioeconomic Data (SE Data)

The DCHC MPO has developed socioeconomic forecasts for population and employment for the years 2005, 2015, 2025 and 2035. This SE Data is used in the Triangle Regional Model (TRM) to forecast travel demand and compare emissions forecasts against pollutant budgets. The MPO developed SE Data for several land use scenarios, including Baseline, Build out, Constrained, Travel Corridor and Transit Node, and presented these scenarios to the public and elected officials for comments.

The MPO will use the 2005 and 2015 Baseline SE Data and the 2025 and 2035 Transit Node SE Data for the 2035 LRTP. The Transit Node data, which concentrates more population and employment around the future transit stations that the other land use scenarios, complements and reinforces the proposed transportation network in the 2035 LRTP, especially the light rail transit system. The 2015 Baseline SE Data is used instead of the 2015 Transit Node data because overwhelming land use trends are unlikely to occur during the six years from when the 2035 LRTP is approved and the 2015 threshold year. Certainly, many land use changes will occur around future transit stations in that timeframe and the 2015 Baseline SE Data already accounts for these expected changes. Additional land use policies changes that support the transit stations are expected to take hold in the long term, and therefore the 2025 and 2035 threshold years will use the Transit Node SE Data.

Summary and detailed information on the SE Data used in the 2025 LRTP can be found in the companion document to this report, called “2035 Long Range Transportation Plan – Socioeconomic Data.”

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2035 LRTP
Financial Plan

Introduction -- Fiscal Constraint

Federal regulations require the 2035 LRTP to be fiscally-constrained. This requirements means that the cost of the various highway, transit and other transportation facilities must be covered by the reasonably-expected state, federal, local and private transportation revenues. The Financial Plan provides a comparison of projected revenues and costs from 2009 through 2035 – this is a 27-year period – to demonstrate the balance between costs and revenues.

Costs

The costs for the draft 2035 LRTP categories are shown in the table on page 3 of this section and are displayed in "millions of dollars." The costs are broken down into sub categories for Highway and Other, Bus Transit and Rail Transit, and include the total costs for the twenty-seven year planning horizon, which is from 2009 through 2035.

The costs for the bus transit and rail transit services are shown in greater detail in the table on page 4.

Revenues

The revenues are presented in the table on page 5 of this section and are displayed in "millions of dollars." These are called "traditional" revenues because the figures are based on trends from the current transportation funding sources for the long range transportation plan.

New Revenue Sources

The table on page 6 of this section presents four new revenue sources that could be used to finance transportation projects:

1) increased sales tax;
2) increased car registration fee;
3) new state and federal transportation infrastructure program, and,
4) managed lanes financing package.

In previous long range plans, these revenue sources have been called "non-traditional" revenues. The revenue totals assumes receipts from the starting year, 2011, 2016 or as

indicated, through 2035. Table notes provide additional assumptions made for calculating the revenues.

It is important to note that these revenue options would require legislation from the North Carolina General Assembly and/or the U.S. Congress. The DCHC MPO is not empowered to invoke these tax and revenue program changes.

Cost/Revenue Summary

The table on page 7 compares the key cost and revenue figures. As demonstrated, costs exceed traditional revenues by $1.794 billion. The inclusion of nontraditional revenues reduces this negative balance to a point in which all revenues exceed all costs revenues by $8 million.

2035 LRTP Cost Forecast

(Years 2009 through 2035)

Highways & Other	Amount (in millions $)
Highways	$ 2,020
Maintenance	$ 827
Highway Trust Fund ("Loop" projects)	$ 684
Toll roadway	$ 157
Bicycle Projects	$ 300
Pedestrian Projects	$ 68
TDM/TSM/ITS	$ 193
Total Highway Capital and Maintenance	**$ 4,248**
Bus Transit	
Capital	$ 219
Operations & Maintenance	$ 1,669
Amenities/Park-n-Ride	$ 47
Total Bus Transit	**$ 1,935**
Rail Transit	
Capital	$ 1,196
Operations & Maintenance	$ 141
Debt Service	$ 576
Total Rail Transit	**$ 1,913**
Total Costs	**$ 8,096**

Note: Totals may differ slightly from sum of individual items because of mathmaticl rounding

2035 LRTP Cost Forecast

Transit Service Breakdown

(Years 2009 through 2035)

Bus Transit	Subtotal (in millions $)	Total (in millions $)
Durham Area Transit Authority (DATA)		
Capital	$ 63	
Operating and Maintenance	$ 568	
DATA Total		$ 630
Chapel Hill Transit (CHT)		
Capital	$ 96	
Operating and Maintenance	$ 653	
CHT Total		$ 749
Triangle Transit (TT)		
Capital	$ 39	
Operating and Maintenance	$ 274	
TT Total		$ 312
Duke Univesity and Medical Center (Duke)		
Capital	$ 21	
Operating and Maintenance	$ 175	
DukeTotal		$ 197
Total Bus Transit		**$ 1,889**
Light Rail Transit		
UNC-Chape Hill/Durham Multimodal Center		
Capital	$ 755	
Operating and Maintenance	$ 89	
Debt Service	$ 363	
Segment Total		$ 1,207
Durham Multimodal Center/Triangle Metro Center		
Capital	$ 441	
Operating and Maintenance	$ 52	
Debt Service	$ 212	
Segment Total		$ 706
Total Light Rail Transit		**$ 1,913**
Total Bus and Light Rail Transit		**$ 3,801**

Note: Totals may differ slightly from sum of individual items because of mathmaticl rounding

2035 LRTP Revenue Forecast

Traditional Revenue

(Years 2009 through 2035)

Highways & Other	Amount (in millions $)
Capital - Federal / State	$ 1,320
Maintenance -- Federal/State/Other	$ 827
Highway Trust Fund ("Loop" projects)	$ 650
Toll roadway	$ 157
Local (Capital Improvement Program)	$ 230
Private	$ 150
Total Highways	**$ 3,334**

Bus Transit	
Capital - Federal / State	$ 384
Op./Mtce./Planning.- Federal / State	$ 445
Local	$ 346
Fares	$ 113
Private - Capital (Duke and NCCU)	$ 21
Private - Operating (Duke and NCCU)	$ 175
Total BusTransit	**$ 1,484**

Rail Transit	
Capital - Federal / State	$ 694
Op./Mtce./Planning.- Federal / State	$ 25
Local/Private (1)	$ 100
Fares	$ 28
Bond Proceeds	$ 620
Total Rail Transit	**$ 1,467**

Total Revenues	**$ 6,284**

(1) These revenue sources can include special tax districts around rail transit stations and contributions from developers and universities.

Note: Totals may differ slightly from sum of individual items because of mathmaticl rounding

2035 LRTP Revenue Forecast

New Revenue Sources

Source	Amount (in millions $)
Sales Tax (1) (Assumes: 1/2 cent increase in Durham and Orange counties, and 1/4 cent increase in Chatham County; from 2011 through 2035; and, revenue increases commensurate with population.)	$ 755
Car Registration Fee (1) (Assumes: $10 car reg. fee in Chatham, Durham and Orange counties; from 2011 through 2035; and, revenue increases commensurate with population.)	$ 107
New State and Federal Transportation Infrastructure Program (2) (Assumes: Average of $19 million per year, from 2016 through 2035.)	380
I-40 HOT/HOV (Managed Lanes) financing package (Assumes: Toll revenue, bonding based on future toll revenue, gap funding, etc.)	579
Total New Revenue Source	**$ 1,820**

(1) These revenue sources require legislation from the N.C. General Assembly

(2) This revenue source requires new State and federal legislation and appropriations.

Note: Totals may differ slightly from sum of individual items because of mathmaticl rounding

2035 LRTP

Cost/Revenue Summary

(Years 2009 through 2035)

Costs	Amount (in millions $)
Total Highways and Other	$ 4,248
Total Bus Transit	$ 1,935
Total Rail Transit	$ 1,913
Total Costs	**$ 8,096**
Revenues	
Total Highways and Other	$ 3,334
Total Bus Transit	$ 1,484
Total Rail Transit	$ 1,467
Total Costs	**$ 6,284**
Difference (Revenues minus Costs)	**$ (1,812)**
New Revenue Sources	
Total	$ 1,820
Difference (Revenues + New Revenue Sources) minus (Costs)	**$ 8**

Note: Totals may differ slightly from sum of individual items because of mathmaticl rounding

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2035 LRTP
Highways Projects

Introduction

This section presents:

- a table and map of the highway projects;
- the corresponding attribute information, such as project cost and implementation year; and,
- a brief discussion on the criteria used for selecting these projects from the larger set of highway projects in the Alternatives and Transportation Options.

Project Selection for Transportation Projects

The 2035 LRTP process started with a large set of highway projects to be considered for inclusion in the Plan and methodically selected the most important projects through a series of evaluation steps. The Highway Intensive Alternative had 150 highway projects and these were narrowed down to 93 projects in the Transportation Options before concluding with this draft project set. Several factors were considered throughout this process in selecting these 74 projects, including:

1. Congestion (V/C) – The Triangle Regional Model (TRM) produces maps that show the level of congestion on the road segments – these maps are often called "volume over capacity" maps. Highway projects in corridors in which the forecast indicated high levels of congestion, and highway projects that were shown to help relieve that congestion, were given preference.

2. Fiscal Constraint – The revenues must cover the costs in the 2035 LRTP. The cost of the 93 projects in the Transportation Options exceeded the revenues by over $1 billion. Thus, many highway projects were removed from that set of highway projects to produce the set of highway projects in the draft 2035 LRTP.

3. Environmental Impacts – Some proposed road widenings cross wetlands and other environmentally sensitive areas. It is difficult to increase the right-of-way of these existing roadways or add to negative impacts such as storm water runoff. The MPO proposes to implement capacity improvement that have less overall environmental impact, such as intersection capacity and design improvements, to meet these capacity improvements.

4. Local Support – In some cases, the board of local elected officials, a community organization or citizen has provided a clear indication during the Alternatives

Analysis and Transportation Options steps that they support or oppose a project or type of project (e.g., rail transit).

Highway projects that are expected to be completely constructed or funded (as stated in the current TIP – Transportation Improvement Program) before January 1, 2008 are not included. It is assumed that these projects will be completed and their fiscal impact occurs before the beginning of the 2035 LRTP planning horizon, which is January 1, 2009.

Projects in the Comprehensive Transportation Plan (CTP)

The DCHC MPO plans to start development of a Comprehensive Transportation Plan (CTP) by June 2009 and adopt the CTP by December 2009. Indeed, much of the analysis work required for the CTP is being completed in the 2035 LRTP process. Given that the CTP has a time horizon that extends beyond that of the 2035 LRTP, many of the projects from the Highway Intensive Alternative and Transportation Options that are not included in the 2035 LRTP will be part of the adopted CTP. Many of these projects are included in the 2035 LRTP highway table with a "2040" AQ Year designation.

Map and Tables

The map of the highway projects in the 2035 LRTP is on page 4 of this section. A table that lists these projects and their attributes follows the map and a key to the attribute information is below.

Key Information in Project Table

Each row in the table is a separate highway project. The attribute information for each project is presented by columns, and includes the following:

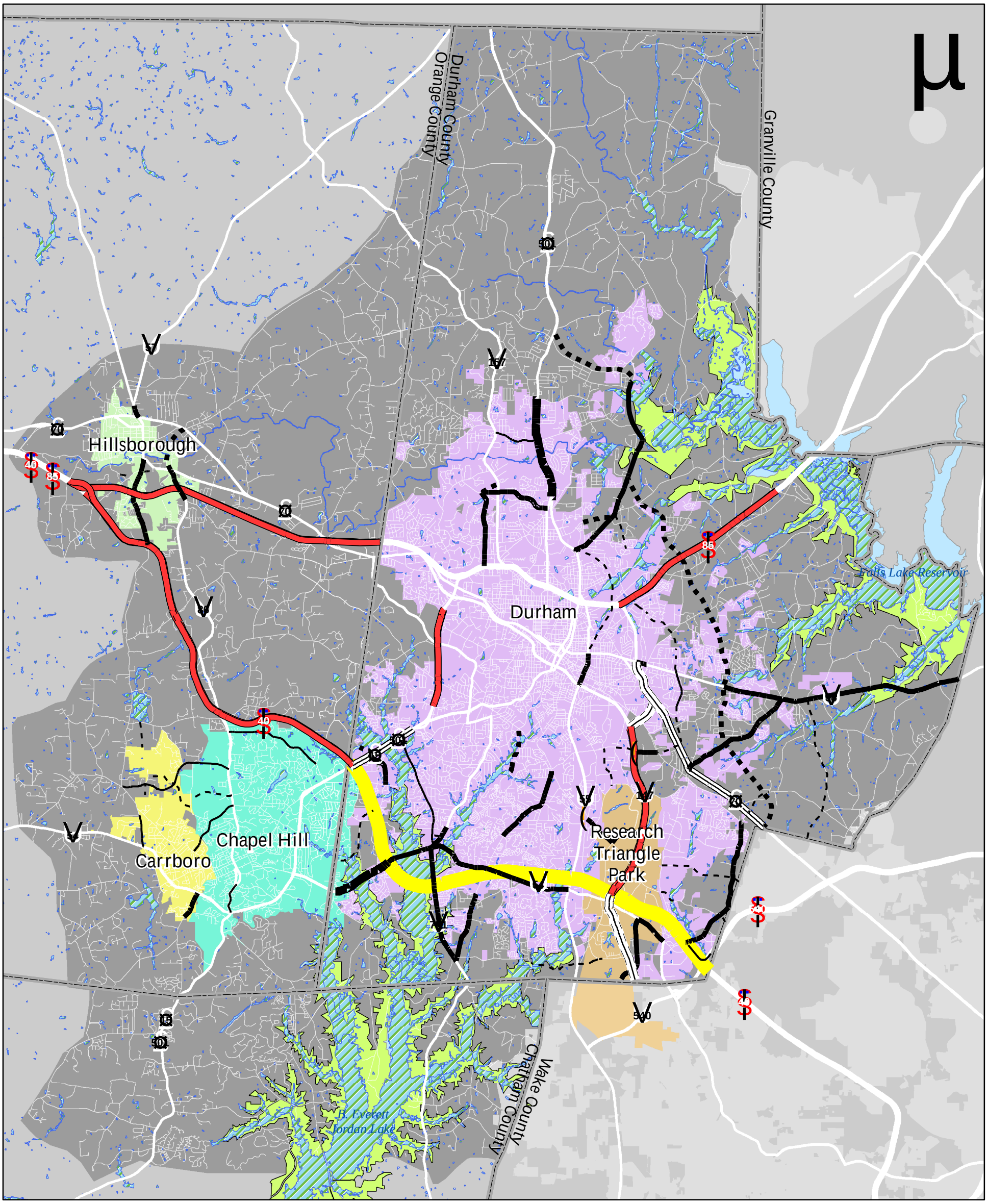
- New ID – This number facilitates the identification of projects in the long-range plan.
- Project – The project name is the name of the road.
- Project Limits – This usually identifies the name of the two road intersections between which the project is to be constructed.
- Existing Cross-Section – This identifies the number of current lanes. "0" indicates a new road alignment – in other words, there is no existing road.
- Proposed Cross-Section – This identifies the number of lanes proposed in the plan.
- County – This identifies the county location of the project.
- Length – This shows the length, in miles, of the project roadway.

- Total Cost – The total costs includes those estimated costs to be incurred between January 1, 2009 and December 31, 2035. Cost information from the current Transportation Improvement Program (TIP) and any related studies (e.g., I-40 HOV) was used to calculate costs for projects, when available, and a modified version of the current highway cost template from the NCDOT (North Carolina Department of Transportation) was used for the majority of projects. Projects with a "2040" AQ Year are post year projects that are not included in the 2035 LRTP and therefore the project cost is not in the Plan, as well.
- AQ Year – There are five Air Quality analyses thresholds – there are three periods, 2009 to 2015, 2016 to 2025, and 2026 to 2035, and two stand alone years, 2011 and 2017. The AQ Year indicates in which analysis period the particular project will be completed and in service. Projects designated as "2040" are not included in the 2035 LRTP but will be part of the upcoming Comprehensive Transportation Plan (CTP).
- Reg. Significant? – Regionally Significant projects provide access to and from the region, or to major destinations in the region. They are usually classified by the FHWA as interstate, freeway/expressway, urban principal arterial, rural interstate, or rural principal arterials. Note that the FHWA functional classifications serve a different purpose than the local functional classification used by the MPO, and as a result, the two classification systems are significantly different. Generally, the regionally significant designation includes interstate highways, U.S. highways, freeways, and North Carolina signed roads that are the primary road in a corridor. Rail transit facilities, which are described in a separate section, are considered regionally significant. The Regionally Significant designation is important – if a Regionally Significant project is changed (e.g., completion year, travel capacity) after the Air Quality Conformity Determination for the 2035 LRTP has been approved, then the Conformity Determination process might have to be done again.
- Exempt? – Some transportation projects are exempt from air quality conformity determination according to Title 40, Code of Federal Regulations (CFR), PART 93.126 and PART 93.127. The most important implication of this exemption is that the projects may proceed toward implementation in the absence of an approved and conforming Long Range Transportation Plan. These exempt projects tend to be transit services, and highway project that do not add overall roadway capacity but reduce travel delays, thereby reducing vehicle emissions.
- TIP No. – The TIP identification number is shown for those projects that are in the current Transportation Improvement Plan (TIP). Most of these projects are completely or partially funded in the TIP.
- Funding Source – The proposed funding sources for most projects are federal and/or state programs. In some cases, the local government or a private source is identified.

TAC 2/11/09 Attachment 6

Durham Chapel Hill Carrboro Metropolitan Planning Organization

Roadway Improvements in Draft 2035 LRTP



TAC 2/11/09 Attachment 6

DCHC MPO

2035 LRTP -- Highway Projects

ID	Project	Project Limits	Existing Cross-Section	Proposed Cross-Section	County	Length (miles)	Total Cost (2008 dollars)	AQ Year	Reg. Signifant?	Exempt?	TIP No.	Funding Source
1	Alexander Dr (T.W. Alexander)	Cornwallis Rd to NC 147	2	4	Durham	0.50	$8,900,000	2017	No	No	U-3309	State/Fed
5	Alston Ave Ext	Holloway St to Old Oxford/Roxboro	0	2	Durham	3.49	$40,379,218	2035	No	No		State/Fed/Private
8.11	Briggs Ave Ext	So-Hi Dr to Riddle Rd	0	2	Durham	1.08	$11,492,938	2035	No	No	U-2831B	State/Fed
9	Carver Street Ext	Armfield St to Old Oxford Rd	0	4	Durham	0.73	$7,660,000	2017	No	No	CIP	Local
10.11	Chin Page Ext	Page Rd to Wake County Line	0	2	Durham	0.20	$2,128,322	2025	No	No		State/Fed/Private
12	Cornwallis Rd	MLK to Alexander Dr	2	4	Durham	0.79	$8,210,476	2025	No	No		State/Fed
13.11	Cornwallis Rd Ext	Miami Blvd to Chin Page Rd	0	2	Durham	0.55	$5,852,885	2035	No	No		State/Fed
15	East End Connector (EEC)	NC 147 to US 70 E; US 70:EEC to NC 98	0	4	Durham	2.50	$155,401,000	2017	Yes	No	U-0071	State/Fed/Hwy Trust Fund
16	Elizabeth Brady Rd Ext	US 70 Business to St Mary's Rd	0	4	Orange	1.30	$33,594,000	2017	No	No	U-3808	State/Fed
16.1	Eno Mountain Rd/Mayo Rd	Orange Grove Rd intersection realignment	2	2	Orange	0.00	$5,000,000	2017	No	Yes	U-3436	State/Fed
17	Estes Dr	Greensboro Rd to NC 86	2	3	Orange	1.70	$6,600,000	2025	No	No	U-2909	State/Fed
22.1	Fayetteville Rd	Renaissance Pkwy to NC 751	2	4	Durham	1.90	$20,826,715	2025	No	No		State/Fed
23	Fayetteville Rd	Woodcroft Pkwy to Cornwallis Rd	2	4	Durham	2.31	$23,134,000	2017	No	No	CIP	Local
24.11	Garrett Rd	NC 751 to US 15-501	2	3	Durham	3.09	$16,753,108	2025	No	No		State/Fed
26.11	Globe Rd Ext (Brier Creek Pkway)	Miami Blvd. To Wake County Line	0	2	Durham	2.18	$23,198,709	2035	No	No		State/Fed/Private
27	Glover Rd	Glover Rd/NC 147 interchange; 147 to Angier	2	4	Durham	0.64	$33,231,525	2025	No	No		State/Fed/Private
28.11	Glover Rd	Angier to US 70	0	2	Durham	0.59	$6,278,550	2025	No	No		State/Fed/Private
30	Hillandale Rd	I-85 to Carver St	2	4	Durham	0.62	$10,943,000	2011	No	No	U-3804	State/Fed
31	Hillandale Rd	Carver to Horton Rd	2	4	Durham	1.38	$14,342,351	2025	No	No		State/Fed
32	Hillandale Rd Ext	Horton Rd to Guess Rd	0	4	Durham	0.55	$9,094,040	2035	No	No		State/Fed/Private
33	Old Fayetteville Rd.	Strowd Ln to Old Fayetteville/NC 54 (bike, ped. & transit accommodations)	2	2	Orange	0.85	$1,800,000	2025	No	Yes	U-3100	State/Fed
35	Homestead Rd	High School Rd to NC 86	2	3	Orange	1.58	$10,300,000	2025	No	No	U-2805	State/Fed

TAC 2/11/09 Attachment 6

DCHC MPO

2035 LRTP -- Highway Projects

ID	Project	Project Limits	Existing Cross-Section	Proposed Cross-Section	County	Length (miles)	Total Cost (2008 dollars)	AQ Year	Reg. Signifant?	Exempt?	TIP No.	Funding Source
36	Homestead Rd	Old NC 86 to High School Rd	2	3	Orange	1.74	$8,825,634	2025	No	No		State/Fed
39	Horton Rd	Duke St to Hillandale Rd	2	4	Durham	1.94	$22,322,436	2035	No	No		State/Fed
40	(Horace Williams Network) Carolina North	Carolina North Campus (this is not an extension of Weaver Dairy Rd)	0	2	Orange	1.14	$12,131,435	2020	No	No		Private
43	I-40 (general purpose widening)	US 15-501 to NC 86	4	6	Orange	4.08	$43,790,031	2035	Yes	No	I-3306	State/Fed
44	I-40 (general purpose widening)	NC 86 to I-85	4	6	Orange	7.32	$77,277,997	2035	Yes	No	I-3306	State/Fed
45	I-40 HOV	Wake County Line to US 15-501	0	2	Durham/ Orange	12.62	$578,756,215	2035	Yes	No		State/Fed
46	I-540	Ramp improvement: I-540 W to I-40 W	1	2	Durham	0.86	$4,930,000	2011	Yes	No	R-2000	State/Fed
48	I-85	I-40 to the Durham Co line	4	6	Orange	8.35	$210,782,000	2025	Yes	No	I-0305	State/Fed
49	I-85	US 70 to Redwood Rd	4	6	Durham	5.25	$132,527,605	2025	Yes	No	I-4743	Hwy Trust Fund
51	Lake Hogan Farms Rd Ext	Lake Hogan Farms Rd to Eubanks Road	0	2	Orange	0.96	$10,419,610	2020	No	No		Private
52	Latta Rd	Guess Rd to Roxboro Rd	2	3	Durham	1.20	$5,409,315	2035	No	No		State/Fed
53.11	Leesville Rd Ext	Leesville Rd to US 70/Page Rd	0	2	Durham	0.81	$9,587,110	2035	No	No		State/Fed/Private
57	Lynn Rd Ext	NC 98/Glover Rd Ext to Existing Lynn Rd	0	2	Durham	0.86	$9,346,199	2035	No	No		State/Fed/Private
60	Midland Terrace	NC 98 to Geer St	0	2	Durham	2.44	$17,207,959	2035	No	No		State/Fed
61	Midland Terrace	Dearborn to Old Oxford Rd/Hamlin Junction	0	2	Durham	0.98	$17,862,527	2035	No	No		State/Fed/Private
63	MLK Pkwy (NC 55 interchange)	NC 55 to Cornwallis Rd connector	0	4	Durham	0.28	$29,850,000	2035	Yes	No	U-2405	State/Fed
64.13	NC 147 General purpose widening	East End Conn to I-40	4	6	Durham	4.78	$52,645,086	2035	Yes	No		State/Fed
66	NC 147 South Ext (Triangle Pkwy -toll)	I-40 to Wake County Line	0	6	Durham	2.40	$156,700,000	2011	Yes	No	U-4763B	State/Fed/Tolls
69	NC 54	I-40 Interchange to NC 55	2	4	Durham	5.24	$36,357,032	2025	No	No		State/Fed
70	NC 54	I-40 to Barbee Chapel Rd	4	6	Durham	1.65	$34,540,862	2025	Yes	No		State/Fed
75	NC 55 (Alston Ave.)	NC 147 to NC 98	2	4	Durham	0.90	$23,320,000	2017	No	No	U-3308	State/Fed
77.1	NC 751	S Roxboro St to NC 54	2	4	Durham	0.70	$10,245,211	2025	No	No		State/Fed

TAC 2/11/09 Attachment 6

DCHC MPO

2035 LRTP -- Highway Projects

ID	Project	Project Limits	Existing Cross-Section	Proposed Cross-Section	County	Length (miles)	Total Cost (2008 dollars)	AQ Year	Reg. Signifant?	Exempt?	TIP No.	Funding Source
77.2	NC 751	NC 54 to Renaissance Pkwy	2	4	Durham	1.23	$12,783,400	2025	No	No		State/Fed
77.3	NC 751	Renaissance Pkwy to Fayetteville/Scott King Rd	2	4	Durham	1.94	$20,162,436	2025	No	No		State/Fed
80	NC 86	Old NC 10 to US 70 Business	2	4	Orange	0.90	$11,513,707	2025	No	No		State/Fed
81	NC 86	US 70 Bypass to NC 57	2	4	Orange	0.34	$3,533,623	2025	No	No		State/Fed
81.1	NC 98 (Holloway St)	Wake County Line to Mineral Springs	2	4	Durham	6.46	$68,218,832	2035	Yes	No		State/Fed
83	Northern Durham Pkwy	US 70 E to I-85 North	0	4	Durham	8.07	$133,434,364	2025	Yes	No	U-4721	Hwy Trust Fund
84	Northern Durham Pkwy	I-85 North to Old Oxford Hwy	0	4	Durham	3.80	$64,991,547	2025	Yes	No	U-4721	Hwy Trust Fund
85	Northern Durham Pkwy	Old Oxford Hwy to Roxboro Rd	0	2	Durham	2.64	$28,093,849	2025	No	No	U-4721	Hwy Trust Fund
86	Old NC 86	I-40 to Lafayette Dr.	2	4	Orange	0.80	$6,176,000	2035	No	No	R-2825	State/Fed
87	Old NC 86	Lafayette Dr to US 70 Business	2	4	Orange	1.63	$13,124,000	2035	No	No	R-2825	State/Fed
88	Old Oxford Rd	Roxboro Rd to Snow Hill Rd	2	4	Durham	2.57	$27,790,031	2025	No	No		State/Fed
89	Olive Branch Rd Ext	NC 98 to Wake County Line	0	2	Durham	1.48	$16,869,085	2035	No	No		Private
89.3	Orange Grove Connector	Orange Grove Rd to US 70	0	2	Orange	0.40	$5,336,644	2017	No	No		State/Fed/Private
90	Page Rd	I-40 to Page Rd Ext	2	4	Durham	3.88	$40,324,871	2035	No	No		State/Fed
91	Riddle Rd Extension	Ellis Rd to NC 147	0	2	Durham	0.49	$5,214,389	2025	No	No		State/Fed/Private
92	Roxboro Road (501N)	Duke Street to Goodwin Rd	4	6	Durham	2.65	$40,962,074	2035	Yes	No	U-4722	Hwy Trust Fund
94	Roxboro St	Cornwallis Rd to MLK Pkwy	0	4	Durham	1.29	$4,240,000	2025	No	No	CIP	State/Fed
95.11	Scott King Rd	Grandale Dr to Hopson Rd	0	2	Durham	1.15	$13,317,851	2035	No	No		State/Fed
96	Seawell School Connector	Lake Hogan Farms Rd to Seawell School Rd	0	2	Orange	1.61	$17,132,991	2035	No	No	Private	Private
96.1	Sherron Rd	US 70 to NC 98	2	4	Durham	3.25	$33,777,276	2035	No	No		State/Fed
97	Smith Level Rd	Rock Haven Rd to NC 54 bypass	2	3	Orange	0.75	$5,400,000	2017	No	No	U-2803	State/Fed
98	South Columbia St	NC 54 to Manning Dr. (upgrade to include bicycle lanes)	2	2	Orange	0.86	$3,650,000	2017	Yes	Yes	U-624	State/Fed

TAC 2/11/09 Attachment 6

DCHC MPO

2035 LRTP -- Highway Projects

ID	Project	Project Limits	Existing Cross-Section	Proposed Cross-Section	County	Length (miles)	Total Cost (2008 dollars)	AQ Year	Reg. Signifant?	Exempt?	TIP No.	Funding Source
102	SW Durham Dr	Meadowmont Dr to I-40	0	2	Durham	1.79	$21,208,481	2025	No	No		State/Fed/Private
104	SW Durham Dr.	Watkins Rd (Old Chapel Hill Rd to US 15-501)	2	4	Durham	0.70	$10,245,211	2017	No	No		Private
106	SW Durham Dr.	US 15-501 to Mt. Moriah Rd	0	4	Durham	0.35	$9,054,232	2025	No	No		Private
113	US 15-501 (freeway conversion)	Bypass to I-40	4	6	Durham	1.88	$106,381,000	2035	Yes	No	U-2807	State/Fed
114	US 15-501 Bypass	Pickett Rd to Morreene Rd	4	6	Durham	2.64	$35,386,491	2035	Yes	No		State/Fed
116	US 70 (freeway conversion)	Lynn Rd to Wake Co line	4	6	Durham	4.08	$128,210,945	2025	Yes	No	U-4720	Hwy Trust Fund
119	Weaver Dairy Rd	NC 86 to Erwin Rd	2	3	Orange	2.65	$11,070,000	2017	No	No	U3306	State/Fed
123.11	Woodcroft Pkwy Ext	Garrett Rd to Hope Valley Rd	0	2	Durham	0.25	$2,660,402	2025	No	No		State/Fed/Private
		Total Cost for non-HTF and non-Toll Projects =					$2,019,897,448					
		Total Cost for Highway Trust Fund (HTF) Projects =					$683,621,384					
		Total Cost for Toll Roads (Triangle Expressway) =					$156,700,000					
		Total Cost for 2035 LRTP =					**$2,860,218,832**					

2035 LRTP
Transit Service

Summary

Transit service in the 2035 LRTP includes a variety of transit modes and lengthy lists and descriptions of the various routes and service types. A summary of the transit services includes:

- Light Rail service starts in 2023, and runs from UNC-Chapel Hill to the Durham Multimodal Center (in downtown Durham).
- Light Rail service starts in 2025, and runs from the Durham Multimodal Center to the Triangle Metro Center, and on to Wake County and Raleigh destinations.
- Passengers do not have to transfer – this is a seamless rail transit system from Chapel Hill, through Durham, and into Wake County.
- Local bus feeder service connects to the Rail stations.
- Bus Rapid Transit (BRT) service in Chapel Hill. BRT provides very frequent service and often operate on a separate guideway or on a separate travel lane in the regular roadway.
- There is service expansion in local, express and regional bus routes.
- There are improved headways (e.g., bus frequency). Headway is the amount of time between the arrival of buses.
- There is circulator service in employment centers such as downtown Durham and Chapel Hill, and the Regional Triangle Park and RDU airport.
- There is not any Commuter Rail service – this service was proposed in previous LRTP alternatives.

Light Rail Service

Financial and technical analyses find that light rail transit can be implemented from Chapel Hill, through Duke University and Medical Center and downtown Durham, and to the Research Triangle Park (RTP) by the year 2025. For transportation modeling and financial planning purposes, the 2035 LRTP assumes that the light rail service will be implemented in the two phases summarized in the previous paragraph. However, the actual implementation phasing might be modified based on the more detailed feasibility studies that will be required.

The light rail service will be a continuous service line and will not require transfers in downtown Durham as was true with previously proposed rail transit service (e.g., in 2030 LRTP). An additional advantage of light rail trains will be the capability, to some extent, to operate trains on streets that have regular vehicular traffic. This mixing capability offers the possibility to deviate the light rail service from the current railroad corridor to

serve nearby locations such as North Carolina Central University (NCCU) and Durham Technical Community College.

Transit Service Maps and Tables

A map of the transit service is presented on page 3 showing the light rail and bus transit routes and light rail stations. Tables that list the bus transit services for the four transit operators and their key attributes follows the map in the following order:

- Chapel Hill Transit (CHT)
- Durham Area Transit Authority (DATA)
- Duke University Transit
- Triangle Transit – Note that only 40% of the costs are assumed in the 2035 LRTP for Triangle Transit services that operate in both the DCHC MPO and Capital Area Metropolitan Planning Organization (CAMPO) planning areas.

Key attributes include:

- Reg ID – This number, the regional identification number, facilitates the identification of projects in the various modeling and financial databases in the long-range plan.

- Route Name – This name provides information to help identify the transit system, local route identification information, and the destination points of the route.

- Service Type
    - Local Bus – standard fixed-route bus service with frequent stops.
    - Express Bus – express bus service that has only a few stops between major residential and employment centers, longer routes and faster operating speeds.
    - Circulator Service – very frequent bus service that operates in close proximity to the employment center that is being served.

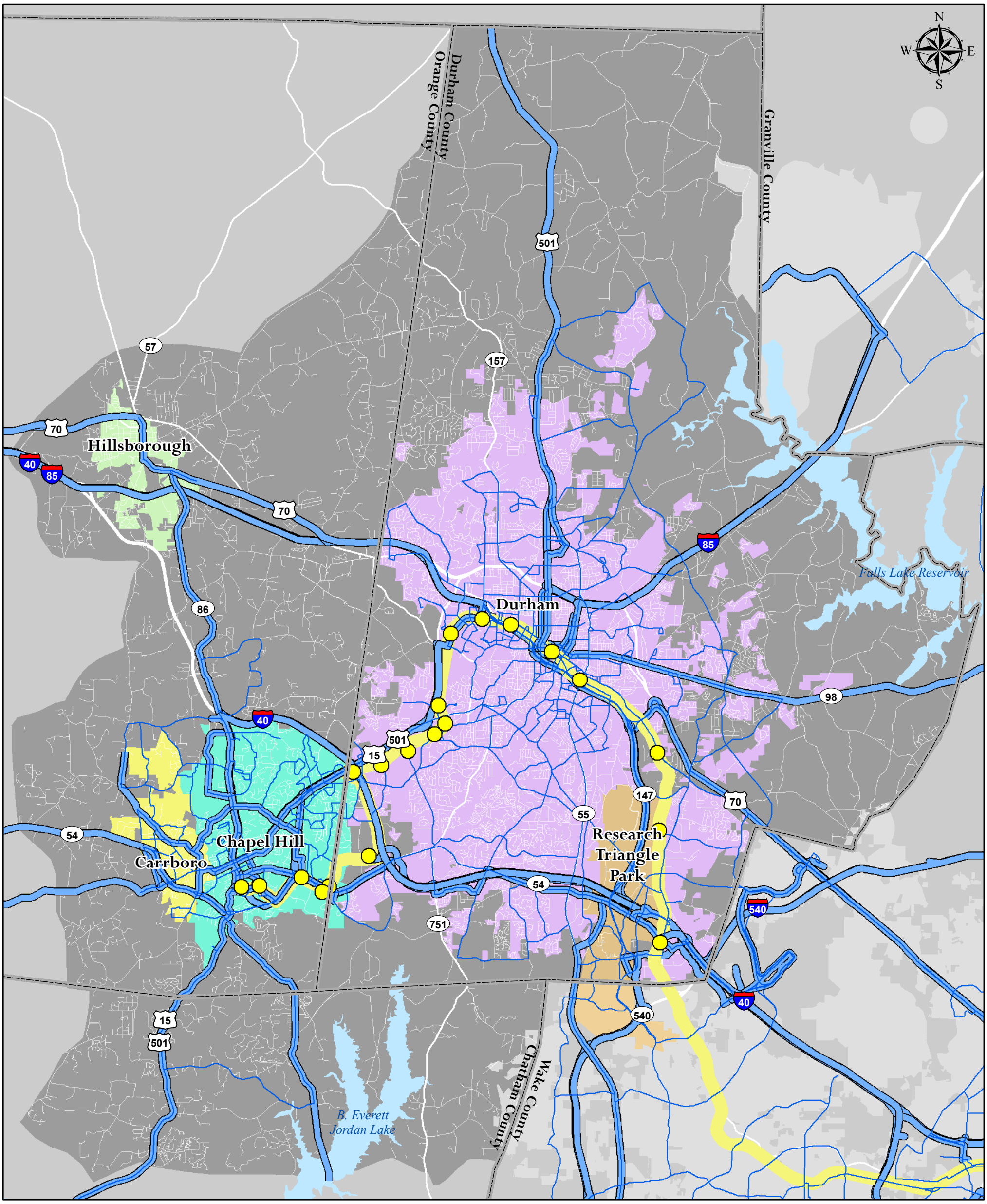
- Start and Stop Years – Indicates the years in which the service will begin and end. In many cases, a service with a stop year that is before 2036 (January 1, 2036 -- which is the last year of the LRTP) will be shown in the next row with a subsequent start year but the headway has been improved. In some cases, a service will have a 2040 start year that indicates it is a post year project in which no costs are assumed in the 2035 LRTP.

- Capital Costs – Includes costs for vehicles, infrastructure, facilities and other fixed assets. State and federal grant funding is often designated specifically for capital or operating and maintenance costs.

- O&M Costs (Operating & Maintenance) – Includes vehicle maintenance, operator labor, fuel and other costs that are closely associated with the hours of service provided. State and federal grant funding is often designated specifically for capital or operating and maintenance costs.

Durham Chapel Hill Carrboro Metropolitan Planning Organization

Bus & Light Rail Transit Projects in Draft 2035 LRTP



Light Rail Stations
Local Bus
Express or BRT
Electric Light Rail
Interstates
US and NC Highways
Carrboro
Chapel Hill
Durham
Hillsborough
Other Municipalities
Research Triangle Park
MPO Boundary
County Boundaries

Transportation Plan 2035

DCHC Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

1.6.2009

0 1.25 2.5 5 Miles

Draft 2035 LRTP

Bus Transit Service-- Chapel Hill Transit

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Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
X.24.0	ChapelHill Circulator EB	2020	2036	Local Bus	Daylight	$13,172,480	$2,671,296
X.24.0	ChapelHill Circulator WB	2020	2036	Local Bus	Daylight	$10,923,520	$2,003,472
3.79.0	CHT NS IB:SVillage-Eubanks	2009	2010	Local Bus	Daylight	$411,640	$667,824
3.79.0	CHT NS OB:Eubanks-SVillage	2009	2010	Local Bus	Daylight	$542,160	$667,824
X.24.0	ChapelHillCirculator NB	2010	2036	Local Bus	Daylight	$17,750,720	$2,003,472
X.24.0	ChapelHillCirculator SB	2010	2036	Local Bus	Daylight	$17,750,720	$2,003,472
3.54.0	CHT A IB:Weiner-MLKBlvd	2009	2036	Local Bus	Daylight	$14,638,320	$1,335,648
3.54.0	CHT A OB:MLKBlvd-Weiner	2009	2036	Local Bus	Daylight	$14,638,320	$1,335,648
3.46.0	CHT Base 1 Carrboro N IB	2010	2036	Local Bus	Daylight	$14,096,160	$1,335,648
3.46.0	CHT Base 1 Carrboro N OB	2010	2036	Local Bus	Daylight	$7,048,080	$667,824
3.17.0	CHT Base 11 S Orange IB	2040	2040	Express Bus	Daylight	$0	$0
3.17.0	CHT Base 11 S Orange OB	2040	2040	Express Bus	Daylight	$0	$0
3.44.0	CHT Base 13 Hills. Exp IB	2040	2040	Express Bus	Commuter	$0	$0
3.44.0	CHT Base 13 Hills. Exp OB	2040	2040	Express Bus	Commuter	$0	$0
3.42.0	CHT Base 2 New Hope Commons IB	2040	2040	Local Bus	Daylight	$0	$0
3.42.0	CHT Base 2 New Hope Commons OB	2040	2040	Local Bus	Daylight	$0	$0
3.50.0	CHT Base 3 Estes-Carrboro IB	2015	2036	Local Bus	Daylight	$8,644,440	$1,335,648
3.50.0	CHT Base 3 Estes-Carrboro OB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
3.48.0	CHT Base 4 Laurel Hills IB (NC 54/Durham)	2015	2036	Local Bus	Daylight	$11,385,360	$1,335,648
3.48.0	CHT Base 4 Laurel Hills OB (NC 54/Durham)	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
3.40.0	CHT Base 8 UNC Exp IB (Carolina North/Main Campu	2015	2036	Circulator	Daylight	$5,692,680	$1,302,174
3.40.0	CHT Base 8 UNC Exp OB (Carolina North/Main Camp	2015	2036	Circulator	Daylight	$5,692,680	$1,302,174
3.38.0	CHT Base 9 Mason Farm/Carolina North Exp IB	2020	2036	Express Bus	Daylight	$4,337,280	$667,824
3.38.0	CHT Base 9 Mason Farm/Carolina North Exp OB	2020	2036	Express Bus	Daylight	$4,337,280	$667,824
3.97-1.0	CHT BRT-1 I40-Rsmry-UNC IB	2015	2036	BRT Guideway	18-Hour	$15,180,480	$3,400,000
3.97-1.0	CHT BRT-1 I40-Rsmry-UNC OB	2015	2036	BRT Guideway	18-Hour	$15,180,480	$3,400,000
3.99-1.0	CHT BRT-3A I40-US15-UNC IB	2020	2036	BRT Guideway	18-Hour	$5,783,040	$1,700,000
3.99-1.0	CHT BRT-3A I40-US15-UNC OB	2020	2036	BRT Guideway	18-Hour	$5,783,040	$1,700,000
3.101-1.0	CHT BRT-3B I40-Elzbth-UNC IB	2020	2036	BRT Guideway	18-Hour	$5,783,040	$1,700,000
3.101-1.0	CHT BRT-3B I40-Elzbth-UNC OB	2020	2036	BRT Guideway	18-Hour	$5,783,040	$1,700,000
3.103-1.0	CHT BRT-3C I40-Carolina N IB	2020	2036	BRT Guideway	18-Hour	$5,783,040	$1,700,000
3.103-1.0	CHT BRT-3C I40-Carolina N OB	2020	2036	BRT Guideway	18-Hour	$5,783,040	$1,700,000
3.105-1.0	CHT BRT-5 I40 to UNC IB	2025	2036	BRT Guideway	18-Hour	$2,429,680	$0
3.105-1.0	CHT BRT-5 I40 to UNC OB	2025	2036	BRT Guideway	18-Hour	$2,429,680	$0
3.107-1.0	CHT BRT-6 from Carolina N/Ch/Or LIne OB	2025	2036	Express Bus	Daylight	$2,981,880	$850,000
3.107-1.0	CHT BRT-6 to Carolina N/Ch/Or LIne IB	2025	2036	Express Bus	Daylight	$4,528,040	$1,700,000
3.110-1.0	CHT BRT-7 from UNC/NW Carrboro OB	2025	2036	Express Bus	Daylight	$2,981,880	$850,000
3.110-1.0	CHT BRT-7 to UNC/NW Carrboro IB	2025	2036	Express Bus	Daylight	$4,528,040	$1,700,000
3.109-1.0	CHT BRT-7a from Carolina N/NW Carrboro OB	2025	2036	Express Bus	Daylight	$2,981,880	$850,000

Draft 2035 LRTP

Bus Transit Service-- Chapel Hill Transit

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Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
3.109-1.0	CHT BRT-7a to Carolina N/NW Carrboro IB	2025	2036	Express Bus	Daylight	$2,981,880	$850,000
3.113-1.0	CHT BRT-8 from UNC/NC54/Carrboro OB	2020	2036	Express Bus	Daylight	$4,337,280	$1,700,000
3.113-1.0	CHT BRT-8 to UNC/NC54 Carrboro IB	2020	2036	Express Bus	Daylight	$6,586,240	$3,400,000
3.115-1.0	CHT BRT-8a from Carolina N/NC54 Carrboro OB	2025	2036	Express Bus	Daylight	$2,981,880	$850,000
3.115-1.0	CHT BRT-8a to Carolina N/NC 54 Carrboro IB	2025	2036	Express Bus	Daylight	$4,528,040	$1,700,000
3.36.0	CHT Carr 1A Feeder (changed to local svc.)	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
3.35.0	CHT Carr 1B Feeder (changed to local svc)	2040	2040	Local Bus	Daylight	$0	$0
3.15.0	CHT CARR 2 Feeder (Jones Ferry/Dtwn Carrboro)	2040	2040	Local Bus	Daylight	$0	$0
3.14.0	CHT CH MODY	2040	2040	Local Bus	Daylight	$0	$0
3.64.0	CHT CL IB: WldnGrnfld-UNCHosp	2009	2020	Local Bus	Daylight	$1,435,720	$0
3.64.0	CHT CL IB: WldnGrnfld-UNCHosp	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
3.64.0	CHT CL OB: UNCHosp-WldnGrnfld	2009	2020	Local Bus	Daylight	$1,435,720	$0
3.64.0	CHT CL OB: UNCHosp-WldnGrnfld	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
3.57.0	CHT CM IB:FamPrac-JonesFerry	2009	2020	Local Bus	Daylight	$1,435,720	$0
3.57.0	CHT CM IB:FamPrac-JonesFerry	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
3.57.0	CHT CM OB:JonesFerry-FamPrac	2009	2020	Local Bus	Daylight	$2,981,880	$333,912
3.57.0	CHT CM OB:JonesFerry-FamPrac	2020	2036	Local Bus	Daylight	$6,586,240	$1,335,648
3.60.0	CHT CPX IB:UNC-CarrboroP&R	2009	2020	Express Bus	Daylight	$1,435,720	$0
3.60.0	CHT CPX IB:UNC-CarrboroP&R	2020	2036	Express Bus	Daylight	$4,337,280	$667,824
3.60.0	CHT CPX OB:CarrboroP&R-UNC	2009	2020	Express Bus	Daylight	$1,435,720	$0
3.60.0	CHT CPX OB:CarrboroP&R-UNC	2020	2036	Express Bus	Daylight	$4,337,280	$667,824
3.56.0	CHT CW IB:Ptsboro-JonesFerry	2009	2020	Local Bus	Daylight	$1,435,720	$0
3.56.0	CHT CW IB:Ptsboro-JonesFerry	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
3.56.0	CHT CW OB:JonesFerry-Ptsboro	2009	2020	Local Bus	Daylight	$2,981,880	$333,912
3.56.0	CHT CW OB:JonesFerry-Ptsboro	2020	2036	Local Bus	Daylight	$6,586,240	$1,335,648
3.62.0	CHT D IB:Prvdnce-SmithLevel	2009	2020	Local Bus	Daylight	$2,981,880	$333,912
3.62.0	CHT D IB:Prvdnce-SmithLevel	2020	2036	Local Bus	Daylight	$8,674,560	$1,335,648
3.62.0	CHT D OB:SmithLevel-Provdnce	2009	2020	Local Bus	Daylight	$2,981,880	$333,912
3.62.0	CHT D OB:SmithLevel-Provdnce	2020	2036	Local Bus	Daylight	$6,586,240	$1,335,648
3.9.0	CHT Eubanks Station/Whitfiled area 1A Feeder	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
3.8.0	CHT Eubanks Station/Whitefiled 1B Feeder	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
3.34.0	CHT EW Crosstown	2040	2040	Express Bus	Daylight	$0	$0
3.67.0	CHT F IB:ColonyWds-McDougle	2009	2036	Local Bus	Daylight	$14,638,320	$1,335,648
3.67.0	CHT F OB:McDougle-ColonyWds	2009	2036	Local Bus	Daylight	$14,638,320	$1,335,648
3.66.0	CHT FCX IB:Pttsbor-FridayCntr	2010	2036	Express Bus	Daylight	$3,393,520	$0
3.66.0	CHT FCX OB:FridayCntr-Pttsbor	2010	2036	Express Bus	Daylight	$3,393,520	$0
3.70.0	CHT G IB:Briarcliff-BookerCrk	2009	2036	Local Bus	Daylight	$18,433,440	$2,003,472
3.70.0	CHT G OB:BookerCrk-Briarcliff	2009	2036	Local Bus	Daylight	$18,433,440	$2,003,472
3.1-1.0	CHT Gateway Feeder 1	2025	2036	Local Bus	Daylight	$1,435,720	$0

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Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
3.2-2.0	CHT Gateway Feeder 2	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
3.3-3.0	CHT Gateway Feeder 3	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
3.72.0	CHT HS IB:VarsityTh-Hghsch	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.72.0	CHT HS OB:Hghsch-VarsityTh	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.74.0	CHT HUX IB:UNCHosp-HedrckBldg	2009	2036	Express Bus	Daylight	$3,524,040	$0
3.74.0	CHT HUX OB:HedrckBldg-UNCHosp	2009	2036	Express Bus	Daylight	$7,319,160	$667,824
3.7-1.0	CHT Carolina N 1A Feeder	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
3.6-1.0	CHT Carolina N 1B Feeder	2040	2040	Local Bus	Daylight	$0	$0
3.5-5.0	CHT Carolina N 2A Feeder	2040	2040	Local Bus	Daylight	$0	$0
3.4-4.0	CHT Carolina N 2B Feeder	2040	2040	Local Bus	Daylight	$0	$0
3.32.0	CHT Carolina N 3 Feeder	2040	2040	Local Bus	Daylight	$0	$0
3.76.0	CHT J IB:SGrnsboro-RockCrkApt	2009	2036	Local Bus	Daylight	$11,114,280	$1,335,648
3.76.0	CHT J OB:RockCrkApt-SGrnsboro	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.78.0	CHT JFX IB:Ptsboro-JonesFerry	2009	2036	Express Bus	Daylight	$3,524,040	$0
3.78.0	CHT JFX OB:JonesFerry-Ptsboro	2009	2036	Express Bus	Daylight	$7,319,160	$667,824
3.92.0	CHT M IB:UnivMall-CrestCole	2009	2036	Local Bus	Daylight	$3,524,040	$0
3.92.0	CHT M OB:CrestCole-UnivMall	2009	2036	Local Bus	Daylight	$3,524,040	$0
3.25.0	CHT Meadowmont Feeder 2	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
3.24.0	CHT Meadowmont Feeder 3	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
3.13.0	CHT Meadowmont Feeder IB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
3.13.0	CHT Meadowmont Feeder OB	2023	2036	Local Bus	Daylight	$5,351,320	$1,335,648
3.23.0	CHT MOD 1 IB (NC 54 E)	2040	2040	Local Bus	Daylight	$0	$0
3.23.0	CHT MOD 1 OB	2040	2040	Local Bus	Daylight	$0	$0
3.11.0	CHT MOD 10 XPS IB (I-40 express)	2040	2040	Express Bus	Daylight	$0	$0
3.11.0	CHT MOD 10 XPS OB	2040	2040	Express Bus	Daylight	$0	$0
3.52.0	CHT MOD 20 Pitt. Exp IB	2010	2036	Express Bus	Commuter	$10,963,680	$2,003,472
3.52.0	CHT MOD 20 Pitt. Exp OB	2010	2036	Express Bus	Commuter	$7,309,120	$1,335,648
3.31.0	CHT MOD 21 IB	2040	2040	Local Bus	Daylight	$0	$0
3.31.0	CHT MOD 21 OB	2040	2040	Local Bus	Daylight	$0	$0
3.29.0	CHT MOD 22 Exp IB	2040	2040	Express Bus	Daylight	$0	$0
3.29.0	CHT MOD 22 Exp OB	2040	2040	Express Bus	Daylight	$0	$0
3.19.0	CHT MOD 8 IB-1 (Gov. Club)	2025	2036	Local Bus	Daylight	$7,509,920	$1,001,736
3.21.0	CHT MOD 8 IB-2 (Gov. Club)	2040	2040	Express Bus	18-Hour	$0	$0
3.19.0	CHT MOD 8 OB-1	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
3.21.0	CHT MOD 8 OB-2	2040	2040	Express Bus	18-Hour	$0	$0
3.27.0	CHT MODV IB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
3.27.0	CHT MODV OB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
3.91.0	CHT N IB:EstsParkApt-FamPract	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.91.0	CHT N OB:FamPract-EstsPrkApt	2009	2036	Local Bus	Daylight	$7,319,160	$667,824

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3.81.0	CHT NUX IB:UNCHosp-PR Lot	2009	2036	Express Bus	Daylight	$3,524,040	$0
3.81.0	CHT NUX OB: PRLot-UNCHosp	2009	2036	Express Bus	Daylight	$7,319,160	$667,824
3.87.0	CHT RU LP:counter clock loop	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.96.0	CHT S IB:UNCHosp-HedrickBldg	2009	2036	Local Bus	Daylight	$3,524,040	$0
3.96.0	CHT S OB:HedrickBldg-UNCHosp	2009	2036	Local Bus	Daylight	$3,524,040	$0
3.83.0	CHT T IB:UNCHosp-ECHHghSch	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.83.0	CHT T OB:ECHHghSch-UNCHosp	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.85.0	CHT U LP:clockwise loop	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.89.0	CHT V IB:Meadowmont-SVillage	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
3.89.0	CHT V OB:SVillage-Meadowmont	2009	2036	Local Bus	Daylight	$11,114,280	$1,335,648
X.18.0	Pittsboro-ChapelHill NB	2040	2040	Express Bus	Daylight	$0	$0
X.18.0	Pittsboro-ChapelHill SB	2040	2040	Express Bus	Daylight	$0	$0
1.21.1	DCHC B4a CH to Hillsborough OB	2040	2040	Express Bus	Daylight	$0	$0
1.21.1	DCHC B4b Hillsborough to CH IB	2040	2040	Express Bus	Daylight	$0	$0
1.23.0	DCHC B6a CH to Alamance OB	2010	2036	Express Bus	Commuter	$3,654,560	$667,824
1.23.0	DCHC B6b Alamance to CH IB	2010	2036	Express Bus	Commuter	$3,654,560	$667,824
1.24.1	DCHC B7a CH to Alamance OB	2020	2036	Express Bus	Commuter	$2,248,960	$667,824
1.24.1	DCHC B7b Alamance to CH IB	2020	2036	Express Bus	Commuter	$2,248,960	$667,824
1.25.0	DCHC B8a UNC to Pittsboro SB	2040	2040	Local Bus	Daylight	$0	$0
1.25.0	DCHC B8b Pittsboro to UNC NB	2040	2040	Local Bus	Daylight	$0	$0
X.4.0	UNC-CarolinaNorth NB	2040	2040	Local Bus	Daylight	$0	$0
X.4.0	UNC-CarolinaNorth SB	2040	2040	Local Bus	Daylight	$0	$0
	Subtotal					**$652,760,640**	**$96,495,892**
	Grand Total						**$749,256,532**

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Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
4.91.0	DATA 10-8:NewHopeCmn-DrhmTech	2009	2016	Local Bus	Daylight	$4,779,040	$0
4.91.0	DATA 10-8:NewHopeCmn-DrhmTech	2016	2036	Local Bus	Daylight	$13,654,400	$1,001,736
4.78.0	DATA 10-8:Woodcroft-DrhmTech	2009	2016	Local Bus	Daylight	$4,779,040	$0
4.78.0	DATA 10-8:Woodcroft-DrhmTech	2016	2036	Local Bus	Daylight	$13,654,400	$1,001,736
4.91.0	DATA 8-10:DrhmTech-NewHopeCmn	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.91.0	DATA 8-10:DrhmTech-NewHopeCmn	2016	2036	Local Bus	Daylight	$8,232,800	$667,824
4.78.0	DATA 8-10:DrhmTech-Woodcroft	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.78.0	DATA 8-10:DrhmTech-Woodcroft	2016	2036	Local Bus	Daylight	$8,232,800	$667,824
4.76.0	DATA 9-11:Bennett-DRHosp	2009	2031	Local Bus	Daylight	$9,056,080	$667,824
4.76.0	DATA 9-11:Bennett-DRHosp	2031	2036	Local Bus	Daylight	$2,058,200	$0
4.76.0	DATA 9-11:DRHosp-Bennett	2009	2031	Local Bus	Daylight	$9,056,080	$667,824
4.76.0	DATA 9-11:DRHosp-Bennett	2031	2036	Local Bus	Daylight	$2,058,200	$0
4.83.0	DATA 12 IB:TTATerm-Downtown	2009	2014	Local Bus	Commuter	$702,800	$0
4.83.0	DATA 12 IB:TTATerm-Downtown	2014	2036	Local Bus	Commuter	$6,184,640	$1,001,736
4.83.0	DATA 12 IB:TTATerm-Downtown	2040	2040	Local Bus	Commuter	$0	$0
4.83.0	DATA 12 OB:Downtown-TTATerm	2009	2014	Local Bus	Commuter	$702,800	$0
4.83.0	DATA 12 OB:Downtown-TTATerm	2014	2036	Local Bus	Commuter	$6,184,640	$1,001,736
4.83.0	DATA 12 OB:Downtown-TTATerm	2040	2040	Local Bus	Commuter	$0	$0
4.59.0	DATA 12X DTT-EPA IB	2014	2025	Express Bus	Commuter	$3,092,320	$667,824
4.59.0	DATA 12X DTT-EPA IB	2040	2040	Express Bus	Commuter	$0	$0
4.59.0	DATA 12X DTT-EPA OB	2014	2025	Express Bus	Commuter	$3,092,320	$667,824
4.59.0	DATA 12X DTT-EPA OB	2040	2040	Express Bus	Commuter	$0	$0
4.65.0	DATA 13 IB:Fayette-Birchwood	2009	2031	Local Bus	Daylight	$5,963,760	$333,912
4.65.0	DATA 13 IB:Fayette-Birchwood	2031	2036	Local Bus	Daylight	$1,355,400	$0
4.65.0	DATA 13 OB:Birchwood-Fayette	2009	2031	Local Bus	Daylight	$5,963,760	$333,912
4.65.0	DATA 13 OB:Birchwood-Fayette	2031	2036	Local Bus	Daylight	$2,058,200	$333,912
4.64.0	DATA 1-3:Hillndal-Guess-Mdlnd	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.64.0	DATA 1-3:Hillndal-Guess-Mdlnd	2016	2036	Local Bus	Daylight	$8,232,800	$667,824
4.90.0	DATA 1-3:Hillndal-Point-Mdlnd	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.90.0	DATA 1-3:Hillndal-Point-Mdlnd	2016	2036	Local Bus	Daylight	$8,232,800	$667,824
4.69.0	DATA 14 LP:NCCUShuttle	2009	2036	Local Bus	Daylight	$7,319,160	$333,912
4.69.0	DATA 14 LP:NCCUShuttle	2040	2040	Local Bus	Daylight	$0	$0
4.75.0	DATA 15 IB:BrierCreek-Dtn	2009	2016	Local Bus	Commuter	$983,920	$0
4.75.0	DATA 15 IB:BrierCreek-Dtn	2016	2031	Local Bus	Commuter	$6,325,200	$1,669,560
4.75.0	DATA 15 IB:BrierCreek-Dtn	2031	2036	Local Bus	Commuter	$2,108,400	$0
4.75.0	DATA 15 OB:Dtn-BrierCreek	2009	2016	Local Bus	Commuter	$983,920	$0
4.75.0	DATA 15 OB:Dtn-BrierCreek	2016	2031	Local Bus	Commuter	$6,325,200	$1,669,560
4.75.0	DATA 15 OB:Dtn-BrierCreek	2031	2036	Local Bus	Commuter	$2,108,400	$0

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Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
4.25.0	DATA 15 Willowdale IB (new Riverside HS)	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
4.25.0	DATA 15 Willowdale OB (new Riverside HS)	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
4.86.0	DATA 16 IB:MineralSprng-Dtn	2009	2016	Local Bus	Daylight	$1,897,560	$0
4.86.0	DATA 16 IB:MineralSprng-Dtn	2016	2036	Local Bus	Daylight	$5,421,600	$333,912
4.86.0	DATA 16 OB:Dtn-MineralSprng	2009	2016	Local Bus	Daylight	$1,897,560	$0
4.86.0	DATA 16 OB:Dtn-MineralSprng	2016	2036	Local Bus	Daylight	$5,421,600	$333,912
4.12.0	DATA 17 Feeder Eno Loop	2023	2036	Local Bus	18-Hour	$4,698,720	$667,824
4.14.0	DATA 17 Feeder IB	2023	2036	Local Bus	Daylight	$3,524,040	$667,824
4.14.0	DATA 17 Feeder OB	2023	2036	Local Bus	Daylight	$3,524,040	$667,824
4.37.0	DATA 17 Horton-Davinci NWB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
4.37.0	DATA 17 Horton-Davinci SEB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
4.70.0	DATA 17 IB:Treyburn-Horton	2009	2031	Local Bus	Daylight	$5,963,760	$333,912
4.70.0	DATA 17 IB:Treyburn-Horton	2031	2036	Local Bus	Daylight	$2,058,200	$333,912
4.70.0	DATA 17 OB:Horton-Treyburn	2009	2031	Local Bus	Daylight	$5,963,760	$333,912
4.70.0	DATA 17 OB:Horton-Treyburn	2031	2036	Local Bus	Daylight	$2,058,200	$0
4.30.0	DATA 17 Roxboro-Davinci NB	2035	2036	Local Bus	Commuter	$140,560	$333,912
4.30.0	DATA 17 Roxboro-Davinci SB	2035	2036	Local Bus	Commuter	$140,560	$333,912
4.58.0	DATA 18 Feeder IB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.58.0	DATA 18 Feeder OB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.56.0	DATA 19 Feeder IB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.56.0	DATA 19 Feeder OB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.27.0	DATA 20 UniDr-RTP IB	2016	2020	Local Bus	Daylight	$1,646,560	$0
4.27.0	DATA 20 UniDr-RTP IB	2020	2036	Local Bus	Daylight	$6,586,240	$667,824
4.27.0	DATA 20 UniDr-RTP OB	2016	2020	Local Bus	Daylight	$1,646,560	$667,824
4.27.0	DATA 20 UniDr-RTP OB	2020	2036	Local Bus	Daylight	$6,586,240	$1,335,648
4.40.0	DATA 21 Ngate-Spoint IB	2040	2040	Local Bus	Daylight	$0	$0
4.40.0	DATA 21 Ngate-Spoint OB	2040	2040	Local Bus	Daylight	$0	$0
4.73.0	DATA 2-4:Angier-Horton	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.73.0	DATA 2-4:Angier-Horton	2016	2036	Local Bus	Daylight	$8,232,800	$667,824
4.73.0	DATA 2-4:Horton-Angier	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.73.0	DATA 2-4:Horton-Angier	2016	2036	Local Bus	Daylight	$8,232,800	$667,824
4.22.0	DATA 25 DurReg-DukeMed IB	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
4.22.0	DATA 25 DurReg-DukeMed OB	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
4.19.0	DATA 27 Ngate-RTP W IB	2014	2036	Local Bus	Daylight	$9,056,080	$1,335,648
4.19.0	DATA 27 Ngate-RTP W OB	2014	2036	Local Bus	Daylight	$9,056,080	$1,335,648
4.17.0	DATA 28 RTP E IB	2040	2040	Local Bus	Daylight	$0	$0
4.17.0	DATA 28 RTP E OB	2040	2040	Local Bus	Daylight	$0	$0
4.15.0	DATA 30 Duke Hospital IB	2014	2036	Local Bus	Daylight	$5,963,760	$667,824

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Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
4.15.0	DATA 30 Duke Hospital OB	2014	2036	Local Bus	Daylight	$5,963,760	$667,824
4.64.0	DATA 3-1:Mdlnd-Guess-Hillndal	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.64.0	DATA 3-1:Mdlnd-Guess-Hillndal	2016	2036	Local Bus	Daylight	$8,232,800	$667,824
4.90.0	DATA 3-1:Mdlnd-Point-Hillndal	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.90.0	DATA 3-1:Mdlnd-Point-Hillndal	2016	2036	Local Bus	Daylight	$8,232,800	$667,824
4.80.0	DATA 5-6:Emerald-HV-Cameron	2009	2014	Local Bus	Daylight	$2,058,200	$0
4.80.0	DATA 5-6:Emerald-HV-Cameron	2014	2036	Local Bus	Daylight	$9,056,080	$667,824
4.92.0	DATA 5-6:Emrld-Crnw-Cnstitutn	2009	2014	Local Bus	Daylight	$2,058,200	$0
4.92.0	DATA 5-6:Emrld-Crnw-Cnstitutn	2014	2036	Local Bus	Daylight	$9,056,080	$667,824
4.80.0	DATA 6-5:Cameron-HV-Emerald	2009	2031	Local Bus	Daylight	$9,056,080	$667,824
4.80.0	DATA 6-5:Cameron-HV-Emerald	2031	2036	Local Bus	Daylight	$2,058,200	$0
4.92.0	DATA 6-5:Cnstitutn-Crnw-Emrld	2009	2031	Local Bus	Daylight	$9,056,080	$667,824
4.92.0	DATA 6-5:Cnstitutn-Crnw-Emrld	2031	2036	Local Bus	Daylight	$2,058,200	$0
4.84.0	DATA 7 IB:Southpoint-Downtown	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.84.0	DATA 7 IB:Southpoint-Downtown	2016	2036	Local Bus	Daylight	$13,654,400	$1,001,736
4.84.0	DATA 7 OB:Downtown-Southpoint	2009	2016	Local Bus	Daylight	$2,881,480	$0
4.84.0	DATA 7 OB:Downtown-Southpoint	2016	2036	Local Bus	Daylight	$13,654,400	$1,001,736
4.61.0	DATA 7SP Southpoint Mall IB	2020	2036	Local Bus	Commuter	$2,248,960	$667,824
4.61.0	DATA 7SP Southpoint Mall OB	2020	2036	Local Bus	Commuter	$2,248,960	$667,824
4.35.0	DATA Bethesda NB	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
4.35.0	DATA Bethesda SB	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
4.47.0	DATA Dtech-Snow IB	2025	2036	Local Bus	Daylight	$4,528,040	$667,824
4.47.0	DATA Dtech-Snow OB	2025	2036	Local Bus	Daylight	$4,528,040	$667,824
4.51.0	DATA Dtown Terminal Feeder IB	2023	2036	Local Bus	Daylight	$3,524,040	$667,824
4.51.0	DATA Dtown Terminal Feeder OB	2023	2036	Local Bus	Daylight	$3,524,040	$667,824
4.49.0	DATA Dtown Terminal Shuttle IB (circulator)	2020	2036	Local Bus	Daylight	$6,586,240	$1,335,648
4.49.0	DATA Dtown Terminal Shuttle OB (circulator)	2020	2036	Local Bus	Daylight	$6,586,240	$1,335,648
4.31.0	DATA Durham XT NWB	2023	2036	Local Bus	Daylight	$3,524,040	$667,824
4.31.0	DATA Durham XT SEB	2023	2036	Local Bus	Daylight	$3,524,040	$667,824
4.53.0	DATA EPA IB	2040	2040	Express Bus	Commuter	$0	$0
4.53.0	DATA EPA OB	2040	2040	Express Bus	Commuter	$0	$0
4.42.0	DATA Holoway/The Village IB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.42.0	DATA Holoway/The Village OB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.6.0	DATA Joyner-Club-Duke IB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.6.0	DATA Joyner-Club-Duke OB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.93.0	DATA L1 NDP: Carver to RDU NB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
4.93.0	DATA L1 NDP: Carver to RDU SB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
4.101.0	DATA L5 Mt Moriah-NC 54 EB	2020	2036	Local Bus	Daylight	$4,337,280	$333,912

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Bus Transit Service--Durham Area Transit Authority

TAC 2/11/09 Attachment 6

Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
4.101.0	DATA L5 Mt Morish-NC 54 WB	2020	2036	Local Bus	Daylight	$4,337,280	$667,824
4.103.0	DATA L6 Morehead-Cornwallis NB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
4.103.0	DATA L6 Morehead-Cornwallis SB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
4.105.0	DATA L7 Avondale-Chpl Hill St EB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.105.0	DATA L7 Avondale-Chpl Hill St WB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.107.0	DATA L8 Hillsbor N-Hillsbor S NB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.107.0	DATA L8 Hillsbor N-Hillsbor S SB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.109.0	DATA L9 Rennaisance-Hopson EB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.109.0	DATA L9 Rennaisance-Hopson WB	2035	2036	Local Bus	Daylight	$271,080	$333,912
4.4.0	DATA Meridian Pkwy Feeder IB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.4.0	DATA Meridian Pkwy Feeder OB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.46.0	DATA NC98 - US70 - Miami IB	2013	2036	Local Bus	Daylight	$6,234,840	$667,824
4.46.0	DATA NC98 - US70 - Miami OB	2013	2036	Local Bus	Daylight	$6,234,840	$667,824
4.43.0	DATA Riddle Station Feeder IB	2023	2036	Local Bus	Daylight	$3,524,040	$667,824
4.43.0	DATA Riddle Station Feeder OB	2023	2036	Local Bus	Daylight	$3,524,040	$667,824
4.8.0	DATA S Square Feeder IB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.8.0	DATA S Square Feeder OB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.10.0	DATA S Square Shuttle IB	2012	2036	Local Bus	Daylight	$6,505,920	$667,824
4.10.0	DATA S Square Shuttle OB	2012	2036	Local Bus	Daylight	$6,505,920	$667,824
4.33.0	DATA Treyburn NB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
4.33.0	DATA Treyburn SB	2015	2036	Local Bus	Daylight	$5,692,680	$667,824
4.1.0	DATA Treyburn Station Feeder	2023	2036	Local Bus	Daylight	$5,351,320	$1,335,648
4.2.0	DATA Woodcroft Feeder IB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
4.2.0	DATA Woodcroft Feeder OB	2025	2036	Local Bus	Daylight	$2,981,880	$333,912
	Subtotal					**$567,681,680**	**$62,775,456**
	Grand Total						**$630,457,136**

Draft 2035 LRTP

Bus Transit Service--Duke University

TAC 2/11/09 Attachment 6

Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
6.33.0	DUKE C1 OB:ECampus-WCampus	2009	2036	Local Bus	18-Hour	$9,758,880	$667,824
6.33.0	DUKE C1 IB:WCampus-ECampus	2009	2036	Local Bus	18-Hour	$9,758,880	$667,824
6.18.0	DUKE C2 OB:WCampus-ECampus	2009	2036	Local Bus	Daylight	$11,114,280	$1,335,648
6.18.0	DUKE C2 IB:ECampus-WCampus	2009	2036	Local Bus	Daylight	$11,114,280	$1,335,648
6.20.0	DUKE C3 OB:SciDr-EastCampus	2009	2036	Local Bus	Daylight	$11,114,280	$1,335,648
6.20.0	DUKE C3 IB:EastCampus-SciDr	2009	2036	Local Bus	Daylight	$11,114,280	$1,335,648
6.21.0	DUKE H1 OB:PG3-Entry11	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.21.0	DUKE H1 IB:Entry11-PG3	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.23.0	DUKE H2 OB:PG3-HospNorth	2009	2036	Local Bus	Commuter	$3,795,120	$667,824
6.23.0	DUKE H2 IB:HospNorth-PG3	2009	2036	Local Bus	Commuter	$3,795,120	$667,824
6.25.0	DUKE H3 OB:HospN-HillsbghRd	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.25.0	DUKE H3 IB:HillsbghRd-HospN	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.34.0	DUKE H5 OB:MillBldg-HockPlaza	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.34.0	DUKE H5 IB:HockPlaza-MillBldg	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.36.0	DUKE H6 OB: LaSalleLot-Ent11	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.36.0	DUKE H6 IB:Ent11-LaSalleLot	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.27.0	DUKE PR1 OB:BassettDr-Ent11	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.27.0	DUKE PR1 IB:Entry11-BassettDr	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.28.0	DUKE C6 OB:Chapel-Ecampus	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.28.0	DUKE C6 IB:Ecampus-Chapel	2009	2036	Local Bus	Daylight	$7,319,160	$667,824
6.13.0	Duke E/Cent./W EB	2035	2036	Local Bus	Commuter	$281,120	$667,824
6.13.0	Duke E/Cent./W WB	2035	2036	Local Bus	Commuter	$281,120	$667,824
6.15.0	Duke E/W EB	2009	2036	Local Bus	Evening	$2,710,800	$0
6.15.0	Duke E/W WB	2009	2036	Local Bus	Evening	$2,710,800	$0
6.1.0	Duke Med 1 EB	2035	2036	Local Bus	Daylight	$271,080	$333,912
6.1.0	Duke Med 1 WB	2035	2036	Local Bus	Daylight	$271,080	$333,912
6.9.0	Duke Med 3 NB	2035	2036	Local Bus	Commuter	$140,560	$333,912
6.9.0	Duke Med 3 SB	2035	2036	Local Bus	Commuter	$140,560	$333,912
6.5.0	Duke Med 4 EB	2035	2036	Local Bus	Daylight	$271,080	$333,912
6.5.0	Duke Med 4 WB	2035	2036	Local Bus	Daylight	$271,080	$333,912
6.12.0	Duke Science Loop CCW	2035	2036	Local Bus	Daylight	$411,640	$667,824
6.11.0	Duke Science Loop CW	2035	2036	Local Bus	Daylight	$411,640	$667,824
6.7.0	Duke Student Park EB	2009	2036	Local Bus	Midday	$3,524,040	$0
6.7.0	Duke Student Park WB	2009	2036	Local Bus	Midday	$3,524,040	$0
6.3.0	Duke Villa NB	2035	2036	Local Bus	Daylight	$271,080	$333,912
6.3.0	Duke Villa SB	2035	2036	Local Bus	Daylight	$271,080	$333,912
	Subtotal					**$175,157,840**	**$21,370,368**
	Grand Total						**$196,528,208**

Draft 2035 LRTP

Bus Transit Service--Triangle Transit

TAC 2/11/09 Attachment 6

Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
1.27.0	DCHC B10a Durham-Capital Blvd	2035	2036	Express Bus	Daylight	$682,720	$1,470,000
1.27.0	DCHC B10b Capital Blvd-Durham	2035	2036	Express Bus	Daylight	$963,840	$2,450,000
1.28.1	DCHC B11a Duke to N Raleigh EB	2035	2036	Local Bus	Daylight	$411,640	$667,824
1.28.1	DCHC B11b N Raleigh to Duke WB	2035	2036	Local Bus	Daylight	$552,200	$1,001,736
1.29.0	DCHC B12a Duke to W Wake fwy OB	2035	2036	Local Bus	Daylight	$271,080	$333,912
1.29.0	DCHC B12b W Wake fwy to Duke IB	2035	2036	Local Bus	Daylight	$271,080	$333,912
1.30.0	DCHC B13a Durham to Apex OB	2035	2036	Local Bus	Daylight	$823,280	$1,335,648
1.30.0	DCHC B13b Apex to Durham IB	2035	2036	Local Bus	Daylight	$823,280	$1,335,648
1.31.0	DCHC B14a W Wake pkwy to US70	2035	2036	Local Bus	Daylight	$411,640	$667,824
1.31.0	DCHC B14b US70 to W Wake pkwy	2035	2036	Local Bus	Daylight	$411,640	$667,824
1.22.0	DCHC B5a RDU to Hillsborough OB	2035	2036	Express Bus	Daylight	$1,234,920	$2,940,000
1.22.0	DCHC B5b Hillsborough to RDU IB	2035	2036	Express Bus	Daylight	$1,234,920	$2,940,000
X.21.0	Raleigh-Durham via US70 EB	2040	2040	Regional Bus	Daylight	$0	$0
X.21.0	Raleigh-Durham via US70 WB	2040	2040	Regional Bus	Daylight	$0	$0
1.16.0	TT 500 EB:Chap Hill-Raleigh	2009	2040	Express Bus	Daylight	$34,236,400	$2,940,000
1.16.0	TT 550 WB:Raleigh-Chap Hill	2009	2040	Express Bus	Daylight	$34,236,400	$2,940,000
1.17.0	TT 600 EB:Durham-Raleigh	2009	2018	Express Bus	Daylight	$6,144,480	$0
1.17.0	TT 650 WB:Raleigh-Durham	2009	2018	Express Bus	Daylight	$6,144,480	$0
1.13.1	TT US 70 EB	2040	2040	Express Bus	Commuter	$0	$0
1.13.1	TT US 70 WB	2040	2040	Express Bus	Commuter	$0	$0
	Subtotal					**$88,854,000**	**$22,024,328**
	40% of Subtotal					**$35,541,600**	**$8,809,731**
1.15.0	TT 420 IB:Hillsb-Chap Hill	2009	2036	Regional Bus	Daylight	$22,228,560	$1,335,648
1.15.0	TT 420 OB:Hillsb-Chap Hill	2009	2036	Regional Bus	Daylight	$22,228,560	$1,335,648
1.26.1	TT ChapelHill-Durham-402/403 IB	2009	2018	Regional Bus	18-Hour	$9,036,000	$0
1.26.1	TT ChapelHill-Durham-402-403 OB	2009	2018	Regional Bus	18-Hour	$9,036,000	$0
1.30.1	TT ChapelHill-RTP-402-403 IB	2009	2036	Regional Bus	18-Hour	$13,554,000	$667,824
1.30.1	TT ChapelHill-RTP-402-403 OB	2009	2036	Regional Bus	18-Hour	$13,554,000	$667,824
1.31.1	TT ChapelHill-RTP-412/413 IB	2009	2036	Regional Bus	18-Hour	$13,554,000	$667,824
1.31.1	TT ChapelHill-RTP-412/413 OB	2009	2036	Regional Bus	18-Hour	$13,554,000	$667,824
1.25.1	TT Durham-RTP-412-413 IB	2009	2018	Regional Bus	18-Hour	$4,518,000	$0
1.25.1	TT Durham-RTP-412-413 OB	2009	2018	Regional Bus	18-Hour	$4,518,000	$0
1.34.0	TT 42 SH:Trans Ctr-IBM	2009	2036	Local Bus	Commuter	$7,590,240	$667,824
1.35.0	TT 45 SH:Trans Ctr-S RTP	2009	2036	Local Bus	Commuter	$7,590,240	$667,824

Draft 2035 LRTP

Bus Transit Service--Triangle Transit

TAC 2/11/09 Attachment 6

Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
1.36.0	TT 46 SH:Trans Ctr-E RTP	2009	2036	Local Bus	Commuter	$7,590,240	$667,824
1.37.0	TT 48 SH:Trans Ctr-NE RTP	2009	2036	Local Bus	Commuter	$7,590,240	$667,824
1.38.0	TT 49 SH:Trans Ctr-S RTP	2009	2036	Local Bus	Commuter	$7,590,240	$667,824
1.12.1	TT PersonCo-Durham IB	2012	2036	Express Bus	Commuter	$6,746,880	$1,960,000
1.12.1	TT PersonCo-Durham OB	2012	2036	Express Bus	Commuter	$6,746,880	$1,960,000
1.3.0	TT Pittsboro-UNC	2040	2040	Express Bus	Commuter	$0	$0
1.6.1	TT Burlington-Duke IB	2012	2036	Express Bus	Commuter	$10,120,320	$2,940,000
1.6.1	TT Burlington-Duke OB	2012	2036	Express Bus	Commuter	$10,120,320	$2,940,000
1.11.1	TT Burlington-UNC IB	2040	2040	Express Bus	Commuter	$0	$0
1.11.1	TT Burlington-UNC OB	2040	2040	Express Bus	Commuter	$0	$0
1.9.1	TT Butner-Durham IB	2025	2036	Express Bus	Commuter	$3,092,320	$980,000
1.9.1	TT Butner-Durham OB	2025	2036	Express Bus	Commuter	$3,092,320	$980,000
1.11.1	TT Burlington-UNC OB	2040	2040	Express Bus	Commuter	$0	$0
1.23.0	DCHC B6b Alamance to CH IB	2040	2040	Express Bus	18-Hour	$0	$0
1.24.1	DCHC B7a CH to Alamance OB	2040	2040	Express Bus	Daylight	$0	$0
1.24.1	DCHC B7b Alamance to CH IB	2040	2040	Express Bus	Daylight	$0	$0
1.25.0	DCHC B8a UNC to Pittsboro SB	2035	2036	Local Bus	Daylight	$411,640	$667,824
1.25.0	DCHC B8b Pittsboro to UNC NB	2035	2036	Local Bus	Daylight	$552,200	$1,001,736
X.25.0	Durham Circulator NB	2040	2040	Local Bus	Daylight	$0	$0
X.25.0	Durham Circulator SB	2040	2040	Local Bus	Daylight	$0	$0
X.6.0	Hillsborough-CarolinaNorth NB	2040	2040	Local Bus	Daylight	$0	$0
X.6.0	Hillsborough-CarolinaNorth SB	2040	2040	Local Bus	Daylight	$0	$0
X.26.0	RTP Circulator CCW	2040	2040	Local Bus	Daylight	$0	$0
X.26.0	RTP Circulator CW	2040	2040	Local Bus	Daylight	$0	$0
X.4.0	UNC-CarolinaNorth NB	2040	2040	Local Bus	Daylight	$0	$0
X.4.0	UNC-CarolinaNorth SB	2040	2040	Local Bus	Daylight	$0	$0
X.9.0	Durham-Roxboro NB	2025	2036	Express Bus	Commuter	$3,092,320	$980,000
X.9.0	Durham-Roxboro SB	2025	2036	Express Bus	Commuter	$3,092,320	$980,000
X.8.0	NC147: TMC-Duke NB	2040	2040	Express Bus	Daylight	$0	$0
X.8.0	NC147: TMC-Duke SB	2040	2040	Express Bus	Daylight	$0	$0
X.19.0	TMC-ChapelHill(BRT) EB	2040	2040	Express Bus	Commuter	$0	$0
X.19.0	TMC-ChapelHill(BRT) WB	2040	2040	Express Bus	Commuter	$0	$0
1.19.1	DCHC B2a Durham-Butner OB	2025	2036	Express Bus	Daylight	$4,528,040	$980,000
1.19.1	DCHC B2b Butner-Durham IB	2025	2036	Express Bus	Daylight	$4,528,040	$980,000
1.20.1	DCHC B3a Duke-Mebane OB	2025	2036	Express Bus	Daylight	$9,056,080	$1,960,000

Draft 2035 LRTP

Bus Transit Service--Triangle Transit

TAC 2/11/09 Attachment 6

Reg ID	Route Name	Start Year	Stop Year	SrvcType	Service Pattern	Bus Total Operating Cost	Bus Total Capital Cost
1.20.1	DCHC B3b Mebane-Duke IB	2025	2036	Express Bus	Daylight	$9,056,080	$1,960,000
1.21.1	DCHC B4a CH to Hillsborough OB	2040	2040	Express Bus	Daylight	$0	$0
1.21.1	DCHC B4b Hillsborough to CH IB	2040	2040	Express Bus	Daylight	$0	$0
	Subtotal					**$237,968,080**	**$29,951,272**
	Previous Subtotal					**$35,541,600**	**$8,809,731**
	Subtotals Combined					**$273,509,680**	**$38,761,003**
	Grand Total						**$312,270,683**

2035 LRTP
Bicycle and Pedestrian Projects

Summary of Networks

In response to the increased popularity of bicycle and pedestrian travel, the MPO has set a goal to create…

> "a pedestrian and bicycle system that provides an alternative means of transportation, allows greater access to public transit, and supports recreational opportunities."

To best accomplish this goal, DCHC member governments coordinate planning efforts for bicycle and pedestrian routes. Most local governments in the region have adopted their own bicycle and pedestrian plans, and the regional plan is a composite of these local plans.

As part of the 2035 Long-Range Transportation Plan, the MPO has identified the following networks:

On-Road Bicycle Network – This network includes both local and regional bicycle routes. The regional routes provide links between major destinations and urban centers and serve as a backbone to a finer grained system of local bicycle routes in each jurisdiction.

Off-Road Bicycle Network – This network includes many trail networks that connect to the larger on-road bicycle network. Not all the off-road bicycle projects are eligible for transportation funding because an off-road facility must have a significant travel or commuter function to be considered transportation, as opposed to recreation. However, the entire off-road network is included in the long range transportation plan because the public, staff and elected officials must be mindful of the off-road connections when evaluating on-road bicycle and other transportation facilities.

Pedestrian Network – The DCHC MPO does not designate a specific pedestrian network of sidewalks and other pedestrian facilities. On a regional level, the Transportation Advisory Committee has adopted a policy of inclusion for pedestrian projects within the DCHC MPO boundary. Local county, town and city governments have instituted sidewalk requirements for new development, and sidewalk upgrades are generally included in roadway construction projects. All roadway projects in the highway section of the long range transportation plan are expected to provide appropriate accommodations for pedestrians, concurrent with roadway improvements. Missing links and gaps in the pedestrian networks will be constructed retroactively and subsidized with limited MPO funding. Priority

will be given to areas with heavy pedestrian traffic generators, such as schools, parks and business districts.

The table of proposed sidewalk projects included in this report represents those projects that have been identified by the municipalities for construction.

Maps and Tables

Maps

Maps of the On-Road Bicycle and the Off-Road Bicycle networks are shown on pages 4 and 5 of this section. The On-Road network includes both regional and local facilities.

Tables

Bicycle Projects

A table of the On-Road Bicycle projects begins on page 6 of this section, and includes the following attribute information:

ID – Provides a project identification number.

Facility Description – Identifies the roadway on which the facility is to be built.

Facility Type – Identifies the type of facility to be built, including:

- Bicycle Lane: Separately marked lane that is for bicycle use only.
- Paved Shoulder: Additional pavement, commonly at least 4 feet, that has been added to an existing road to more safely accommodate bicycles.
- Sharrows: These are markers that are painted on a lane in which motor vehicles and bicycles are to share, often used instead of installing bike route signs.
- Multi-use path: A path that is physically separated from motor vehicle traffic for use by bicycles and pedestrians.

Length – Length (in miles) of the facility.

Jurisdiction – Jurisdiction in which the facility is located.

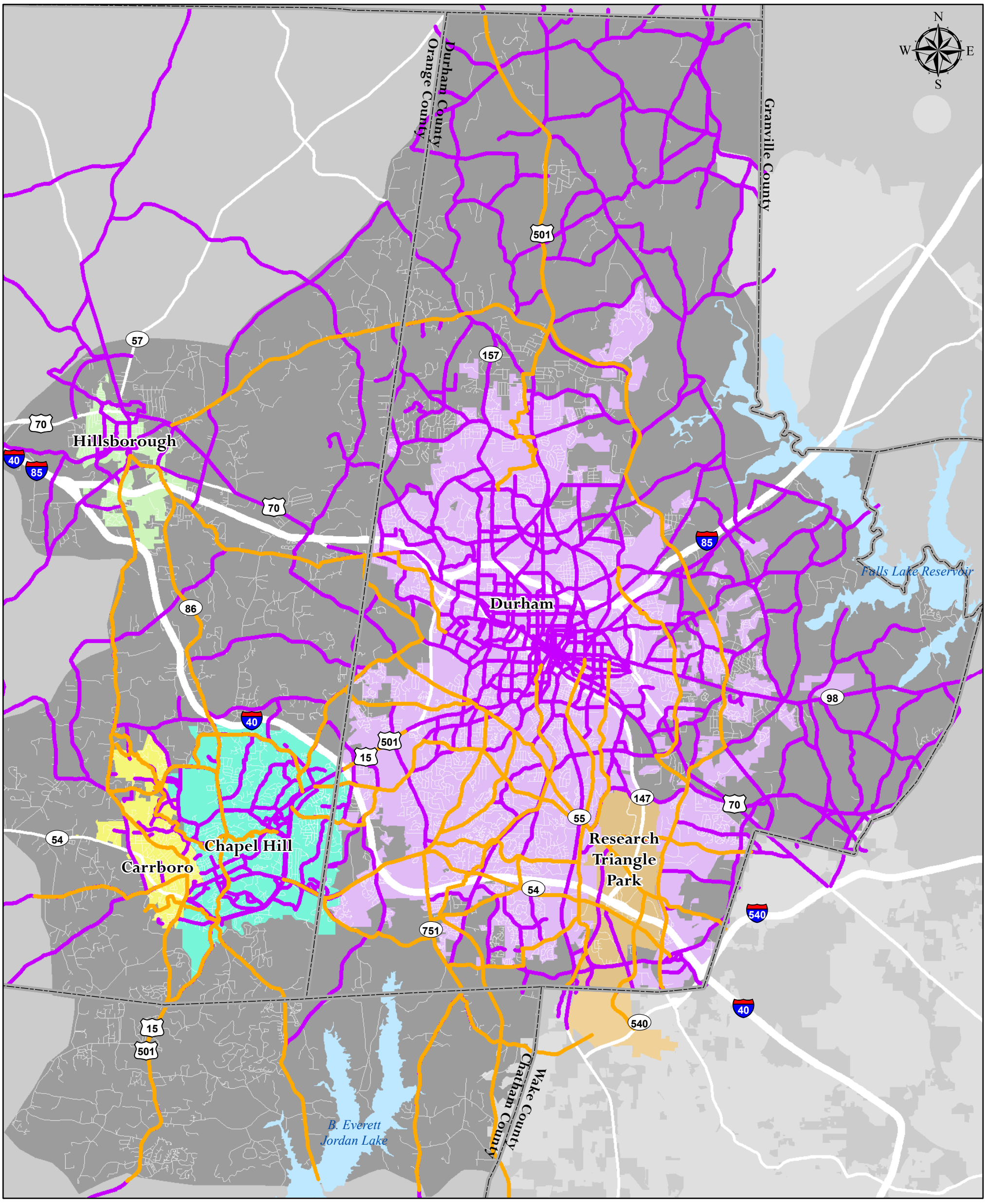
Total Cost – The expected cost of constructing the facility in year 2009 dollars. An asterisk indicates that the cost for the bicycle facility is assumed in a related highway project.

Sidewalk Projects

A table of the sidewalk projects begins on page 17 of this section and displays the key attribute information such as length and cost. The "Rank" field is only relevant for the Durham sidewalk projects – this field designates the project ranking in the City of Durham Pedestrian Plan, with the "A" designation being the highest priority projects.

Durham Chapel Hill Carrboro Metropolitan Planning Organization

On-Road Bicycle Facilities in Draft 2035 LRTP



Interstates
US and NC Highways
MPO Boundary
County Boundaries
Regional Bicycle Facilities
On-Road Bicycle Facilities
Carrboro
Chapel Hill
Durham
Hillsborough
Other Municipalities
Research Triangle Park

Transportation Plan 2035

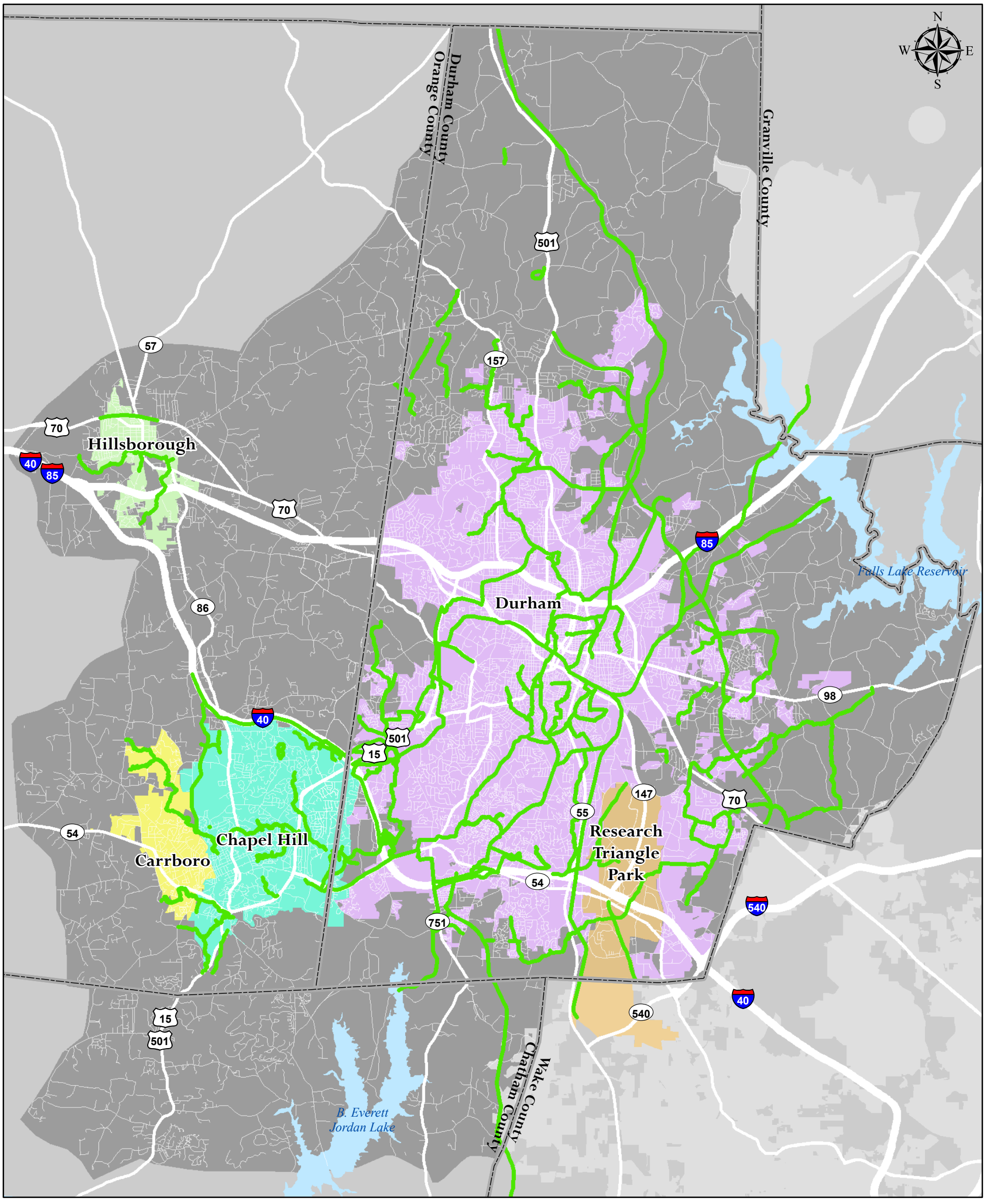
DCHC Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

10.1.2008

0 1.25 2.5 5 Miles

Durham Chapel Hill Carrboro Metropolitan Planning Organization

Off-Road Bicycle Facilities in Draft 2035 LRTP



- Off-Road Bicycle Facilities
- Interstates
- US and NC Highways
- MPO Boundary
- County Boundaries
- Carrboro
- Chapel Hill
- Durham
- Hillsborough
- Other Municipalities
- Research Triangle Park

Transportation Plan 2035

DCHC Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

10.1.2008

0 1.25 2.5 5 Miles

ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
DURHAM CITY AND COUNTY					
1	Academy Rd	Bicycle Lane	1.19	Durham City-County	595,000
2	Academy Rd	Bicycle Lane	0.51	Durham City-County	*
3	Adcock Rd	Paved Shoulder	0.92	Durham City-County	460,000
4	Airport Rd	Bicycle Lane	0.2	Durham City-County	100,000
5	Albany St	Sharrows	0.21	Durham City-County	546
6	Alston Ave	Bicycle Lane	10.8	Durham City-County	*
7	Amber Pl	Sharrows	0.07	Durham City-County	182
8	American Dr	Sharrows	1.86	Durham City-County	4,836
9	American Tobacco Trail	Multi-Use Path	4	Durham City-County	4,753,000
10	Anderson St	Bicycle Lane	1.76	Durham City-County	4,576
11	Andrews Chapel Rd	Paved Shoulder	1.23	Durham City-County	615,000
12	Angier Ave	Bicycle Lane	4.71	Durham City-County	2,355,000
13	Archdale Dr	Bicycle Lane	0.52	Durham City-County	260,000
14	Avondale Dr	Bicycle Lane	1.06	Durham City-County	2,756
15	Bacon Rd	Paved Shoulder	1.8	Durham City-County	900,000
16	Bacon St	Bicycle Lane	1.13	Durham City-County	2,938
17	Bahama Rd	Paved Shoulder	9.35	Durham City-County	4,675,000
18	Ball Rd	Paved Shoulder	2.38	Durham City-County	1,190,000
19	Baptist Rd	Paved Shoulder	4.07	Durham City-County	2,035,000
20	Barbee Chapel Rd	Bicycle Lane	1.75	Durham City-County	875,000
21	Barbee Rd	Bicycle Lane	2.84	Durham City-County	1,420,000
22	Bennett Memorial Rd	Bicycle Lane	0.67	Durham City-County	335,000
23	Berini Dr	Sharrows	1.14	Durham City-County	2,964
24	Bill Poole Rd	Paved Shoulder	3.19	Durham City-County	1,595,000
25	Bivins Rd	Paved Shoulder	3.64	Durham City-County	1,820,000
26	Blackwell St	Sharrows	0.56	Durham City-County	1,456
27	Bowen Rd	Paved Shoulder	1.05	Durham City-County	525,000
28	Boyce Mill Rd	Paved Shoulder	0.83	Durham City-County	415,000
29	Briggs Ave	Bicycle Lane	1.52	Durham City-County	*
30	Broad St	Bicycle Lane	2.37	Durham City-County	6,162
31	Broad St	Sharrows	0.33	Durham City-County	858
32	Buchanan Blvd	Bicycle Lane	1.48	Durham City-County	3,848
33	Burton Rd	Paved Shoulder	1.59	Durham City-County	795,000
34	Camden Ave	Bicycle Lane	1.99	Durham City-County	995,000
35	Cameron Blvd	Bicycle Lane	1.08	Durham City-County	2,808
36	Cammie St	Bicycle Lane	0.48	Durham City-County	1,248
37	Campus Dr	Bicycle Lane	0.25	Durham City-County	*
38	Campus Dr	Bicycle Lane	1.17	Durham City-County	*
39	Campus Walk Ave	Bicycle Lane	0.34	Durham City-County	170,000
40	Capps St	Bicycle Lane	0.32	Durham City-County	832
41	Carolina Cir	Sharrows	0.07	Durham City-County	182
42	Carpenter Fletcher Rd	Bicycle Lane	0.78	Durham City-County	390,000
43	Carpenter Pond Rd	Paved Shoulder	3.82	Durham City-County	1,910,000
44	Carpenter Rd	Paved Shoulder	1.12	Durham City-County	560,000
45	Carver Rd	Paved Shoulder	0.78	Durham City-County	390,000
46	Carver St	Bicycle Lane	0.73	Durham City-County	*
47	Carver St	Bicycle Lane	3.58	Durham City-County	9,308
48	Cassam Rd	Paved Shoulder	3.75	Durham City-County	1,875,000

* = Cost is assumed in the related highway project

ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
49	Cecil St	Bicycle Lane	0.36	Durham City-County	936
50	Chandler Rd	Paved Shoulder	0.96	Durham City-County	480,000
51	Chapel Dr	Bicycle Lane	0.32	Durham City-County	*
52	Chapel Hill Rd	Bicycle Lane	2.35	Durham City-County	6,110
53	Chapel Hill St	Bicycle Lane	0.89	Durham City-County	2,314
54	Chapel Hill St	Sharrows	0.4	Durham City-County	1,040
55	Cheek Rd.	Bicycle Lane	8.5	Durham City-County	4,250,000
56	Chin Page Rd.	Bicycle Lane	1.5	Durham City-County	750,000
57	Church St	Sharrows	0.13	Durham City-County	338
58	Circuit Dr	Bicycle Lane	0.5	Durham City-County	*
59	Clayton Rd	Paved Shoulder	1.84	Durham City-County	920,000
60	Clermont Rd	Bicycle Lane	0.76	Durham City-County	1,976
61	Club Blvd.	Bicycle Lane	3	Durham City-County	7,800
62	Club Blvd.	Bicycle Lane	2.33	Durham City-County	1,165,000
63	Cole Mill Rd	Bicycle Lane	1.4	Durham City-County	3,640
64	Cole Mill Rd	Bicycle Lane	2.33	Durham City-County	1,165,000
65	Coley Rd	Paved Shoulder	2.66	Durham City-County	1,330,000
66	Colonial St	Sharrows	0.15	Durham City-County	390
67	Compton Pl	Sharrows	0.11	Durham City-County	286
68	Constitution Dr	Sharrows	0.58	Durham City-County	1,508
69	Cook Rd	Bicycle Lane	1.69	Durham City-County	845,000
70	Cooksbury Dr	Paved Shoulder	0.59	Durham City-County	1,534
71	Corcoran St	Sharrows	0.18	Durham City-County	468
72	Cornwallis Rd	Bicycle Lane	4.5	Durham City-County	*
73	Cornwallis Rd	Paved Shoulder	3.12	Durham City-County	1,560,000
74	Cornwallis Rd	Bicycle Lane	4.35	Durham City-County	11,310
75	Corporation St	Bicycle Lane	0.82	Durham City-County	2,132
76	Cothran Rd	Paved Shoulder	0.91	Durham City-County	455,000
77	Craig Rd	Paved Shoulder	2.06	Durham City-County	1,030,000
78	Cranford Rd	Sharrows	0.44	Durham City-County	1,144
79	Creech Rd	Paved Shoulder	0.95	Durham City-County	475,000
80	Danube Ln	Bicycle Lane	1.56	Durham City-County	780,000
81	Davis Dr.	Bicycle Lane	2.8	Durham City-County	*
82	Dearborn Dr.	Bicycle Lane	1.6	Durham City-County	800,000
83	Denfield St	Bicycle Lane	0.69	Durham City-County	345,000
84	Dillard St	Sharrows	0.66	Durham City-County	1,716
85	Dixon Rd	Bicycle Lane	0.67	Durham City-County	335,000
86	Doc Nichols Rd	Paved Shoulder	1.9	Durham City-County	950,000
87	Drew St	Bicycle Lane	0.48	Durham City-County	240,000
88	Driver St	Bicycle Lane	0.19	Durham City-County	95,000
89	Driver St	Sharrows	1.15	Durham City-County	2,990
90	Duke Homestead Rd	Bicycle Lane	1.64	Durham City-County	820,000
91	Duke St	Bicycle Lane	4.87	Durham City-County	12,662
92	Duke University Rd	Bicycle Lane	1.13	Durham City-County	*
93	Dunnegan Rd	Paved Shoulder	0.42	Durham City-County	1,092
94	Dunwoody Rd	Paved Shoulder	1.83	Durham City-County	915,000
95	Durham Trails	Multi-Use Path	30	Durham City-County	18,000,000
96	Durham-Chapel Hill Blvd	Bicycle Lane	0.78	Durham City-County	*
97	Durham-Chapel Hill Blvd	Sidepath	5.1	Durham City-County	*

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ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
98	East End Ave	Bicycle Lane	0.5	Durham City-County	*
99	Ebenezer Church Rd	Paved Shoulder	0.8	Durham City-County	400,000
100	Ed Cook Rd	Bicycle Lane	0.9	Durham City-County	450,000
101	Elizabeth St	Sharrows	1.08	Durham City-County	*
102	Ellis Chapel Rd	Paved Shoulder	3.13	Durham City-County	1,565,000
103	Ellis Rd	Bicycle Lane	4.06	Durham City-County	2,030,000
104	Emperor Boulevard (SR 2103)	Bicycle Lane	1.1	Durham City-County	2,860
105	Enterprise St	Sharrows	0.4	Durham City-County	1,040
106	Ephesus Church Rd	Bicycle Lane	0.2	Durham City-County	100,000
107	Erwin Rd. (SR 1306)	Bicycle Lane	2.3	Durham City-County	1,150,000
108	Erwin Rd. (SR 1320)	Bicycle Lane	1.5	Durham City-County	750,000
109	Falkirk Dr	Sharrows	0.11	Durham City-County	286
110	Farrington Mill Rd	Paved Shoulder	2	Durham City-County	1,000,000
111	Farrington Rd	Bicycle Lane	4.2	Durham City-County	*
112	Farrington Rd	Bicycle Lane	0.4	Durham City-County	200,000
113	Fayetteville St	Sharrows / Road Diet	3.1	Durham City-County	8,060
114	Fayetteville St	Bicycle Lane	2.4	Durham City-County	*
115	Fayetteville St	Bicycle Lane	1.9	Durham City-County	*
116	Fenwick Pkwy	Bicycle Lane	0.49	Durham City-County	1,274
117	Ferrand Rd	Sharrows	0.16	Durham City-County	416
118	Ferrell Rd	Paved Shoulder	1.42	Durham City-County	710,000
119	Fifteenth St	Bicycle Lane	0.25	Durham City-County	650
120	Fletchers Chapel Rd	Paved Shoulder	1.61	Durham City-County	805,000
121	Flowers Dr	Bicycle Lane	0.73	Durham City-County	*
122	Forest Hills Blvd	Sharrows	0.55	Durham City-County	1,430
123	Foster St	Bicycle Lane	0.58	Durham City-County	1,508
124	Foster St	Sharrows	0.08	Durham City-County	208
125	Fountain Ridge Rd	Sharrows	0.7	Durham City-County	1,820
126	Freeman Rd	Paved Shoulder	0.92	Durham City-County	460,000
127	Front St	Bicycle Lane	0.62	Durham City-County	1,612
128	Fulton St.	Bicycle Lane	0.4	Durham City-County	1,040
129	Garrett Rd.	Bicycle Lane	4.1	Durham City-County	*
130	Geer St	Bicycle Lane	4.25	Durham City-County	11,050
131	Geer St	Paved Shoulder	3.38	Durham City-County	1,690,000
132	Gibson Rd	Paved Shoulder	0.84	Durham City-County	420,000
133	Glendale Ave	Sharrows	0.66	Durham City-County	1,716
134	Glenn Rd	Paved Shoulder	3.67	Durham City-County	1,835,000
135	Glenn School Rd	Paved Shoulder	0.83	Durham City-County	415,000
136	Glover Rd	Bicycle Lane	1.24	Durham City-County	*
137	Goodwin Rd	Paved Shoulder	2.28	Durham City-County	1,140,000
138	Grandale Dr	Bicycle Lane	2.81	Durham City-County	1,405,000
139	Gray Ave	Bicycle Lane	0.41	Durham City-County	1,066
140	Great Jones St (Loop)	Bicycle Lane	0.13	Durham City-County	338
141	Greenhaven Dr	Paved Shoulder	0.03	Durham City-County	15,000
142	Gregson St	Bicycle Lane	1.8	Durham City-County	4,680
143	Guess Rd	Bicycle Lane	7.43	Durham City-County	19,318
144	Guess Rd	Paved Shoulder	6.22	Durham City-County	3,110,000
145	Gurley St	Sharrows	0.14	Durham City-County	364
146	Hale St	Sharrows	0.03	Durham City-County	78

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ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
147	Hall Rd	Paved Shoulder	1.47	Durham City-County	735,000
148	Hamilton Way	Bicycle Lane	0.13	Durham City-County	65,000
149	Hamlin Rd	Paved Shoulder	3.41	Durham City-County	1,705,000
150	Hampton Rd	Paved Shoulder	4.45	Durham City-County	2,225,000
151	Hanover St	Bicycle Lane	0.03	Durham City-County	15,000
152	Hardee St	Bicycle Lane	1.41	Durham City-County	705,000
153	Heather Glen Rd	Sharrows	0.25	Durham City-County	650
154	Hebron Rd	Paved Shoulder	1.57	Durham City-County	785,000
155	Hereford Rd	Paved Shoulder	0.63	Durham City-County	315,000
156	Herndon Rd	Bicycle Lane	2.57	Durham City-County	1,285,000
157	Hillandale Rd	Bicycle Lane	2	Durham City-County	*
158	Hillandale Rd	Bicycle Lane	1	Durham City-County	500,000
159	Hillsborough Rd	Bicycle Lane	4.32	Durham City-County	11,232
160	Hillsborough Rd	Paved Shoulder	0.95	Durham City-County	475,000
161	Holloway St	Bicycle Lane	3.86	Durham City-County	10,036
162	Hope Valley Rd	Bicycle Lane	3.61	Durham City-County	1,805,000
163	Hopkins	Paved Shoulder	3.17	Durham City-County	1,585,000
164	Hopson Rd	Bicycle Lane	2.29	Durham City-County	*
165	Horton Rd	Bicycle Lane	2.04	Durham City-County	*
166	Humphrey St	Sharrows	0.05	Durham City-County	130
167	Hurley Rd	Paved Shoulder	0.24	Durham City-County	624
168	Hyde Park Ave	Sharrows	1.02	Durham City-County	2,652
169	Indian Trl	Sharrows	0.44	Durham City-County	1,144
170	Infinity Rd	Paved Shoulder	2.76	Durham City-County	1,380,000
171	Isham Chambers Rd	Paved Shoulder	1.42	Durham City-County	710,000
172	Jackie Robinson Dr	Bicycle Lane	0.08	Durham City-County	208
173	James St	Sharrows	0.9	Durham City-County	2,340
174	Jeffries Rd	Paved Shoulder	1.22	Durham City-County	610,000
175	Jock Rd	Paved Shoulder	1.81	Durham City-County	*
176	Joe Ellis Rd	Paved Shoulder	0.81	Durham City-County	405,000
177	John Jones Rd	Paved Shoulder	2.16	Durham City-County	1,080,000
178	Johnson Mill Rd	Paved Shoulder	3.14	Durham City-County	1,570,000
179	Juliette Dr	Bicycle Lane	0.9	Durham City-County	2,340
180	Junction Rd	Paved Shoulder	2.92	Durham City-County	1,460,000
181	Juniper St	Bicycle Lane	0.7	Durham City-County	350,000
182	Kelvin Dr	Paved Shoulder	0.47	Durham City-County	235,000
183	Kemp Rd	Paved Shoulder	3.11	Durham City-County	1,555,000
184	Kenan Rd	Sharrows	0.38	Durham City-County	988
185	Kenmore Rd	Bicycle Lane	0.18	Durham City-County	90,000
186	Kent St	Sharrows	1.43	Durham City-County	3,718
187	Kerley Rd	Paved Shoulder	2.45	Durham City-County	1,225,000
188	Kirkwood Dr	Bicycle Lane	0.7	Durham City-County	350,000
189	Kit Creek Rd	Bicycle Lane	0.43	Durham City-County	*
190	Knox St	Sharrows	2.19	Durham City-County	5,694
191	Lakeland St	Sharrows	0.51	Durham City-County	1,326
192	Lakewood Ave	Bicycle Lane	1.66	Durham City-County	4,316
193	Lasalle St	Bicycle Lane	1.35	Durham City-County	675,000
194	Latta Rd	Bicycle Lane	1.2	Durham City-County	*
195	Lawson St	Bicycle Lane	1.76	Durham City-County	4,576

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ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
196	League Way	Sharrows	0.07	Durham City-County	182
197	Leesville Rd	Paved Shoulder	4.04	Durham City-County	*
198	Legion Rd	Bicycle Lane	0.13	Durham City-County	65,000
199	Leon St.	Bicycle Lane	0.6	Durham City-County	*
200	Liberty St	Bicycle Lane	2.01	Durham City-County	1,005,000
201	Lumley Rd	Bicycle Lane	2.55	Durham City-County	1,275,000
202	Lynn Rd	Paved Shoulder	1.8	Durham City-County	*
203	Madden Ave	Paved Shoulder	0.27	Durham City-County	135,000
204	Main St	Bicycle Lane	4.26	Durham City-County	11,076
205	Main St	Sharrows	0.47	Durham City-County	1,222
206	Mangum St	Bicycle Lane	1.81	Durham City-County	4,706
207	Mangum-Roxboro Connector	Bicycle Lane	0.11	Durham City-County	286
208	Market St	Sharrows	0.04	Durham City-County	104
209	Markham Ave	Sharrows	2	Durham City-County	5,200
210	Martin Luther King Jr Pkwy	Bicycle Lane	4.91	Durham City-County	*
211	Maryland Ave	Sharrows	0.6	Durham City-County	1,560
212	Mason Rd	Paved Shoulder	2.46	Durham City-County	1,230,000
213	Massey Chapel Rd	Bicycle Lane	1.84	Durham City-County	920,000
214	Medford Rd	Bicycle Lane	1.02	Durham City-County	2,652
215	Miami Blvd	Bicycle Lane	8.92	Durham City-County	*
216	Midland Terrace	Bicycle Lane	1.8	Durham City-County	*
217	Mile Branch Rd	Paved Shoulder	0.28	Durham City-County	140,000
218	Milton Rd	Paved Shoulder	2.48	Durham City-County	1,240,000
219	Mineral Springs Rd	Paved Shoulder	4.48	Durham City-County	2,240,000
220	Moores Mill Rd	Paved Shoulder	3.54	Durham City-County	1,770,000
221	Morehead Ave	Bicycle Lane	1.52	Durham City-County	3,952
222	Morgan St	Sharrows	0.47	Durham City-County	1,222
223	Morgan St (Loop)	Bicycle Lane	0.44	Durham City-County	1,144
224	Moriah Rd	Paved Shoulder	1.33	Durham City-County	665,000
225	Morning Glory Ave	Sharrows	0.05	Durham City-County	130
226	Morreene Rd	Bicycle Lane	1.52	Durham City-County	760,000
227	Morris St	Bicycle Lane	0.35	Durham City-County	910
228	Morris St	Sharrows	0.08	Durham City-County	208
229	Mt Herman Rd	Paved Shoulder	1.01	Durham City-County	505,000
230	Mt Hermon Church Rd	Paved Shoulder	1.76	Durham City-County	880,000
231	Mt Moriah Rd	Bicycle Lane	1.84	Durham City-County	920,000
232	Mt Sinai Rd	Paved Shoulder	0.73	Durham City-County	365,000
233	NC 54	Bicycle Lane	10.6	Durham City-County	*
234	NC 55	Bicycle Lane	3.4	Durham City-County	8,840
235	NC 751	Bicycle Lane	3.1	Durham City-County	*
236	NC 751	Bicycle Lane	0.7	Durham City-County	350,000
237	NC 98 - Wake Forest Hwy	Bicycle Lane	2.89	Durham City-County	*
238	NC 98 - Wake Forest Hwy	Paved Shoulder	4.94	Durham City-County	*
239	Neal Rd	Bicycle Lane	1.24	Durham City-County	620,000
240	Nichols Farm Dr	Sharrows	0.32	Durham City-County	832
241	Ninth St	Sharrows	0.76	Durham City-County	1,976
242	Northeast Creek Pkwy	Bicycle Lane	1.3	Durham City-County	*
243	Northern Durham Pkway	Bicycle Lane	12.1	Durham City-County	*
244	Northlake Dr	Sharrows	0.41	Durham City-County	1,066

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ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
245	O'Kelly Chapel Rd	Paved Shoulder	1.02	Durham City-County	510,000
246	Oakland Ave	Sharrows	0.65	Durham City-County	1,690
247	Old Creedmoor Rd	Paved Shoulder	0.11	Durham City-County	55,000
248	Old Durham/Chapel Hill Rd.	Bicycle Lane	3.4	Durham City-County	*
249	Old NC 10	Paved Shoulder	1.47	Durham City-County	735,000
250	Old Oxford Hwy	Paved Shoulder	2.57	Durham City-County	*
251	Old Oxford Hwy	Paved Shoulder	6.78	Durham City-County	3,390,000
252	Olive Branch Rd	Paved Shoulder	3.84	Durham City-County	*
253	Olympic Ave.	Bicycle Lane	0.3	Durham City-County	780
254	Orange Factory Rd	Paved Shoulder	2.85	Durham City-County	1,425,000
255	Page Rd	Bicycle Lane	4.94	Durham City-County	*
256	Parrish St	Sharrows	0.28	Durham City-County	728
257	Pat Tilley Rd	Paved Shoulder	1.05	Durham City-County	525,000
258	Patrick Rd	Paved Shoulder	1	Durham City-County	500,000
259	Patterson Rd	Paved Shoulder	3.53	Durham City-County	1,765,000
260	Pervis Rd	Paved Shoulder	0.46	Durham City-County	1,196
261	Pettigrew St	Bicycle Lane	2.87	Durham City-County	7,462
262	Pickett Rd	Bicycle Lane	3.76	Durham City-County	1,880,000
263	Pleasant Dr	Paved Shoulder	1.33	Durham City-County	665,000
264	Plum St	Sharrows	0.18	Durham City-County	468
265	Pope Rd	Bicycle Lane	0.88	Durham City-County	440,000
266	Preston Andrews Rd	Paved Shoulder	0.86	Durham City-County	430,000
267	Preston Ave	Bicycle Lane	0.14	Durham City-County	70,000
268	Quail Roost Farm Rd	Paved Shoulder	1.28	Durham City-County	640,000
269	Quail Roost Rd	Paved Shoulder	2.47	Durham City-County	1,235,000
270	Quincemoore Rd	Sharrows	0.38	Durham City-County	988
271	Ramseur St (Loop)	Bicycle Lane	0.58	Durham City-County	1,508
272	Range Rd	Paved Shoulder	6.1	Durham City-County	3,050,000
273	Red Mill Rd	Paved Shoulder	3.88	Durham City-County	1,940,000
274	Red Mountain Rd	Paved Shoulder	2.6	Durham City-County	1,300,000
275	Redpine Rd	Paved Shoulder	0.24	Durham City-County	120,000
276	Redwood Rd	Paved Shoulder	5.2	Durham City-County	2,600,000
277	Renaissance Pkwy	Existing Sidepath	1.22	Durham City-County	*
278	Research Dr	Bicycle Lane	0.21	Durham City-County	*
279	Revere Rd	Bicycle Lane	1.38	Durham City-County	*
280	Riddle Rd	Bicycle Lane	1.91	Durham City-County	4,966
281	Rigsbee Ave	Bicycle Lane	0.39	Durham City-County	1,014
282	Rigsbee Ave	Sharrows	0.08	Durham City-County	208
283	Rivermont Rd	Paved Shoulder	1.17	Durham City-County	*
284	Rocky Springs Rd	Sharrows	0.35	Durham City-County	910
285	Rogers Rd	Paved Shoulder	1.02	Durham City-County	510,000
286	Rose of Sharon Rd	Bicycle Lane	2.53	Durham City-County	1,265,000
287	Ross Rd	Paved Shoulder	1.03	Durham City-County	515,000
288	Rougemont Rd	Paved Shoulder	2.66	Durham City-County	1,330,000
289	Rowena Ave	Bicycle Lane	0.33	Durham City-County	*
290	Roxboro St	Bicycle Lane	1.29	Durham City-County	*
291	Roxboro St	Bicycle Lane	2.65	Durham City-County	*
292	Roxboro St	Bicycle Lane	13.96	Durham City-County	36,296
293	Russell Rd	Paved Shoulder	3.81	Durham City-County	1,905,000

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ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
294	Safeway St	Bicycle Lane	0.07	Durham City-County	182
295	Saint Marys Rd	Paved Shoulder	2.36	Durham City-County	1,180,000
296	Scarlett Dr	Bicycle Lane	0.2	Durham City-County	100,000
297	Science Dr	Bicycle Lane	0.66	Durham City-County	*
298	Scott King Rd	Bicycle Lane	1.95	Durham City-County	975,000
299	Sedwick Rd	Bicycle Lane	1.5	Durham City-County	750,000
300	Shady Grove Rd	Paved Shoulder	1.1	Durham City-County	550,000
301	Shannon Rd	Bicycle Lane	0.6	Durham City-County	300,000
302	Sherron Rd	Paved Shoulder	3.25	Durham City-County	*
303	Slater Rd	Bicycle Lane	0.66	Durham City-County	330,000
304	Snow Hill Rd	Paved Shoulder	4.55	Durham City-County	*
305	So Hi Dr	Bicycle Lane	0.72	Durham City-County	360,000
306	South Lowell Rd	Paved Shoulder	4.95	Durham City-County	2,475,000
307	South St	Bicycle Lane	0.84	Durham City-County	2,184
308	Southview Rd	Paved Shoulder	2.41	Durham City-County	1,205,000
309	Southwest Durham Dr	Bicycle Lane	0.12	Durham City-County	*
310	Sowell St	Sharrows	0.07	Durham City-County	182
311	Sparger Rd	Bicycle Lane	1.78	Durham City-County	890,000
312	Sprunt Ave	Sharrows	1.06	Durham City-County	2,756
313	St. Mary's Rd.	Bicycle Lane	4.5	Durham City-County	2,250,000
314	Stadium Dr	Bicycle Lane	2.71	Durham City-County	7,046
315	Stagecoach Rd	Bicycle Lane	1.62	Durham City-County	810,000
316	Stagville Rd	Paved Shoulder	3.78	Durham City-County	1,890,000
317	Stallings Rd	Paved Shoulder	1.86	Durham City-County	930,000
318	State Forest Rd	Paved Shoulder	2.23	Durham City-County	*
319	Summit St	Bicycle Lane	0.4	Durham City-County	1,040
320	Swift Ave	Bicycle Lane	0.51	Durham City-County	1,326
321	Swing Rd	Paved Shoulder	0.15	Durham City-County	75,000
322	T W Alexander Dr	Bicycle Lane	3.9	Durham City-County	1,950,000
323	T W Alexander Dr	Bicycle Lane	1.1	Durham City-County	*
324	T W Alexander Dr	Bicycle Lane	3.1	Durham City-County	1,550,000
325	Tavistock Dr	Sharrows	0.21	Durham City-County	546
326	Taylor St	Bicycle Lane	1.43	Durham City-County	3,718
327	Teknika Pkwy	Paved Shoulder	0.68	Durham City-County	340,000
328	Third Fork Creek Greenway	Multi-Use Path	3.3	Durham City-County	*
329	Tom Clark Rd	Paved Shoulder	0.73	Durham City-County	365,000
330	Tom Wilkinson Rd	Paved Shoulder	0.23	Durham City-County	115,000
331	Towerview Rd	Bicycle Lane	1.01	Durham City-County	*
332	Trent Dr	Sharrows	0.21	Durham City-County	546
333	Tri Center Boulevard	Bicycle Lane	0.6	Durham City-County	1,560
334	Trinity Ave	Bicycle Lane	1.15	Durham City-County	2,990
335	Trinity Ave	Sharrows	0.38	Durham City-County	988
336	Umstead Rd	Paved Shoulder	3.41	Durham City-County	1,705,000
337	University Dr	Bicycle Lane	1.5	Durham City-County	3,900
338	University Dr	Bicycle Lane	0.5	Durham City-County	250,000
339	University Dr	Bicycle Lane	2.5	Durham City-County	6,500
340	US 15/501	Bicycle Lane	4.9	Durham City-County	*
341	US 70	Bicycle Lane	1.2	Durham City-County	600,000
342	Valley Springs Rd	Paved Shoulder	0.44	Durham City-County	1,144

* = Cost is assumed in the related highway project

ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
343	Vickers Ave	Bicycle Lane	0.83	Durham City-County	2,158
344	Virgil Rd	Paved Shoulder	2.36	Durham City-County	1,180,000
345	Ward St	Sharrows	0.77	Durham City-County	2,002
346	Washington St	Bicycle Lane	1.43	Durham City-County	3,718
347	Watkins Rd	Bicycle Lane	0.87	Durham City-County	*
348	Wiley Mangum Rd	Paved Shoulder	1.37	Durham City-County	685,000
349	Wilkins Rd	Paved Shoulder	2.98	Durham City-County	1,490,000
350	Willard St	Bicycle Lane	0.37	Durham City-County	962
351	Woodcroft Pkwy	Bicycle Lane	1.8	Durham City-County	900,000
352	Woodcroft Pkwy	Bicycle Lane	2	Durham City-County	5,200
	Durham City/County Totals		**658**		**$ 183,718,804**
CHAPEL HILL					
1	Bolin Creek Bikeway	Bike lanes	1.1	CH	*
2	Booker Creek Rd	Bike lanes	0.4	CH	$200,000
3	Boundary St.	Bike lanes	0.4	CH	$200,000
4	Burning Tree Dr./Pinehurst Dr.	Bike lanes	2	CH	$5,200
5	Cameron Ave.	Bike lanes	0.5	CH	$250,000
6	Caswell Rd./Curtis Rd./N. Lakeshore Dr./Honeysuckle Rd./Sedgefield Dr.	Bike lanes	2.5	CH	$1,250,000
7	Culbreth Rd.	Bike lanes	1.1	CH	$550,000
8	Elliott Rd.	Bike lanes	0.7	CH	$350,000
9	Ephesus Church Rd.	Bike lanes	0.4	CH	$200,000
10	Erwin Rd.	Bike lanes	0.9	CH	$450,000
11	Estes Dr./Estes Dr. Extension	Bike lanes	3.7	CH	*
12	Eubanks Rd.	Bike lanes	2.6	CH	$1,300,000
13	Finley GC/Mason Farm Rds.	Bike lanes	1.4	CH	$700,000
14	Fordham Blvd./Chapel Hill Blvd.	Bike lanes	5.1	CH	$2,550,000
15	Franklin St. (E. Franklin St.)	Bike lanes	2.9	CH	$1,450,000
16	Homestead Rd.	Bike lanes	3.3	CH	*
17	Manning Dr.	Bike lanes	1.2	CH	$600,000
18	Mason Farm Rd.	Bike lanes	1.2	CH	$600,000
19	Merritt Mill Rd./ S. Greensboro St.	Bike lanes	0.8	CH	$400,000
20	Mt. Carmel Church Rd.	Bike lanes	2.5	CH	$1,250,000
21	NC 86/Airport Rd.	Bike lanes	4.3	CH	$2,150,000
22	Old Durham Rd.	Bike lanes	0.6	CH	*
23	Old Oxford Rd.	Bike lanes	0.4	CH	$200,000
24	Piney Mtn. Rd./Emily Rd./Partin St./Kingston Dr./Cedar Hills Cr.	Bike lanes	2.2	CH	$1,100,000
25	Pittsboro St.	Bike lanes	0.4	CH	$200,000
26	Rogers Rd.	Bike lanes	1.2	CH	$600,000
27	Rosemary St.	Bike lanes	1.4	CH	$3,640
28	Seawell School Rd.	Bike lanes	1.5	CH	$750,000
29	South Columbia St.	Bike lanes	0.2	CH	$100,000
30	Raleigh Rd. (NC 54)	Bike lanes	1.9	CH	$950,000
31	Smith Middle School Greenway	Multi-Use Path	0.5	CH	$300,000
32	South Rd.	Bike lanes	0.6	CH	$300,000

* = Cost is assumed in the related highway project

ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
33	Sunrise Rd.	Bike lanes	1.3	CH	$650,000
34	Umstead Dr.	Bike lanes	1	CH	$500,000
35	US 15-501 Corridor	Bike lanes	0.3	CH	*
36	US 15-501 South	Bike lanes	0.5	CH	*
37	Weaver Dairy Rd.	Bike lanes	0.4	CH	*
38	Weaver Dairy Rd. Ext.	Bike lanes	1.3	CH	*
	Chapel Hill Totals		**55**		**$20,108,840**
HILLSBOROUGH					
1	Hillsborough Marked Bike Route (Calvin St./Occoneechee St./Margaret Ln./Cameron St./E. Corbin St.)	Signage	1.7	Hillsborough	$2,000
2	Cates Creek Greenway	Multi-Use Path	2	Hillsborough	$1,200,000
3	Eno Mt. Rd./Allison St.	4' shoulders	0.8	Hillsborough	$400,000
4	NC 751/US 70/Old NC 10	4' shoulders	6.6	Hillsborough	*
5	NC 86	4' shoulders	7.1	Hillsborough	*
6	NC 86 N	4' shoulders	3.3	Hillsborough	*
7	Oakdale Dr.	4' shoulders	1.1	Hillsborough	$550,000
8	Orange Grove Rd.	4' shoulders	3.2	Hillsborough	$1,600,000
9	Riverwalk (future phases)	Multi-Use Path	1.6	Hillsborough	$960,000
10	South Churton Street/Old NC 86	4' shoulders	1.9	Hillsborough	*
11	St. Mary's Rd.	4' shoulders	1.2	Hillsborough	$600,000
12	US 70	4' shoulders	1.45	Hillsborough	$725,000
13	US 70 Business (partially on new alignment)	shared	2	Hillsborough	$5,200
	Hillsborough Totals		**30**		**$6,042,200**
ORANGE COUNTY					
1	Ben Johnston Rd./US 70/I-85 Connector/West Ten Rd.	4' shoulders	7.2	Orange Co.	$3,600,000
2	Buckhorn Rd./Orange Grove Rd./Dairyland Rd.	4' shoulders	13.5	Orange Co.	$6,750,000
3	Cornwallis Rd./Mt. Herman Ch. Rd.	4' shoulders	3.4	Orange Co.	$1,700,000
4	Dimmocks Mill Rd./Orange Grove Rd./Dodsons Crossroads/Butler Rd./White Cross Rd.	4' shoulders	14.7	Orange Co.	$7,350,000
5	Faucette Mill Rd./Frank Perry Rd./Coleman Loop	4' shoulders	3.8	Orange Co.	$1,900,000
6	Highland Farm Rd./Efland-Cedar Grove Rd.	4' shoulders	4.7	Orange Co.	$2,350,000
7	Jones Ferry Rd.	4' shoulders	4.1	Orange Co.	$2,050,000
8	Lawrence Rd.	4' shoulders	2.8	Orange Co.	$1,400,000
9	Lebanon Rd./Brookhollow Rd./Forrest Ave./Mt. Willing Rd.	4' shoulders	6.5	Orange Co.	$3,250,000
10	Mt. Sinai Rd.	4' shoulders	4.9	Orange Co.	$2,450,000
11	NC 751/US 70/Old NC 10	4' shoulders	6.6	Orange Co.	$3,300,000
12	NC 86	4' shoulders	7.1	Orange Co.	$3,550,000
13	NC 86/Walnut Grv. Ch. Rd.	4' shoulders	7.97	Orange Co.	$3,985,000
14	New Hope Church Rd.	4' shoulders	4.1	Orange Co.	$2,050,000

* = Cost is assumed in the related highway project

ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
15	Old Greensboro Rd.	4' shoulders	9.6	Orange Co.	$4,800,000
16	Old NC 86	4' shoulders	4.9	Orange Co.	$2,450,000
17	Old NC 86	4' shoulders	0.8	Orange Co.	*
18	Pleasant Green Rd./Schley Rd.	4' shoulders	15.6	Orange Co.	$7,800,000
19	Sawmill Rd./Carr Store Rd.	4' shoulders	8.5	Orange Co.	$4,250,000
20	St. Mary's Rd./New Sharon Church Rd.	4' shoulders	8.6	Orange Co.	$4,300,000
21	US 70 Bypass	4' shoulders	6.5	Orange Co.	$3,250,000
22	Whitfield Rd.	4' shoulders	3.4	Orange Co.	$1,700,000
	Orange County Totals		**149**		**$74,235,000**
CARRBORO					
1	Bolin Creek Greenway Trail	Multi-Use Path	2.3	Carrboro	$1,380,000
2	Bolin Creek Greenway Trail	Multi-Use Path	1	Carrboro	*
3	Bolin Creek Greenway Trail	Multi-Use Path	0.2	Carrboro	$120,000
4	BPW Club Rd / Tar Hill Dr./Rock Haven Connector	Bike Lanes	0.2	Carrboro	*
5	Dairyland Road	Bike Lanes	0.6	Carrboro	$300,000
6	Davie Rd.	Bike Lanes	0.6	Carrboro	$300,000
7	Farm House/Tramore Connector	Bike Lanes	0.1	Carrboro	*
8	Jones Ferry Road	Bike Lanes	0.7	Carrboro	$350,000
9	Morgan Creek Greenway Trail	Multi-Use Path	1.7	Carrboro	$1,020,000
10	N. Lake Hogan Farm Extension	Bike Lanes	1	Carrboro	*
11	Old Fayetteville Road	Bike Lanes	1.6	Carrboro	$800,000
12	Old Greensboro Road	4' shoulders	0.4	Carrboro	$200,000
13	Old NC 86	Bike Lanes	2.3	Carrboro	$1,150,000
14	Pathway Drive	Bike Lanes	1.2	Carrboro	*
15	Quail Roost Drive	Sharrow	0.3	Carrboro	$780
16	Roberson Place Bikepath	Multi-Use Path	0.4	Carrboro	*
17	S. Lake Hogan Farm Road	Bike Lanes	0.3	Carrboro	*
18	Seawell School Connector	Bike Lanes	1.7	Carrboro	*
19	Smith Level Road	Bike Lanes	0.7	Carrboro	*
20	Strowd Lane	Sharrow	0.3	Carrboro	$780
21	Tripp Farm Road	Multi-Use Path	0.5	Carrboro	$300,000
22	Tripp Farm Road	Bike Lanes	0.3	Carrboro	*
23	Smith Level Rd	4' shoulders	2.2	Carrboro	*
24	Damascus Church Rd.	4' shoulders	0.6	Carrboro	$300,000
25	Pathway Drive	Multi-Use Path	0.2	Carrboro	$120,000
26	W. Main	Bike Lanes	0.3	Carrboro	$150,000
27	Weaver st.	Bike Lanes	0.1	Carrboro	$50,000
28	E Main St.	Bike Lanes	0.3	Carrboro	$150,000
29	Bolin Creek Greenway Trail	Multi-Use Path	1.8	Carrboro	$1,080,000
30	Estes spur trail	Multi-Use Path	0.2	Carrboro	$120,000
31	Jones Creek Trail	Multi-Use Path	0.9	Carrboro	$540,000
32	Old Fayetteville Rd.	Bike Lanes	0.15	Carrboro	$75,000
33	Old Fayetteville Rd.	Bike Lanes	0.25	Carrboro	$125,000
34	Old Pittsboro Rd.	Sharrow	0.4	Carrboro	$1,040
35	Carr St.	Sharrow	0.2	Carrboro	$520

* = Cost is assumed in the related highway project

ID	Facility Description	Facility Type	Length	Jurisdiction	Total Cost
36	Roberson St.	Sharrow	0.2	Carrboro	$520
37	Sweet Bay Pl.	Sharrow	0.3	Carrboro	$780
38	Red Sunset	Sharrow	0.07	Carrboro	$182
39	Purple Leaf	Sharrow	0.08	Carrboro	$208
40	Rand	Sharrow	0.07	Carrboro	$182
41	Brewer Ln.	Sharrow	0.2	Carrboro	$520
42	Greensboro St.	Sharrow	0.3	Carrboro	$780
43	Pleasant St.	Sharrow	0.2	Carrboro	$520
44	Shelton St.	Sharrow	0.4	Carrboro	$1,040
45	Elm St.	Sharrow	0.2	Carrboro	$520
46	Cobblestone	Sharrow	0.4	Carrboro	$1,040
47	Colfax	Sharrow	0.5	Carrboro	$1,300
48	Barrington Hills	Sharrow	0.1	Carrboro	$260
49	Rock Garden	Sharrow	0.3	Carrboro	$780
50	Horne	Sharrow	0.2	Carrboro	$520
51	James St.	Sharrow	0.6	Carrboro	$1,560
52	Carol	Sharrow	0.6	Carrboro	$1,560
53	Lorraine	Sharrow	0.35	Carrboro	$910
54	Pine St.	Sharrow	0.3	Carrboro	$780
55	Williams St.	Sharrow	0.15	Carrboro	$390
56	Bolin Creek Dr.	Sharrow	0.5	Carrboro	$1,300
57	Bolin Forest	Sharrow	0.3	Carrboro	$780
58	Camilla	Sharrow	0.6	Carrboro	$1,560
59	Talley Ho	Sharrow	1.3	Carrboro	$3,380
	Carrboro Totals		**34**		**$8,654,492**
CHATHAM COUNTY					
1	American Tobacco Trail	Bike Path	5.2	County	*
2	Mt. Carmel Church Road	Bike lanes	1.2	County	$600,000
3	NC 751	Bike lanes	3.2	County	$1,600,000
4	Farrington Point / Pld Farrington / Farrington Mill Rd	Bike lanes	3.66	County	$1,830,000
5	O'Kelly Chapel Road	Bike Lanes	2.9	County	$1,450,000
6	US 15-501 South	Bike lanes	3.2	County	$1,600,000
	Chatham County Totals		**19**		**$7,080,000**
	TOTAL BICYCLE FACILITIES		**796**		**$299,839,336**

* = Cost is assumed in the related highway project

2035 LRTP

Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
Durham Sidewalk Projects							
D-1	Academy1	Duke University	Cornwallis	B	1.00	Durham City	$223,946
D-2	Academy2	Cornwallis	University	B	0.71	Durham City	$158,341
D-3	Acadia	Knox	Markham	C	0.19	Durham City	$43,392
D-4	Albany	Sprunt	Indian	C	0.21	Durham City	$47,797
D-5	AlstonA1	Trinity	Holloway	B	0.96	Durham City	$214,906
D-6	AlstonA2	Holloway	NC 147	B	0.94	Durham City	$209,999
D-7	AlstonA3	Cecil	Riddle	B	1.23	Durham City	$275,507
D-8	AlstonA4	Riddle	Cornwallis	C	1.82	Durham City	$408,924
D-9	AlstonA5	Cornwallis	Carpenter Fletcher	B	1.09	Durham City	$244,111
D-10	AlstonA6	Carpenter Fletcher	Sedwick	A	1.45	Durham City	$325,098
D-11	AlstonA7	Sedwick	TW Alexander	C	0.96	Durham City	$215,197
D-12	Ancroft	Delray	Riddle	C	0.16	Durham City	$35,855
D-13	Ancroft2	Ancroft	ATT	C	0.20	Durham City	$44,546
D-14	Anderson2	Lewis	Campus	B	0.25	Durham City	$56,860
D-15	AndersonA1	Lewis	Yearby	B	0.10	Durham City	$23,202
D-16	AngierPW	Hoover	Midway	B	1.04	Durham City	$232,343
D-17	Archdale1	Old Chapel Hill	Hope Valley	C	0.77	Durham City	$173,839
D-18	Archdale2	Alpine	Oak Ridge	C	0.32	Durham City	$71,891
D-19	Avondale	Roxboro	Geer	A	1.06	Durham City	$238,589
D-20	Barbee	Fayetteville	Herndon	B	2.84	Durham City	$637,912
D-21	Briggs	Holloway	Main	C	0.54	Durham City	$120,783
D-22	Broad1	Durham Freeway	F Street	B	0.17	Durham City	$38,264
D-23	Broad2	F Street	North Pointe	B	0.69	Durham City	$153,927
D-24	Broad3	Eatondale	Carver	C	0.51	Durham City	$113,853
D-25	Buchanan1	Old Chapel Hill	Butler	C	0.21	Durham City	$47,168
D-26	Buchanan2	Yancey	Main	C	0.59	Durham City	$132,824
D-27	Buchanan3	Trinity	Club	B	0.29	Durham City	$64,234
D-28	Cameron	Erwin	Duke University	A	0.84	Durham City	$188,073
D-29	Campus Walk	Morrene	LaSalle	A	0.34	Durham City	$76,989
D-30	Canal	Roxboro	Gearwood	C	0.37	Durham City	$83,620
D-31	Carpenter Fletcher	E Woodcroft Pkwy	Alston	B	0.78	Durham City	$174,177
D-32	Casa	Valley	Horton	C	0.27	Durham City	$59,843
D-33	Chapel Hill1	Kent	Carroll	C	0.10	Durham City	$21,735
D-34	Chapel Hill2	Maplewood	Lakewood	C	0.74	Durham City	$167,054
D-35	Chapel Hill3	Prince	Huron	C	0.19	Durham City	$43,138

2035 LRTP

TAC 2/11/09 Attachment 6

Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
D-36	Chapel Hill4	Huron	Anderson	C	0.07	Durham City	$16,113
D-37	Chapel Hill5	Vesson	University	B	1.06	Durham City	$237,388
D-38	Cheek	Hoover	Junction	B	1.03	Durham City	$232,061
D-39	CheekPW2	Geer	Hardee	A	0.48	Durham City	$108,636
D-40	Club1	Ruffin	Ambridge	A	1.19	Durham City	$267,582
D-41	Club2	Ambridge	Dearborn	B	0.84	Durham City	$188,958
D-42	Cobb	Carroll	Duke	B	0.38	Durham City	$84,349
D-43	Cole Mill	Sparger	Hillsborough	C	2.65	Durham City	$595,468
D-44	Cook - Juliette	Fayetteville	Fayetteville	B	2.51	Durham City	$563,737
D-45	Cornwallis1	Erwin	Chapel Hill	B	2.52	Durham City	$566,138
D-46	Cornwallis3	Fayetteville	TW Alexander	B	2.58	Durham City	$577,830
D-47	CornwallisA1	15-501	Roxboro	A	1.17	Durham City	$262,852
D-48	CornwallisA2	Roxboro	Fayetteville	C	0.66	Durham City	$147,067
D-49	Corporation1	Duke	Rigsbee	C	0.36	Durham City	$80,894
D-50	Corporation2	Rigsbee	Mangum	C	0.27	Durham City	$61,030
D-51	Dacian	Buchanan	Watts	C	0.06	Durham City	$13,181
D-52	DearbornA1	Old Oxford	Ruth	A	0.75	Durham City	$168,187
D-53	DearbornA2	Ruth	Club	B	0.85	Durham City	$189,990
D-54	Dixon	University	Archdale	C	0.67	Durham City	$151,155
D-55	Duke Homestead	Carver	Guess	C	0.86	Durham City	$192,920
D-56	Duke2	Leon	Club	B	0.60	Durham City	$134,178
D-57	Duke3	Club	Minerva	C	0.86	Durham City	$192,698
D-58	Duke4	Peabody	Memorial	B	0.05	Durham City	$10,782
D-59	Duke6	Cobb	Lakewood	B	0.16	Durham City	$36,359
D-60	DukeA1	Roxboro	Carver	B	1.09	Durham City	$244,724
D-61	DukeA2	Carver	Murray	B	0.79	Durham City	$176,305
D-62	Durham - Chapel HillA1	I-40	15-501	B	2.62	Durham City	$588,455
D-63	Durham - Chapel HillA2	15-501	Cornwallis	B	1.51	Durham City	$338,069
D-64	Durham - Chapel HillA3	Cornwallis	University	B	0.78	Durham City	$175,815
D-65	Englewood	Watts	Ruffin	C	0.44	Durham City	$98,555
D-66	Erwin1B	Kerley	Mt. Sinai	B	0.40	Durham City	$89,069
D-67	Erwin2	Cameron	LaSalle	B	0.81	Durham City	$182,210
D-68	Erwin3	Flowers	Pettigrew	B	0.63	Durham City	$142,100
D-69	Everett	Arbor	Edgevale	C	0.17	Durham City	$38,010
D-70	FayettevilleA1	Massey Chapel	Crooked Creek	B	1.13	Durham City	$254,262
D-71	FayettevilleA2	Woodcroft	MLK	A	1.64	Durham City	$368,239

2035 LRTP

Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
D-72	FayettevilleA3	MLK	Buxton	B	0.73	Durham City	$163,473
D-73	FayettevilleA4	Buxton	Pilot	B	1.13	Durham City	$253,258
D-74	FayettevilleA5	Nelson	Pekoe	B	0.15	Durham City	$33,835
D-75	Fern	Calvin	Driver	C	0.33	Durham City	$73,219
D-76	Forestview	Forest Hills	Lakewood	C	0.25	Durham City	$56,785
D-77	Formosa	Pekoe	Concord	C	0.16	Durham City	$36,373
D-78	Foster	Hunt	Monmouth	C	0.08	Durham City	$17,599
D-79	Freeman	Clayton	Valmet	B	1.18	Durham City	$265,364
D-80	GarrettA1	Hope Valley	Swarthmore	A	1.02	Durham City	$229,071
D-81	GarrettA2	Swarthmore	Old Chapel Hill	B	1.05	Durham City	$235,263
D-82	GarrettA3	Old Chapel Hill	15-501	B	1.02	Durham City	$228,437
D-83	GarrettA4	15-501	Pickett	B	1.00	Durham City	$223,986
D-84	Geer1	Washington	Foster	C	0.09	Durham City	$21,199
D-85	Geer3	Elizabeth	Miami	B	0.70	Durham City	$157,969
D-86	Geer4	Miami	Club	B	2.42	Durham City	$543,367
D-87	Georgia	Hillsborough	Club	C	0.18	Durham City	$39,791
D-88	Gibson	Lynn	Mineral Springs	C	0.84	Durham City	$187,697
D-89	Glendale1	Leon	Lavender	C	0.45	Durham City	$100,952
D-90	Glendale2	I-85	Corporation	C	1.04	Durham City	$232,944
D-91	Grandale	Barbee	Scott King	C	2.06	Durham City	$461,529
D-92	Green1	Oakland	Carolina	C	0.20	Durham City	$44,559
D-93	Green2	Carolina	Ninth	C	0.21	Durham City	$47,491
D-94	Green3	Ninth	Broad	C	0.14	Durham City	$30,477
D-95	Green4	Watts	Glendale	C	0.84	Durham City	$189,273
D-96	Gregson1	Duke	Club	C	0.27	Durham City	$60,256
D-97	Gregson2	Club	Markham	B	0.48	Durham City	$107,972
D-98	Guess1	Bramble	Redmond	C	0.78	Durham City	$175,109
D-99	GuessA1	Hillcrest	Carver	B	1.14	Durham City	$255,445
D-100	GuessA2	Carver	Horton	B	1.36	Durham City	$304,481
D-101	Hammond	Farthing	Roxboro	C	0.16	Durham City	$36,609
D-102	HardeePW	Holloway	Cheek	B	0.96	Durham City	$215,460
D-103	Hart	Maple	Harvard	C	0.52	Durham City	$117,000
D-104	Herndon	Barbee	Ainsley	C	0.46	Durham City	$104,081
D-105	Hillandale1	Rose of Sharon	Peppertree	B	0.83	Durham City	$187,118
D-106	HillandaleA1	Peppertree	Carver	A	1.21	Durham City	$271,278
D-107	HillandaleA2	Carver	I-85	A	0.65	Durham City	$145,362

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
D-108	Hillsborough1	Sparger	LaSalle	B	2.43	Durham City	$546,325
D-109	Hillsborough2	LaSalle	Ninth	C	1.50	Durham City	$337,158
D-110	HollowayA1	Guthrie	Miami	B	0.36	Durham City	$81,042
D-111	HollowayA2	Miami	Junction	B	0.65	Durham City	$145,253
D-112	HollowayA3	Junction	Chandler	B	1.05	Durham City	$236,541
D-113	Holt School	Valley	Duke	C	0.35	Durham City	$79,216
D-114	Hope ValleyA1	HWY 54	Swarthmore	A	1.16	Durham City	$260,595
D-115	Hope ValleyA2	Swarthmore	Surrey	C	1.09	Durham City	$245,162
D-116	Hope ValleyA3	Surrey	Archdale	B	0.90	Durham City	$202,007
D-117	Hope ValleyA4	Archdale	15-501	A	1.13	Durham City	$254,662
D-118	HortonA1	Hillandale	Stadium	B	1.06	Durham City	$237,297
D-119	HortonA2	Stadium	Roxboro	B	0.88	Durham City	$197,729
D-120	HWY 54 PW2	Alston	Miami	B	2.57	Durham City	$577,269
D-121	HWY 54 PW3	Highgate	Fayetteville	B	0.63	Durham City	$142,024
D-122	HWY54A1	Fayetteville	Barbee	B	1.04	Durham City	$233,422
D-123	HWY54A2	Barbee	NC55	B	1.25	Durham City	$280,713
D-124	HWY54A3	NC 55	Alston	B	0.40	Durham City	$88,737
D-125	Hyde Park	Fern	Drew	C	0.38	Durham City	$85,522
D-126	Indian	Hillandale	Albany	C	0.44	Durham City	$97,781
D-127	James	Lakewood	University	C	0.90	Durham City	$201,108
D-128	Jester	Alston	end	C	0.23	Durham City	$51,084
D-129	Juniper	Hanover	Miami	B	0.77	Durham City	$173,276
D-130	Kenan	Duke Homestead	Carver	C	0.38	Durham City	$85,406
D-131	Kent1	Morehead	Lakewood	C	0.38	Durham City	$85,697
D-132	Kent2	Lakewood	University	B	0.68	Durham City	$153,548
D-133	Knox1	Watts	Vista	C	1.29	Durham City	$289,276
D-134	Lakewood1	Chapel Hill	University	B	1.03	Durham City	$231,479
D-135	Lakewood2	University	Blackwell	B	0.14	Durham City	$31,111
D-136	LasalleA1	Kangaroo	Erwin	A	0.44	Durham City	$99,242
D-137	LasalleA2	Sprunt	Kangaroo	B	0.69	Durham City	$154,324
D-138	Latta	Guess	Roxboro	B	1.20	Durham City	$269,762
D-139	Lebanon	Guess	Guess	B	0.57	Durham City	$128,123
D-140	Leon	Duke	Glendale	B	0.43	Durham City	$96,508
D-141	Liberty1	Dillard	Alston	B	0.50	Durham City	$112,279
D-142	Liberty2	Park	Miami	B	0.59	Durham City	$133,422
D-143	Luther	Rose of Sharon	Rose of Sharon	C	0.93	Durham City	$209,692

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
D-144	Lynn	Gibson	Miami	C	0.50	Durham City	$112,359
D-145	Main	Briggs	Gary	B	0.22	Durham City	$49,073
D-146	Maple1	Liberty	Taylor	C	0.25	Durham City	$56,942
D-147	Maple2	Taylor	Angier	C	0.40	Durham City	$89,126
D-148	Markham1	Ninth	Washington	B	1.25	Durham City	$281,535
D-149	Markham2	Washington	Avondale	A	1.11	Durham City	$249,794
D-150	Martin Luther King	Yorktown	HWY 55	C	0.23	Durham City	$52,673
D-151	Maryland	Guess	Club	C	0.60	Durham City	$135,122
D-152	Masondale	Roxboro	Formosa	C	0.20	Durham City	$44,219
D-153	Mathison	Ridgeway	End	C	0.23	Durham City	$51,647
D-154	Merrimac	Morehead	House	C	0.06	Durham City	$12,568
D-155	Miami	Angier	Stirrup Creek	B	1.99	Durham City	$446,662
D-156	MidlandPW	Cheek	Geer	B	0.69	Durham City	$155,000
D-157	Milton	Tom Wilkinson	Roxboro	B	0.68	Durham City	$153,161
D-158	Morehead1	Anderson	Shepherd	C	1.11	Durham City	$249,463
D-159	Morehead3	Duke	Roxboro	B	0.70	Durham City	$156,817
D-160	Morreene1	Neal	Campus Walk	B	0.97	Durham City	$218,743
D-161	Morreene2	Campus Walk	Erwin	B	0.55	Durham City	$122,743
D-162	Murray	Broad	Roxboro	B	1.32	Durham City	$297,120
D-163	Newby	Horton	Holt School	C	0.31	Durham City	$70,111
D-164	Ninth	Club	Pettigrew	C	0.03	Durham City	$5,674
D-165	North Bend	Carpenter Fletcher	Meridian	C	0.10	Durham City	$22,671
D-166	North Pointe	Woodmont	Broad	B	0.85	Durham City	$191,064
D-167	Oakland	Sprunt	Green	C	0.65	Durham City	$146,955
D-168	Old Chapel Hill A1	Pope	Garrett	B	1.66	Durham City	$372,817
D-169	Old Chapel Hill A2	University	Archdale	C	1.28	Durham City	$288,218
D-170	Old Chapel Hill A3	Archdale	University	C	0.63	Durham City	$140,910
D-171	Old Oxford	Roxboro	Dearborn	B	0.52	Durham City	$117,388
D-172	Pettigrew	Fayetteville	Briggs	B	1.39	Durham City	$310,902
D-173	Pinecrest	Academy	Marion	C	0.44	Durham City	$99,594
D-174	Randolph	Solterra Way	Pickett	B	0.58	Durham City	$130,225
D-175	RaynorPW	Miami	Hardee	B	0.34	Durham City	$77,344
D-176	RiddleA1	Fayetteville	HWY 55	B	0.84	Durham City	$187,869
D-177	RiddleA2	HWY 55	Ellis	B	1.08	Durham City	$242,047
D-178	Ridgeway	Mathison	Lakeland	C	0.26	Durham City	$57,702
D-179	Rose of Sharon	Cole Mill	Guess	C	2.53	Durham City	$567,872

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
D-180	Roxboro2	Pacific	Murray	A	1.40	Durham City	$315,281
D-181	Roxboro3	Davidson	Knox	B	0.39	Durham City	$88,132
D-182	Roxboro5	Holloway	Liberty	B	0.05	Durham City	$11,157
D-183	Roxboro6	Enterprise	Cornwallis	A	1.66	Durham City	$371,781
D-184	Roxboro7	Cornwallis	Oak Ridge	C	0.52	Durham City	$116,455
D-185	Roxboro8	Juliette	Hope Valley	C	1.64	Durham City	$368,553
D-186	RoxboroA1	Pacific	Monk	B	0.91	Durham City	$204,989
D-187	RoxboroA2	Monk	Infinity	B	1.33	Durham City	$297,342
D-188	RoxboroA3	Infinity	Tom Wilkinson	B	1.23	Durham City	$274,977
D-189	Seaton	Revere	Wenonah	C	0.41	Durham City	$92,964
D-190	Sedwick	Grandale	Alston	B	1.76	Durham City	$394,742
D-191	Shannon	Durham-Chapel Hill	Old Chapel Hill	B	1.04	Durham City	$232,581
D-192	Shoreham	University	Stuart	C	0.13	Durham City	$28,242
D-193	Solitude	Whisperwood	Sedwick	C	0.25	Durham City	$56,581
D-194	Sparger	Cole Mill	Stafford	C	1.96	Durham City	$439,969
D-195	Swarthmore	end	Hope Valley	C	1.18	Durham City	$264,026
D-196	Swift	Duke University	Durham Freeway	B	0.51	Durham City	$113,756
D-197	Taylor1	Elizabeth	Alston	B	0.39	Durham City	$86,646
D-198	Taylor3	Guthrie	Gary	B	0.31	Durham City	$69,368
D-199	Tom Wilkinson	Milton	Roxboro	C	0.23	Durham City	$51,821
D-200	Trinity2	Rosetta	Edgar	B	0.50	Durham City	$111,881
D-201	Umstead1	Scout	Merrick	B	0.40	Durham City	$88,687
D-202	Umstead2	Riverdale	Guess	C	1.31	Durham City	$294,160
D-203	University1	Old Chapel Hill	Ivy Creek	B	0.68	Durham City	$152,521
D-204	University2	Martin Luther King	Old Chapel Hill	B	1.01	Durham City	$226,761
D-205	University3	Old Chapel Hill	Hope Valley	A	0.77	Durham City	$173,870
D-206	University4	Hope Valley	Forest Hills	B	1.23	Durham City	$274,998
D-207	University5	Forest Hills	Lakewood	B	0.64	Durham City	$143,420
D-208	Urban	Buchanan	Washington	C	0.58	Durham City	$130,908
D-209	Valley	Casa	Holt School	C	0.36	Durham City	$80,115
D-210	Vickers	Proctor	University	C	0.45	Durham City	$100,198
D-211	Wabash	end	Plum	C	0.47	Durham City	$105,760
D-212	Ward	Chapel Hill	Forest Hills	C	0.86	Durham City	$191,883
D-213	Washington	Glendale	Urban	B	1.01	Durham City	$226,317
D-214	Watts	Green	Englewood	C	0.38	Durham City	$84,998
Durham Totals					**170**		**$38,061,140**

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
Chapel Hill Sidewalk Projects							
CH-1	Barbee Chapel Rd (west)	NC 54	Downing Creek Pkwy.		0.72	Chapel Hill	$161,500
CH-2	Barbee Chapel Rd (west) # 2	Finley Forest Dr.	Downing Creek Pkwy		0.53	Chapel Hill	$119,000
CH-3	Barbee Chapel Rd (west) #1	Finley forest	NC 54		0.34	Chapel Hill	$42,500
CH-4	Bennett Road (south)	15-501 S	fire Station #5 entrance		0.04	Chapel Hill	$8,500
CH-5	Booker Creek Rd	Entire length	Entire length		0.34	Chapel Hill	$76,500
CH-6	Brookview Dr.	Entire length	Entire length		0.47	Chapel Hill	$106,250
CH-7	Burning Tree Drive (west)	NC 54	Pinehurst Dr		0.86	Chapel Hill	$192,313
CH-8	Cameron Ave (south)	SE corner at Merritt Mill Rd	SE corner at Merritt Mill Rd		0.05	Chapel Hill	$10,625
CH-9	Cameron Ave(north)	NE corner at Merritt Mill Rd	NE corner at Merritt Mill Rd		0.05	Chapel Hill	$10,625
CH-10	Caswell Road (north)	Entire length	Entire length		0.62	Chapel Hill	$138,975
CH-11	Cedar Hills Dr.	Weaver Dairy Rd.	Partin St.		0.57	Chapel Hill	$127,500
CH-12	Church St (east)	W.Rosemary St	Caldwell St		0.32	Chapel Hill	$72,250
CH-13	Churchill Dr.	Longleaf Dr.	LeClair St.		0.19	Chapel Hill	$42,500
CH-14	Churchill Dr.	Entire length	Entire length		0.95	Chapel Hill	$212,500
CH-15	Cleland Drive (south)	Entire length	Entire length		0.76	Chapel Hill	$170,000
CH-16	Craig St (south)	Gomains Ave	Bynum St		0.13	Chapel Hill	$28,475
CH-17	Culbreth Rd (north)	Adam Way	Smith Level Rd.		0.38	Chapel Hill	$85,000
CH-18	Culbreth Rd (south)	Btw Cobble Ridge and Rossbum	Btw Cobble Ridge and Rossbum		0.09	Chapel Hill	$21,250
CH-19	Cynthia Dr	Dixie Dr	Seminole Dr		0.42	Chapel Hill	$93,500
CH-20	Cypress Rd/Spruce St/Eden La	Entire length	Entire length		0.63	Chapel Hill	$140,250
CH-21	Dixie Dr	Stateside Dr	Cynthia Dr		0.38	Chapel Hill	$85,000
CH-22	Dixie La	Entire length	Entire length		0.11	Chapel Hill	$25,500
CH-23	Dobbins Dr. (north)	Dobbins Dr.	Dobbins Dr.		0.23	Chapel Hill	$51,000
CH-24	Eastwood Rd	north side at Shady Lawn Dr.	north side at Shady Lawn Dr.		0.02	Chapel Hill	$4,250
CH-25	Elizabeth Street (north)	Penny Ln	East Franklin St		0.08	Chapel Hill	$17,255
CH-26	Emory Dr	Entire length	Entire length		1.33	Chapel Hill	$297,500
CH-27	Ephesus Ch Rd #1 (south)	Eden Dr	15-501 Bypass		0.57	Chapel Hill	$127,500
CH-28	Ephesus Ch Rd #2 (north)	Colony Woods Dr	Pope Rd		0.30	Chapel Hill	$66,938
CH-29	Ephesus Ch Rd #2 (north)	Colony Woods Dr	Pope Rd		0.30	Chapel Hill	$66,938
CH-30	Estes Dr. Ext.	Seawell School Rd	west town limits		0.51	Chapel Hill	$114,750
CH-31	Estes Drive #1 (north)	MLK Jr. Blvd.	Estes Elementary School		0.76	Chapel Hill	$170,000
CH-32	Estes Drive (south)	Caswell	Franklin St		0.61	Chapel Hill	$136,000
CH-33	Estes Drive Ext #3 (south)	Seawell School Rd	MLK Jr. Blvd.		0.78	Chapel Hill	$174,250

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
CH-34	Europa Dr. (west)	Europa Dr.	Europa Dr.		0.09	Chapel Hill	$21,250
CH-35	Ferrell Rd	Entire length	Entire length		0.44	Chapel Hill	$97,750
CH-36	Finley Golf Course Rd (west)	NC 54	Old Mason Farm Rd		0.65	Chapel Hill	$146,625
CH-37	Flemington Rd	Hamilton Rd	Hayes Rd		0.11	Chapel Hill	$25,500
CH-38	Fordham Blvd #1 (north)	Manning Dr	Carmichael St		0.25	Chapel Hill	$55,250
CH-39	Fordham Blvd #2 (west)	Ephesus Church Rd	Elliott Rd		0.21	Chapel Hill	$46,325
CH-40	Fordham Blvd (north)	Elliot Rd	Estes Drive		0.23	Chapel Hill	$51,000
CH-41	Forest Hills Rd	Lake Ellen Dr	Seminole Dr		0.15	Chapel Hill	$34,000
CH-42	Fountain Ridge Rd.	Entire length	Entire length		0.91	Chapel Hill	$204,000
CH-43	Francis St	Entire length	Entire length		0.28	Chapel Hill	$63,750
CH-44	Gimghoul Rd	Entire length north side	Entire length north side		0.28	Chapel Hill	$63,750
CH-45	Gimghoul Rd	Entire length south side	Entire length south side		0.23	Chapel Hill	$51,000
CH-46	Hamilton Rd (east)	Cleland Dr	Flemington Rd.		0.15	Chapel Hill	$34,000
CH-47	Hillsborough St. (east)	Rosemary Street	Mill Race Dr.		0.21	Chapel Hill	$46,750
CH-48	Homestead Rd	Homestead Rd	Homestead Rd		0.03	Chapel Hill	$6,375
CH-49	Homestead Rd #1(north)	Homestead Rd #1(north)	Homestead Rd #1(north)		0.30	Chapel Hill	$68,000
CH-50	Homestead Rd #2 (south)	Homestead Rd #2 (south)	Homestead Rd #2 (south)		0.30	Chapel Hill	$68,000
CH-51	Homestead Rd #3 (north)	Homestead Rd #3 (north)	Homestead Rd #3 (north)		0.34	Chapel Hill	$76,500
CH-52	Homestead Rd #4 (south)	Homestead Rd #4 (south)	Homestead Rd #4 (south)		0.30	Chapel Hill	$68,000
CH-53	Honeysuckle Rd	Honeysuckle Rd	Honeysuckle Rd		0.49	Chapel Hill	$110,500
CH-54	Kenmore Rd	Kenmore Rd	Kenmore Rd		0.11	Chapel Hill	$25,500
CH-55	Lake Ellen Dr. East	Lake Ellen Dr. East	Lake Ellen Dr. East		0.04	Chapel Hill	$8,500
CH-56	Lakeview Dr. East	Lakeview Dr. East	Lakeview Dr. East		0.25	Chapel Hill	$55,250
CH-57	Landerwood La	Landerwood La	Landerwood La		0.53	Chapel Hill	$119,000
CH-58	LeClair St.	LeClair St.	LeClair St.		0.38	Chapel Hill	$85,000
CH-59	Longleaf Dr. Phase 1	Longleaf Dr. Phase 1	Longleaf Dr. Phase 1		0.25	Chapel Hill	$55,250
CH-60	Longleaf Dr. Phase 2	Longleaf Dr. Phase 2	Longleaf Dr. Phase 2		0.32	Chapel Hill	$72,250
CH-61	Mallette Street (west)	Mallette Street (west)	Mallette Street (west)		0.18	Chapel Hill	$40,375
CH-62	Manly St.	Manly St.	Manly St.		0.08	Chapel Hill	$17,000
CH-63	Manning Dr. (north)	Manning Dr. (north)	Manning Dr. (north)		0.55	Chapel Hill	$123,250
CH-64	McCauley St. (north)	McCauley St. (north)	McCauley St. (north)		0.06	Chapel Hill	$12,750
CH-65	McMasters St (south)	McMasters St (south)	McMasters St (south)		0.10	Chapel Hill	$22,525
CH-66	MLK Jr. Blvd. (west)	Estes Dr	Critz Dr.		0.68	Chapel Hill	$153,000
CH-67	MLK Jr. Blvd. (west)	Weaver Dairy Rd.	Northwood Dr..		0.06	Chapel Hill	$12,750
CH-68	MLK Jr. Blvd. (east)	Timber Hollow Ct	Homestead Rd		0.35	Chapel Hill	$78,625
CH-69	NC 54	East of Barbee Chapel Rd	Town Limits		0.38	Chapel Hill	$85,000

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
CH-70	NC 54(south)	Missing Section west of Finley Golf Course Rd	Missing Section west of Finley Golf Course Rd		0.04	Chapel Hill	$8,500
CH-71	North Street (north)	MLK Jr. Blvd.	Henderson St		0.13	Chapel Hill	$29,750
CH-72	Old Drhm-Chpl Hill Rd (s)	Durham Co line	Blue Cross		0.40	Chapel Hill	$89,250
CH-73	Old Mason Farm Rd (north)	Finley Golf Course	US 15-501		0.73	Chapel Hill	$163,625
CH-74	Old Oxford Rd	Erwin Rd	Bolin Creek Rd		0.15	Chapel Hill	$34,000
CH-75	Piney Mtn Rd (north)	Forest Creek Dr.	Priestly Cricle Dr.			Chapel Hill	$0
CH-76	Plant Road (south)	Park/Rec facility	Franklin St		0.10	Chapel Hill	$22,100
CH-77	Pope Road (west)	Ephesus Church Rd	Old Durham Rd		1.02	Chapel Hill	$229,500
CH-78	Rigsbee Rd.	Piney Mtn Rd	Brookview Dr.		0.17	Chapel Hill	$38,250
CH-79	Rogers Rd (east)	Homestead Rd	Sylvan Wy.		0.09	Chapel Hill	$21,250
CH-80	Rolling Road (south)	South Lakeshore Dr	Ridgecrest Dr		0.37	Chapel Hill	$82,025
CH-81	Roosevelt Drive (east)	Entire length	Entire length		0.47	Chapel Hill	$105,400
CH-82	Rosemary St (north)	west of Church St	west of Church St		0.03	Chapel Hill	$7,650
CH-83	Rosemary St (north)	east of Church St	east of Church St		0.05	Chapel Hill	$10,625
CH-84	Rosemary Street #2 (north)	157 E. Rosemary St	Henderson St		0.04	Chapel Hill	$8,500
CH-85	Rosemary Street #3 (north)	Pickard St	Boundary St		0.15	Chapel Hill	$34,000
CH-86	Rosemary Street #4 (north)	east of intersection with Mitchell La	east of intersection with Mitchell La.		0.02	Chapel Hill	$4,250
CH-87	Sage Rd	west side south of Coleridge Dr.	west side south of Coleridge Dr.		0.08	Chapel Hill	$17,000
CH-88	Seawell School Rd #1 (west)	Seawell Elementary	Hanover Pl		0.83	Chapel Hill	$187,000
CH-89	Seawell School Rd #2 (west)	Homestead Rd	High School Road		0.25	Chapel Hill	$55,250
CH-90	Seminole Dr	Entire length	Entire length		0.21	Chapel Hill	$46,750
CH-91	Shady Lawn Road (north)	Eastwood Rd	Lakeshore Dr		0.97	Chapel Hill	$216,750
CH-92	Stateside Dr	MLK Jr. Blvd.	Dixie Dr.		0.11	Chapel Hill	$25,500
CH-93	Stephens St (west)	Martin Luther King, Jr. Blvd	N.Columbia St		N/A	Chapel Hill	$0
CH-94	Sunrise Rd (east)	Sweeten Cir. Dr.	Sweeten Cir. Dr.		0.32	Chapel Hill	$72,250
CH-95	Thornwood Rd	Entire length	Entire length		0.38	Chapel Hill	$85,000
CH-96	University Drive (north)	Pittsboro St	Ransom St		0.08	Chapel Hill	$18,913
CH-97	University Mall entrs	S. Estes Dr. (2 locations west side)	S. Estes Dr. (2 locations west side)		0.06	Chapel Hill	$12,750
CH-98	University Mall north entr.	Willow Dr.	Willow Dr.		0.15	Chapel Hill	$34,000
CH-99	US 15-501 South (east)	Mount Carmel Church Rd	S. Columbia St		0.21	Chapel Hill	$46,750
CH-100	Weaver Dairy Rd (east)	Erwin Rd	Arcadia Place		0.53	Chapel Hill	$119,000
CH-101	Weaver Dairy Rd (west)	Erwin Rd	Arcadia Place		0.53	Chapel Hill	$119,000
CH-102	West University Dr (south)	Ransom St	Westwood Dr		0.28	Chapel Hill	$62,815
CH-103	Willow Dr.	west side south of Conner Dr	west side south of Conner Dr		0.06	Chapel Hill	$12,750
CH-104	Willow Dr.	Longleaf Dr.	Emory Dr.		0.34	Chapel Hill	$42,500

2035 LRTP

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
	Chapel Hill Totals				**34**		**$7,563,895**

Carrboro Sidewalk Projects

C-1	Culbreth	Smith Level Rd	town limits		0.20	Carrboro	$ 104,300
C-2	Davie	Jones Ferry Rd	Main St		0.49	Carrboro	$ 258,000
C-3	Estes Dr. Ext	N. Greensboro	town limits		0.91	Carrboro	$ 480,000
C-4	S. Greensboro	Old Pittsboro	NC 54		0.43	Carrboro	$ 228,900
C-5	Old Fayetteville	NC54	Carrboro Plaza P&R		0.36	Carrboro	$ 189,700
C-6	Parker	N. Greensboro	Lloyd		0.15	Carrboro	$ 80,000
C-7	Pathway	Bolin Forest	Seawell School Rd		0.42	Carrboro	$ 220,000
C-8	Seawell Rd. Ext.	Seawell	Homestead		0.57	Carrboro	$ 300,000
C-9	Shelton	Oak	Elm		0.13	Carrboro	$ 67,000
C-10	Simpson	Main	Hillsborough		0.40	Carrboro	$ 210,000
C-11	Smith Level Rd	NC54 bridge 88	Woodcrest		0.82	Carrboro	$ 432,100
C-12	Strowd Ln	Old Fayetteville	Anderson Park		0.18	Carrboro	$ 95,000
C-13	Tripp Farm Rd	Hillsborough	Tripp Farm Rd		0.30	Carrboro	$ 160,000
C-14	Tripp Farm Rd	Tripp Farm Rd	Seawell School Rd		0.55	Carrboro	$ 290,000
C-15	Homestead Rd	Old NC 86	Claremont		1.76	Carrboro	$ 930,200
C-16	Rogers Road	Homestead	town limits		1.09	Carrboro	$ 575,700
C-17	Old NC 86	Hillsborough	Eubanks		5.86	Carrboro	$ 3,096,200
C-18	Pine	Hillsborough	N. Greensboro		0.49	Carrboro	$ 259,200
C-19	Elm	Weaver	Shelton		0.19	Carrboro	$ 102,600
C-20	Ashe	Weaver	Shelton		0.14	Carrboro	$ 75,100
C-21	Bim	Jones Ferry Rd	Fidelity		0.21	Carrboro	$ 111,400
C-22	Old Fayetteville	NC54	McDougle		0.50	Carrboro	$ 266,300
C-23	Carol	Old Fayetteville	Lorraine		0.60	Carrboro	$ 315,800
C-24	Jones Ferry	Main	Alabama		0.59	Carrboro	$ 310,500
C-25	Lindsay	Weaver	Shelton		0.19	Carrboro	$ 102,800
C-26	Main	Fidelity	Poplar		0.06	Carrboro	$ 30,000
C-27	Oak St	Hillsborough	Greensboro		0.32	Carrboro	$ 166,600
C-28	Rainbow	Lisa	Hillsborough		0.35	Carrboro	$ 183,000
C-29	Fowler	Lloyd	Broad		0.07	Carrboro	$ 34,900
C-30	NC 54	Main	Old Fayetteville		0.32	Carrboro	$ 166,900
C-31	Carr	Greensboro	Maple		0.08	Carrboro	$ 41,300

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
C-32	Carr	Greensboro	end		0.14	Carrboro	$ 72,800
C-33	Center	Weaver	Short		0.06	Carrboro	$ 30,000
C-34	Gary	Poplar	Keith		0.25	Carrboro	$ 131,300
C-35	High	Main	Hillsborough		0.23	Carrboro	$ 123,800
C-36	Hill	Lloyd	Broad		0.07	Carrboro	$ 34,600
C-37	Laurel	Jones Ferry	end		0.19	Carrboro	$ 98,400
C-38	Laurel	Town Parking Lot	Jones Ferry		0.11	Carrboro	$ 57,300
C-39	Lorraine	Hillsborough	James		0.36	Carrboro	$ 190,800
C-40	Maple	Carr	end		0.18	Carrboro	$ 96,200
C-41	Milton	Cheek	Greensboro		0.16	Carrboro	$ 85,700
C-42	Oleander	NC 54	Gary		0.22	Carrboro	$ 118,600
C-43	Roberson	Greensboro	Sweet Bay		0.11	Carrboro	$ 56,600
C-44	Short	Center	Greensboro		0.05	Carrboro	$ 25,000
C-45	Autumn	Barrington Hills	Stratford		0.15	Carrboro	$ 81,700
C-46	Bolin Creek	Wild Oak	end		0.49	Carrboro	$ 257,100
C-47	Eugene	Wesley	end		0.10	Carrboro	$ 53,300
C-48	Maple	Carr	Roberson		0.04	Carrboro	$ 20,000
C-49	Phipps	Lorraine	Simpson		0.15	Carrboro	$ 81,300
C-50	Spring Valley	Morningside	Pathway		0.29	Carrboro	$ 153,100
C-51	Merritt Mill	Cameron	Brewer		0.19	Carrboro	$ 101,200
C-52	Barnes	Jones Ferry	King		0.26	Carrboro	$ 135,000
C-53	Bel Arbor Path	Bel Arbor	Simpson		0.10	Carrboro	$ 67,100
C-54	King	Allen	Barnes		0.13	Carrboro	$ 68,600
C-55	Prince	King	end		0.20	Carrboro	$ 105,000
C-56	Wild Oak	Bolin Creek	Pathway		0.07	Carrboro	$ 37,600
C-57	Queen	Barnes	Prince		0.06	Carrboro	$ 32,400
C-58	Barrington Hills	Hillsborough	Autumn		0.23	Carrboro	$ 121,200
	Carrboro Totals				**23**		**$ 12,319,200**

Hillsborough Sidewalk Projects							
H-1	US 70 Bypass	I-85 Collector	St. Mary's Rd.		11.00	Hillsborough	$ 5,808,000
H-2	Elizabeth Brady Road Extension	US 70A	US 70 Bypass/St. Mary's Rd.		1.50	Hillsborough	$ 792,000
H-3	S. Churton St.	Lafayette Dr.	Margaret Ln.		1.90	Hillsborough	$ 1,003,200
H-4	Nash Street Sidewalk	US 70	Eno St.		1.80	Hillsborough	$ 679,233

2035 LRTP

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Sidewalk Projects

No.	Project Name	From	To	Rank	Length (Miles)	Municipality	Cost
H-5	Riverwalk (Future Phases)	S. Cameron St.	Allison St.		1.60	Hillsborough	$ 844,800
H-6	Cates Creek Greenway	Old NC 86	US70A/NC86 South Intersection		2.00	Hillsborough	$ 1,060,000
	Hillsborough Totals				**20**		**$ 10,187,233**

DCHC MPO Total	**$ 68,131,468**

2035 LRTP
Other Transportation Projects

Introduction

The proposed sets of highway, transit, bicycle and pedestrian projects cannot offer an efficient and effective transportation system by themselves. There are many other types of transportation projects that help to increase the efficiency of the system and offer travel alternatives to the public. These projects are often relatively inexpensive compared to building and widening roadways and operating public transportation, and often provide cost effective solutions that can be implemented relatively quick.

This section provides a summary list of these other transportation projects, and the Cost table in the Financial Plan designates $193,306,300 (under the title "TDM/TSM/ITS") to finance these types of projects.

Project Lists

The following list identifies the types of projects that are expected to be implemented through the long range transportation plan. This list is not expected to be exhaustive because the solutions and technologies will continue to evolve with the specific challenges of our transportation system and the advance of transportation technology.

Transportation System Management (TSM)
Transportation System Management solutions increase efficiency and safety by allowing the current transportation network to operate with fewer travel delays and increased capacity. Examples include:

- Widening of approach widths for key intersections
- Installation and/or adjustment of traffic signals, including dynamic signal timing coordination
- Provision of left and/or right turn lanes
- Limitation or prohibition of driveways, turning movements, trucks, and on-street parking
- Installation of traffic calming devices for residential neighborhoods
- Planning for traffic circles and roundabouts at appropriate intersections.

TSM in Chatham County and Durham County
It became apparent during the development of the draft 2035 LRTP that several roadways and intersections in northeast Chatham County and southwest Durham County needed capacity and safety improvements to address the expected traffic volume increases. Roadway widenings for this area were not specifically included in the Highway project list of the 2035 LRTP because of highway funding constraints and concerns about the

environmental impacts that widenings might have on the surrounding wetlands. TSM projects can provide safety and capacity improvements for a much lower cost than road widenings and with fewer environmental impacts.

As a result, this section specifically identifies possible TSM projects for the roadways and intersections in northeast Chatham County and southwest Durham County to emphasize that the area should be a top prospect for implementing TSM in the DCHC MPO. These TSM projects have been drawn from the draft "Farrington Road Corridor Study," which had not yet been approved by the DCHC MPO at the time of this writing. The structure of this recommendation does not require that these improvements be implemented in unison and also allows partnerships with the development community to implement the improvements in phases as development occurs and funding becomes available.

Road/Intersection	Short Term TSM	Long Term TSM
US 15/501 and Jack Bennett Road	Lengthen the existing westbound left-turn lane on Jack Bennett Road to provide 250 feet of full-width storage.	None
Old Farrington Point Road and Lystra Road	Construct an additional eastbound left-turn lane on Lystra Road with 425 feet of full-width storage.	Construct an exclusive southbound right-turn lane on Old Farrington Point Road with 300 feet of full-width storage, or Convert traffic signal to a roundabout
Farrington Point Road/Old Farrington Point Road and Mt. Carmel Road	None	Construct an exclusive westbound right-turn turn lane on Farrington Point Road with 100 feet of full-width storage, and, Construct an exclusive northbound right-turn lane on Old Farrington Point Road with 225 feet of full-width storage, and, Construct an exclusive southbound left-turn turn lane on Mt. Carmel Road with 125 feet of full-width storage, or, Install a roundabout or traffic signal when warranted.
Farrington Mill Road and Barbee-Chapel Road	None	Construct an exclusive eastbound right-turn turn lane on Barbee-Chapel Road with 125 feet of full-width storage, and, Construct an exclusive westbound left-turn lane on Farrington Point Road with 700 feet of full-width storage, and, Construct an exclusive northbound left-turn lane on Farrington Point Road to provide 225 feet of full-width storage, or, Install a roundabout or traffic signal when warranted.

Road/Intersection	Short Term TSM	Long Term TSM
Farrington Road and Stagecoach Road	Construct an exclusive northbound right-turn turn lane on Farrington Road with 200 feet of full-width storage.	Construct an exclusive southbound left-turn lane on Farrington Road with 100 feet of full-width storage, and, Construct an exclusive westbound left-turn lane on Stagecoach Road with 100 feet of full-width storage, or, Install a roundabout or traffic signal when warranted.
NC 751 Hope Valley Road and Stagecoach Road	Construct an additional eastbound left-turn lane on Stagecoach Road with 250 feet of full-width storage.	Construct an additional northbound and southbound through lane on Hope Valley Road, and, Construct an exclusive northbound left-turn lane on Hope Valley Road with 400 feet of full-width storage, and, Construct an exclusive southbound right-turn lane on Hope Valley Road with 200 feet of full-width storage.
NC 751 (US 64 to O'Kelly Chapel Rd.)	None	Install curb and gutter and other safety improvements

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) is a set of diverse technologies, such as information processing, communications, control systems, and electronics that make the existing transportation infrastructure more efficient and safer. These technology systems tend to be region wide because of the interconnection among our road systems and our travel patterns. Examples include:

- Freeway Management
- Arterial Management (signal systems)
- Rail Operation Information Network
- Electronic Toll/Smart Cards
- Commercial Vehicle ITS
- Incident Management
- Public Transportation technology
- Advance Traveler Info. System
- ITS regional data warehouse
- Transit signal priority system

Travel Demand Management (TDM)

Transportation Demand Management (TDM) includes strategies and actions that reduce SOV (Single Occupancy Vehicle – i.e., driving alone) trips, spread traffic volumes away from peak travel periods, and improve traffic flow. TDM basically eases the demand on the highway system by providing travel options and making more efficient use of existing transportation facilities. Examples include:

- Flexible and staggered work hours
- TDM coordinators
- HOV/HOT facilities in I-40 corridor
- Transit fare reduction/elimination
- Vanpools/carpools startups
- Targeted parking fee increases

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2035 LRTP – Transportation Options
Evaluation Measures

Purpose of Evaluation Measures

Evaluation Measures provide a general indicator of a transportation system from a variety of perspectives such as mobility, travel time, congestion, mode choice, air quality, and financial. The measures are not specific to a particular travel corridor but instead cover the entire transportation system, and therefore are useful for comparing the efficiency and effectiveness of the different transportation options. Most of the data used for calculating the Evaluation Measures comes from the Triangle Regional Model, which is a travel demand model that forecasts future travel statistics based on a set of assumptions concerning the highway network, transit service and other transportation facilities.

Evaluation Measures Table

The table in this section presents the Evaluation Measures for the Existing plus Committed network and the Draft 2035 LRTP network, and compares the two transportation networks.

The column in the table designated as E+C indicates Existing plus Committed. The E+C is composed of a transportation network of the existing and committed highway and transit facilities, and the 2035 socioeconomic data (i.e., population and employment in the year 2035). Thus, the E+C serves as a benchmark for comparing how much the performance measures improve with the transportation investments in the different options.

DCHC MPO Draft 2035 LRTP

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Evaluation Measures -- Draft LRTP vs. E+C

	Measures	2035 E+C	Draft LRTP	% Change from E+C
1	**Performance Measures**			
1.1	Total VMT (daily)	17,397,077	17,617,032	1%
1.2	Total VHT (daily)	459,072	409,781	-11%
1.3	Average Speed by Facility (miles/hour)			
1.3.1	- Freeway	57	61	8%
1.3.2	- Arterial	36	38	8%
1.3.3	- All Facility	45	49	10%
1.4	Peak Average Speed by Facility (miles/hour)			
1.4.1	- Freeway	54	60	11%
1.4.2	- Arterial	34	37	10%
1.4.3	- All Facility	42	48	13%
1.5	Average Travel Time - All Trips	17	16	-6%
1.6	Average Travel Time - Work Trips	26	23	-10%
1.7	Peak Average Travel Time - All Trips	21	19	-9%
1.8	Hours of Delay (daily)	112,862	68,759	-39%
1.8.1	CV Hours of Delay (daily)	4,580	2,917	-36%
1.9	Percent of VMT experiencing congestion - All Day			
1.9.1	- Freeway	6%	2%	-69%
1.9.2	- Arterial	9%	4%	-58%
1.9.3	- All Facility	6%	2%	-63%
1.10.	Percent of VMT experiencing congestion - Peak			
1.10.1	- Freeway	11%	3%	-72%
1.10.2	- Arterial	14%	6%	-57%
1.10.3	- All Facility	10%	4%	-64%
1.10.4	Degree of congestion (V/C >1) on designated truck routes	8%	4%	-58%
1.10.5	Degree of congestion (V/C >1) on facilities w/bus routes	9%	3%	-68%
2	**Mode Share Measures (Daily)**			
2.1	Number Mode Choice - All Trips			
2.1.1	- Drive alone (single occupant vehicle -SOV)	1,660,787	1,662,489	0%
2.1.2	- Carpool (Share ride)	1,095,943	1,106,079	1%
2.1.3	- Transit (bus and rail)	69,664	102,962	48%
2.1.4	- Non-Motorized (Bike and Walk)	206,552	210,209	2%
2.2	Number Mode Choice - Peak Hours			
2.2.1	- Drive alone (single occupant vehicle -SOV)	834,496	838,356	0%
2.2.2	- Carpool (Share ride)	550,209	557,722	1%
2.2.3	- Transit (bus and rail)	35,228	54,670	55%
2.2.4	- Non-Motorized (Bike and Walk)	(not available)	(not available)	(not available)
2.3	Number Mode Choice - Non Work Trips			
2.3.1	- Drive alone (single occupant vehicle -SOV)	1,098,746	1,097,366	0%
2.3.2	- Carpool (Share ride)	998,378	1,009,946	1%
2.3.3	- Transit (bus and rail)	53,261	73,420	38%
2.3.4	- Non-Motorized (Bike and Walk)	199,646	203,223	2%
3	**Transit Measures**			
3.1	Average Weekday Transit Ridership (Whole region)			
3.1.1	- TTA (Including Rail)	4,900	32,238	558%
3.1.2	- CAT	22,874	34,233	50%
3.1.3	- CHT	44,990	66,539	48%
3.1.4	- DATA	23,312	47,321	103%
3.1.5	- NCSU	20,080	15,859	-21%
3.1.6	- DUKE	14,642	11,518	-21%
3.1.7	- OPT	0	(not available)	(not available)
3.1.8	- C-Tran	1,557	5,148	231%
3.1.9	Total Bus	132,358	190,389	44%
3.2	Total Rail	0	22,467	(not applicable)
4	**Demographics Measures**			
4.1	Population	545,552	545,552	0%
4.2	Employment	390,416	390,416	0%
4.3	Total Daily Trips	3,032,947	3,081,741	2%
4.4	Total Daily Work Trips	682,913	697,784	2%
4.5	Total Daily Non-Work Trips	2,350,033	2,383,957	1%

Values in this table are from a model run on January 10, 2009.

2035 LRTP
Congestion Maps (V/C maps)

Use of Congestion Maps

The Performance Measures provide a general indicator of the overall transportation system. On the other hand, the Congestion Maps show the forecasted level of service on specific road segments and corridors based on the afternoon peak hour. The afternoon peak hour is used because that period traditionally experiences the greatest travel demand. These maps are sometimes called "V/C" maps (V over C maps) because the level of service, or existence of congestion, is derived by dividing the traffic volume by the traffic capacity of the road segment. For example, a volume of 9,000 vehicles on a road that is capable of carrying 10,000 vehicles will produce a V/C of 0.9. A V/C of 1.0 is equal to a Level of Service (LOS) of "E", which can be described as:

> Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.

Although the term traffic congestion is subjective in that it means different levels of delay to different people, it can be said that any road segment approaching a V/C of 1.0, which is indicated on the maps with an **orange color**, experiences some delays. A V/C greater than 1.0, which is indicated on the maps by the **purple color**, means frequent delays for motorists, and a V/C greater than 1.1, which is indicated by the **red color** on the maps, translates into unacceptable travel delays.

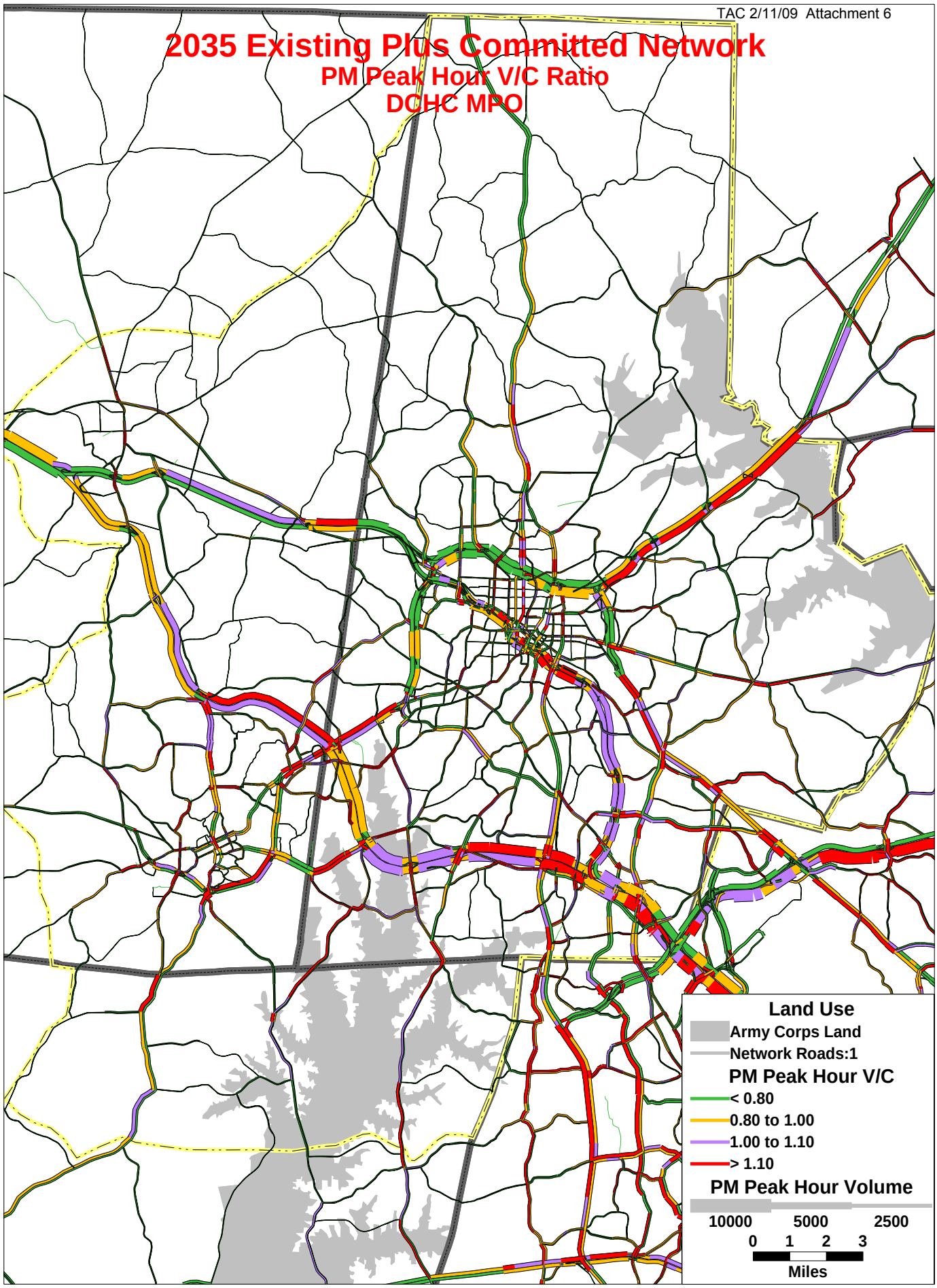
The Triangle Regional Model (the travel demand model for the Triangle Region) uses travel behavior data for the Triangle Region, future transportation system networks, and future population and employment data, to forecast the volume and capacity values needed to produce these maps. The forecasts are for the year 2035.

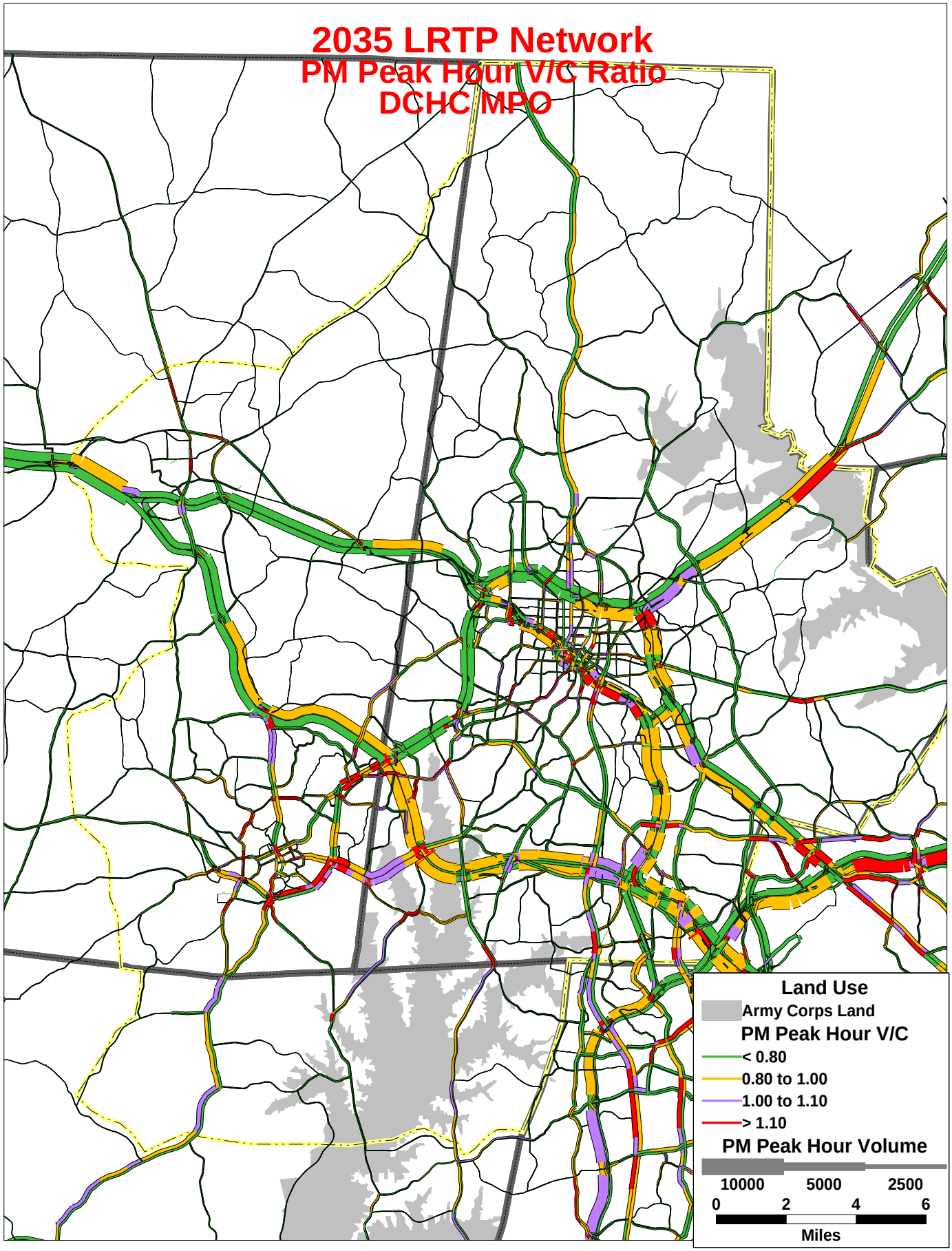
Review and comparison of the Congestion Maps for the various transportation options will show how well a particular option addresses travel demand on the key roadway segments and corridors in the MPO planning area.

Of particular importance is the comparison of the **Draft 2035 LRTP map** with the **E+C map** (Existing plus Committed – used as a benchmark) on the next two pages. The E+C map uses a transportation network with the current roadways and transit services plus any others that have been committed to being implemented, and the Socioeconomic Data (i.e., population and employment) for the year 2035. This map shows the level of service to be experienced if no additional roadways improvements or transit services are implemented, and thus helps to answer the question, "When we make our next transportation investment decision, where do we need to focus our investment?" Furthermore, by comparing the E+C Congestion Map with the Draft 2035 LRTP, you can see how well the transportation investments in that option address the congestion in the E+C.

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2035 Existing Plus Committed Network
PM Peak Hour V/C Ratio
DCHC MPO




2035 LRTP Network
PM Peak Hour V/C Ratio
DCHC MPO
Land Use
Army Corps Land
PM Peak Hour V/C
< 0.80
0.80 to 1.00
1.00 to 1.10
> 1.10
PM Peak Hour Volume
10000
5000
2500
0
2
4
6
Miles

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2035 Long Range Transportation Plan

TAC Requests and Staff Responses

Background

The TAC (Transportation Advisory Committee) received a presentation of the draft 2035 Long Range Transportation Plan (2025 LRTP) at their January 14, 2009 meeting, and deferred approval of the Plan to their February meeting. This memorandum summarizes the TAC requests at the January meeting that are related to the draft 2025 LRTP and provides the staff response.

Extend I-40 HOT Lanes to US 15-501

The TAC directed staff to extend the I-40 HOV/HOT lanes from the Wake County line to US 15-501. The TCC recommendation did not have I-40 HOV/HOT lanes between NC 54 and US 15-501. The revised draft 2035 LRTP (dated February 11, 2009) incorporates the extension of the HOT lanes.

Revised Draft 2035 LRTP

The LPA provided a draft 2035 LRTP report to the TAC at their December meeting – this is the report with the salmon-colored cover. Given the changes to the draft 2035 LRTP since that release, the TAC will receive a revised Draft 2035 LRTP report that is dated "February 15, 2009." The principal changes in this revised report include:

- The financial plan has modified figures for highway costs and revenues and the new revenue source called transportation infrastructure program, and there is an additional revenue source called the I-40 HOV/HOT (Managed Lanes) financing package. The TAC received this information at their January meeting, but the cost for extending I-40 HOV/HOT to US 15-501 has been added since that time, i.e., an increase of $18 million.

- The section titled Other Transportation Projects details Transportation System Management (TSM) improvements for northeast Chatham County and southwest Durham County. The TAC received a copy of this modified section at their January meeting.

- The Evaluation Measures and Congestion Maps reflect the up-to-date highway and transit network. The TAC received this table and map at their January meeting.

Socioeconomic Data (SE Data)

The 2035 LRTP will use the 2005 and 2015 Baseline and 2025 and 2035 Transit Node SE Data. This data is summarized and detailed in a separate report that will be provided to the TAC at their February meeting. The 2035 LRTP will use the Baseline SE Data for the 2015 AQ year because the Baseline SE Data already has a concentration of population and employment in future transit station areas, and there is relatively little time to effect the land use policy changes of the Transit Node SE Data before 2015. The TAC received a summary of the SE Data land use scenarios, including the Transit Node SE Data, early in 2008.

Projected versus Actual Fare Revenue

A TAC member noted that many new rail systems in the United States are experiencing actual ridership levels that are 50%, or more, above the projected ridership, and asked how this phenomenon might have impacted those systems' fare revenues and the MPO's fare revenue forecasts.

The 2035 LRTP for the DCHC MPO does not use rail ridership to forecast the fare revenue for the light rail system. The fare revenue forecast is 20% of the light rail operations cost, or a total of $28 million from the years 2025 through 2035. This forecast is conservative side based on experience with other light rail system in the United States. Light rail transit has greater service efficiencies than bus, so as rail ridership rises, cost recovery rises faster than with increases in bus ridership.

In recent years, Denver, Salt Lake, Minneapolis, Charlotte, and Portland have all seen new rail services exceed ridership projections. As an alternative to this forecast method, Triangle Transit staff performed a brief fare revenue calculation for light rail transit based on an actual ridership base that exceeded the forecasted ridership by 50%. The result increased the rail transit fare revenue by a range of $600,000 to $1.2 million per year, or by a cumulative total ranging from $6.6 million to $13.2 million through the year 2035. This alternative calculation could have a positive impact on the financial plan for the 2035 LRTP but does not change the

essential strategy for financing light rail transit because the revenue change would only be a fraction of the total $1.9 billion capital and operating cost for light rail transit.

Further Discussion on Northeast Chatham and Southwest Durham Roads

The TAC Chair requested that a tour be arranged of southwest Durham County, northeast Chatham County and southeast Orange County to assess and discuss the need for road improvements. Tour participants would include interested elected officials and staff from those counties, as well as resource agencies such as the U.S. Army Corps of Engineers. Staff will arrange this tour within the next three months.

Impact of HOT Lanes on I-40 in Durham County

A TAC member requested more information about the impact of including High Occupancy Toll (HOT) lanes on I-40 in Durham County in the final 2035 LRTP. The recommended final 2035 LRTP includes HOT lanes from I-540 to US 15-501. HOT lanes are managed lanes that are free for high occupancy vehicles (2+ or 3+, including transit vehicles) but require a toll for single occupancy vehicles. The travel demand on the HOT lanes is managed by varying the toll. In the recommended final 2035 LRTP, the HOT lanes are to be financed using toll revenues and gap funding. In January, the TAC requested more information about the impact HOT lanes would have on congestion, HOV share, travel time, vehicle-miles-traveled (VMT), and vehicle-hours-traveled (VHT).

In response, the Lead Planning Agency (LPA) has worked with the Triangle Model (TRM) Service Bureau to evaluate the impact of HOT lanes. The TRM Service Bureau performed a model run that included HOT lanes on I-40 between Page Road and NC 54. Unfortunately, the modeling did not include the sections between Page Road and I-540 and between NC 54 and US 15-501. However, it does include the core section of HOT lanes that are in the recommended final 2035 LRTP.

The TRM Service Bureau staff created the following tables that compare the results of the model with the HOT lanes to the results of the model without the HOT lanes. All other inputs are identical between the two model runs. Only data from the afternoon peak is provided since that is the most congested travel time and the time in which HOT lanes offer the most benefits. Key observations from the model results are:

1. The I-40 HOT project will increase the average speed on I-40. For example, for the PM peak period EB (afternoon peak period for eastbound traffic), the average speed is 68 mph in the HOT lane and 60 mph in the general purpose lanes, however the average speed is 52 mph in the general purpose lanes if the I-40 HOT project is not built.

2. The I-40 HOT project will decrease travel time on I-40. The model results show that for eastbound PM peak traffic vehicles in the HOT lane, travel takes 7.7 minutes compared to 8.8 minutes in the general purpose lanes. Without the I-40 HOT project, the travel time would be 10.5 minutes.

3. The I-40 HOT project will reduce delays on I-40. Model results show that the PM peak delay in both directions on the studied segment can be reduced by 50% from 2,321 daily hours to 1,166 daily hours if the I-40 HOT project is built – this is a 1,155 daily hour reduction.

4. The I-40 HOT project will increase the HOV vehicle share on I-40. The model results show that the share of HOV vehicles on I-40 will increase 1.1%, from 18.6% to 19.7% for eastbound PM peak traffic, and will increase 0.8%, from 18.3% to 19.1%, for westbound PM peak traffic.

The two tables on the following page provide detailed results from this analysis.

Table 1. The Comparison With and Without I-40 HOT Project (EB PM Peak – eastbound afternoon peak)

		Volume	Travel Time (Minutes)	Average Speed (mph)	Average V/C	Total VMT (Vehicle-Miles)	Total VHT (Vehicle-Hours)	Delay (Hours)	HOV Volume	HOV Share
With HOT Project	HOT Lane	4011	7.71	68	0.55	35056	518	38	3963	
	General Purpose Lanes	19519	8.84	60	0.79	170450	2841	566	663	
	Sum	23530				205506	3359	604	4626	19.66%
Without HOT Project	I-40 Lanes	21648	10.51	52	0.88	189056	3842	1252	4028	18.61%

Table 2. The Comparison With and Without I-40 HOT Project (WB PM Peak – westbound afternoon peak)

		Volume	Travel Time (Minutes)	Average Speed (mph)	Average V/C	Total VMT (Vehicle-Miles)	Total VHT (Vehicle-Hours)	Delay (Hours)	HOV Volume	HOV Share
With HOT Project	HOT Lane	3783	7.63	69	0.52	33034	28971	30	3742	
	General Purpose Lanes	19388	8.79	60	0.79	169256	171005	532	667	
	Sum	23171				202290	199976	562	4409	19.03%
Without HOT Project	I-40 Lanes	21206	10.13	53	0.86	185118	216291	1069	3873	18.26%

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: February 11, 2009

SUBJECT: FY 2011-2017 Transportation Improvement Program – Regional Priority List

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NCDOT is on a two year cycle for the development of the Transportation Improvement Program (TIP). The TIP is the document that lists the transportation projects receiving federal and state funding over the next seven years. The Regional Priority List is the document that communicates the MPO's priorities for the funding of transportation projects in the TIP. NCDOT provided the DCHC MPO a copy of the schedule for the development of the FY 2011-2017 TIP on October 27, 2008. This schedule requests that MPOs provide their Regional Priority Lists to NCDOT by March 28, 2008. This is a three month delay from the original schedule as communicated by NCDOT staff in summer 2008. As a result, the TAC decided to adjust the MPO schedule for the FY 2011-2017 Metropolitan TIP (Attachment 7A) to allow for more review of the Regional Priority List before approval.

For the development of the Regional Priority List, the DCHC MPO approved the Regional Priority List Ranking Methodology on August 13, 2008 and requested that all local jurisdictions provide a local priority list by October 1, 2008. Local and MPO staff then applied the Ranking Methodology to the submitted projects. In November, the TAC released the draft Regional Priority List for public comment and directed the TCC to develop a recommendation for a number of unresolved issues.

The TCC developed recommendations regarding the unresolved issues and presented them to the TAC in January. In January, the TAC held the public hearing and provided feedback to the TCC on the Regional Priority List. The TAC's feedback and the TCC response are listed below:

- Add the Fayetteville Street Streetscape Improvements to the Regional Priority List.
    - TCC: This project was added to the list and ranked using the Ranking Methodology.

- Move the Elizabeth Brady Road project below three Hillsborough projects in the highway list.
    - TCC: This was completed.

- Reconsider the environmental justice points for the Eubanks Road bicycle and pedestrian project.
    - TCC: The environmental justice points were assigned correctly according to the approved Ranking Methodology. This project is in Traffic Analysis Zone (TAZ)

that is at or below the Orange County average for percent of households below poverty and is 10-25 percent above the Orange County average for percent minority. This results in a "low positive" environmental justice ranking.

- Consider the Town of Chapel Hill resolution that requested:
  - Prioritization of bicycle and pedestrian projects for highway funds;
    - TCC: The prioritization of bicycle and pedestrian projects was considered during the development of the recommended final Regional Priority List.
  - Revision of the Ranking Methodology to use volume/capacity instead of traffic volume for bicycle and pedestrian projects;
    - TCC: Revisions to the Ranking Methodology will be considered for the FY 2013-2019 TIP.
  - Change the language for the US 15-501 major corridor upgrade to emphasize transit improvements.
    - TCC: The US 15-501 major corridor upgrade was not included in any Local Priority Lists. Bicycle and pedestrian improvements on Fordham Boulevard between Ephesus Church Road and Columbia Street is in the MPO's draft Regional Priority List. The description was changed to include transit accommodations.

- Separate the Mount Carmel Church Road bicycle and pedestrian project into two projects at Bennett Road.
  - TCC: This was completed.

- Move the East End Connector, Holloway Street pedestrian project, Fayetteville Street widening, and NC 54 widening up on the Regional Priority List.
  - TCC: This was completed.

- Consider prioritizing Dearborn Drive, Cornwallis Road, Kerley Road, NC 751, and Erwin Road bicycle and pedestrian projects.
  - TCC: Dearborn Drive was included as a top priority. Erwin Road is also included as a top priority and is ranked high on the Regional Priority List. Cornwallis Road is not included as a top priority. Kerley Road and NC 751 bicycle and pedestrian projects were not included in any Local Priority Lists and are not in the MPO's draft Regional Priority List.

- Consider giving greater consideration to schools and perhaps colleges, libraries, parks, etc. in the bicycle and pedestrian Ranking Methodology.
  - TCC: Revisions to the Ranking Methodology will be considered for the FY 2013-2019 TIP.

- Reconsider the environmental justice and community impacts points for the Alston Avenue and Hillandale Road highway projects.
  - TCC: The environmental justice and community impacts points were assigned correctly according to the approved Ranking Methodology.

- Alston Avenue is in a TAZ that is 50 percent or more above the Durham County average for percent of households below poverty and percent minority resulting in a "high negative" environmental justice impact. Alston Avenue is in a most dense TAZ, is adjacent to a school (Eastway Elementary), and historic resource (Golden Belt National Historic District). It is not directly adjacent to a cemetery or a park or recreation facility. This results in a "high negative" community impact.
- Hillandale Road is in a TAZ that is at or below the Durham County average for percent of households below poverty and percent minority resulting in a "neutral" environmental justice impact. Hillandale Road is in a second most dense TAZ and is not adjacent to any schools, parks or recreation facilities, historic resources, or cemeteries resulting in a "medium negative" community impact.

The TAC also directed the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources listed for each project.

Recommended Final Regional Priority List

The TCC TIP Subcommittee met on January 16, 2009, and January 21, 2009 to develop recommended final Regional Priority Lists for Division 5 and 7, respectively. The recommended Division 8 final Regional Priority List was developed by LPA staff based on Chatham County's Local Priority List. The TCC reviewed the Subcommittee and LPA recommendations at their January meeting and recommends Attachment 7B as the final Regional Priority List for the DCHC MPO. For comparison, Attachment 7C is the complete draft Regional Priority Lists by mode and by division as modified by the TAC in January.

There is no technical methodology for the creation of the combined-mode list. The order of projects was determined based on the MPO's policy priorities. Due to the limited amount of funding anticipated in the FY 2011-2017 TIP, the TCC did not rank all projects. The TCC's recommendation includes the projects that it considered the top priorities for each division. The recommended final Regional Priority List includes eligible funding categories for each project in order to provide guidance to NCDOT on the flexing of highway funds to other modes.

TCC Recommendation: That the TAC approve the final FY 2011-2017 TIP Regional Priority List (Attachment 7B).

TAC Action: Approve the final FY 2011-2017 TIP Regional Priority List (Attachment 7B).

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

Development Schedule

FY 2011-2017 Metropolitan Transportation Improvement Program

Due Date	Task
July-Aug 2008	TCC Subcommittee develops Regional Priority List Ranking Methodology
23-July-2008	TCC recommends Regional Priority List Ranking Methodology
13-Aug-2008	**TAC approves the Regional Priority List Ranking Methodology**
Aug –Sept 2008	Jurisdictions develop local priority lists
1-Oct-2008	TCC receives local priority lists from member jurisdictions/agencies with application of the Ranking Methodology
October 2008	Development of the Draft Regional Priority List
22-Oct-2008	TCC recommends Draft Regional Priority List.
12-Nov-2008	**TAC releases Draft Regional Priority List for a minimum 21-day public comment period**
Nov-Dec-Jan 2008-2009	Local jurisdictions offer comments on the Regional Priority List
14-Jan-2009	**TAC holds a Public Hearing on Draft Regional Priority List.**
28-Jan-2009	TCC considers TAC comments, public comments and input from local governments on the Regional Priority List. TCC makes recommendations as needed.
11-Feb-2009	**TAC approves Final Regional Priority List**
28-Mar-2009	NCDOT deadline for Regional Priority Lists
Feb – April 2009	NCDOT holds statewide public meetings
5-Nov-2009	State Board of Transportation (BOT) releases Draft 2011-2017 State Transportation Improvement Program (STIP)
11-Nov-2009	**TAC releases the Draft 2011-2017 Metropolitan Transportation Improvement Program (MTIP) for a minimum 21-day public comment period.**
9-Dec-2009	**TAC holds a Public Hearing on the Draft 2011-2017 MTIP.**
Jan-Feb 2010	NCDOT holds statewide public meetings Draft 2011-2017 STIP
Feb-April 2010	One-on-one meetings with NCDOT and MPOs on Draft 2011-2017 STIP
3-June-2010	State BOT approves the Final 2011-2017 STIP
9-June-2010	**TAC approves the Final 2011-2017 MTIP**

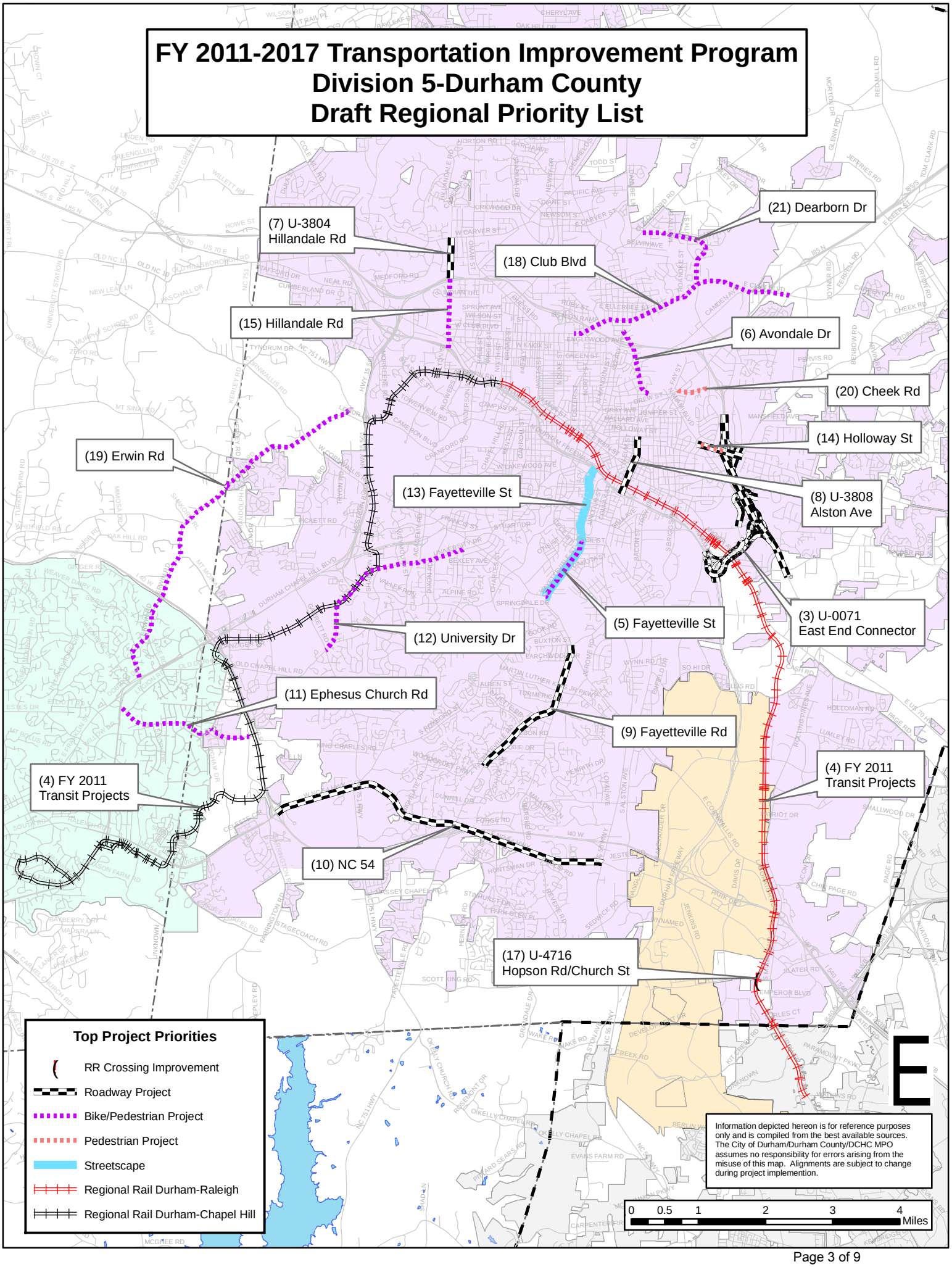
Division 5 – Top Priority List

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	C-5102 Transportation Demand Management	MPO-wide		CMAQ, O, STP	$17,000,000
2	Intelligent Transportation System Improvements • Triangle Transit – Real Time Passenger Information - $700,000 • Additional projects will be determined during the ITS Strategic Deployment Plan Update.	MPO-wide		Highway and Public Transit Sources	Total cost TBD by study
3	U-0071 East End Connector (NC 147 to US 70) new highway facility	D, DC	2.9	T, Highway Sources	$161,792,000
4	2011 Transit Projects • Preventative maintenance and routine capital items o Triangle Transit - $7,000,000 o DATA - $3,500,000 • Replacement buses o Triangle Transit – 28 buses - $8,900,000 • Replacement vans o Triangle Transit – 58 vanpool vans - $1,300,000 o Triangle Transit – 6 paratransit vans - $320,000 o DATA – 15 ADA vans - $570,000 • Service vehicles o DATA - 6 replacement service vehicles - $180,000 • Expansion service o Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - $2,750,000 o Light Rail Service – Raleigh-RTP-Durham – alternatives analysis and preliminary engineering and design - $2,000,000 o Triangle Transit – 23 expansion buses - $9,100,000 o Triangle Transit – 80 vanpool vans - $1,700,000 o Triangle Transit – Planning Assistance - $7,000,000 o Triangle Transit – 9 paratransit vans - $357,000 o DATA – 8 40’ expansion buses - $5,760,000 o DATA – passenger amenities (30 shelters +100 benches) - $500,000	D, TT		STP, CMAQ, Public Transit Sources	$50,937,000
5	Fayetteville Rd. (Cornwallis Rd. to Nelson) bike lanes and sidewalks	D, DC	1.1	STP, CMAQ, SRTS, State Highway Sources	$356,000
6	Avondale Dr. (Roxboro Rd. to Geer St.) bike lanes and sidewalks	D, DC	1.1	STP, CMAQ, State Highway Sources	$515,000
7	U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks	D, DC	0.6	Highway Sources	$11,191,000

Division 5 – Top Priority List

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
8	U-3308 Alston Ave. (NC 147 to NC 98) widen to 4-lane divided, bike lanes, and sidewalks	D, DC	0.9	Highway Sources	$25,916,000
9	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, bike lanes, and sidewalks	D, DC	2.4	Highway Sources	$21,100,000
10	NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks	D, DC	5.3	Highway Sources	$91,500,000
11	Ephesus Church Road (US 15-501 to Farrington Road) bike lanes, sidewalks, and safety improvements	CH, DC	2.1	STP, CMAQ, State Highway Sources	$600,000
12	University Dr. (Garrett Rd. to Hope Valley Rd.) bike lanes and sidewalks	D, DC	2.9	STP, CMAQ, State Highway Sources	$1,025,000
13	Fayetteville Rd. (Cornwallis Rd. to NC 147) streetscape design	D	2.2	STP, CMAQ, State Highway Sources	$30,000,000
14	Holloway St. (Miami Blvd. to US 70) sidewalk and wide outside lanes	D, DC	0.4	STP, CMAQ, State Highway Sources	$257,000
15	Hillandale Rd. (I-85 to NC 147) bike lanes and sidewalks	D, DC	0.9	STP, CMAQ, State Highway Sources	$1,320,000
16	2012 Transit Projects • Preventative maintenance and routine capital items o DATA - $3,850,000 • Service vehicles o DATA - 4 replacement service vehicles - $140,000 • Expansion service o DATA - 18 40' hybrid expansion buses - $13,500,000	D, TT		STP, CMAQ, Public Transit Sources	$17,490,000
17	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	D, DC	0.3	Highway and Rail Sources	$6,500,000
18	Club Blvd. (Ruffin St. to Geer St.) bike lanes and sidewalks	D, DC	3.5	STP, CMAQ, State Highway Sources	$2,978,000
19	Erwin Road (15-501 to NC 751) bike lanes, sidewalks, and safety improvements (design may vary along length)	CH, DC	1.1	STP, CMAQ, State Highway Sources	$5,527,000
20	Cheek Rd. (Geer St. to Hardee St.) sidewalks	D, DC	0.5	STP, CMAQ, State Highway Sources	$695,000
21	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.) bike lanes and sidewalks	D, DC	1.5	STP, CMAQ, State Highway Sources	$2,389,000

FY 2011-2017 Transportation Improvement Program
Division 5-Durham County
Draft Regional Priority List



Division 7 – Top Priority List

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
1	FY 2011 Transit Projects • Preventative maintenance and routine capital items o Triangle Transit - $7,000,000 o Chapel Hill Transit - $2,982,000 • Replacement buses o Triangle Transit – 28 buses - $8,900,000 o Chapel Hill Transit – 8 buses - $2,800,000 • Replacement vans o Triangle Transit – 58 vanpool vans - $1,300,000 o Triangle Transit – 6 paratransit vans - $320,000 o Chapel Hill Transit – 5 EZ-rider vans - $384,000 o Chapel Hill Transit – 7 Safe-Ride vans - $210,000 • Service vehicles o Chapel Hill Transit – 8 - $240,000 • Expansion service o Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design - $2,750,000 o Chapel Hill Transit - Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces - $2,000,000 o Triangle Transit – 23 expansion buses - $9,100,000 o Triangle Transit – 80 vanpool vans - $1,700,000 o Triangle Transit – Planning Assistance - $7,000,000 o Triangle Transit – 9 paratransit vans - $357,000 o Chapel Hill Transit – 5 buses - $1,800,000 o Hillsborough In Town Transit Circulator - $198,000 o Hillsborough Train Station/Multi-modal Center - $1,500,000	CH, C, H, OC, TT		STP, CMAQ, Public Transit Sources	$50,541,000
2	Martin Luther King Jr. Boulevard/NC 86 Corridor (I-40 to North Street) sidewalks and bike lanes	CH	2.5	STP, CMAQ, State Highway Sources	$3,945,000
3	Ephesus Church Road (US 15-501 to Farrington Road) sidewalks, bike lanes, and safety improvements	CH, DC	2.1	STP, CMAQ, State Highway Sources	$600,000
4	NC 54 (Fordham Boulevard to Barbee Chapel Road) sidewalks and bike lanes	CH	1.2	STP, CMAQ, State Highway Sources	$1,550,000
5	Erwin Road (15-501 to NC 751) sidewalks, bike lanes, and safety improvements (design may vary along length)	CH, DC	1.1	STP, CMAQ, State Highway Sources	$5,527,000
6	Fordham Boulevard (Columbia St/US 15-501 South to Ephesus Church Road) sidewalks, wide-outside lanes, and transit accommodations	CH	4.0	STP, CMAQ, State Highway Sources	$5,147,000

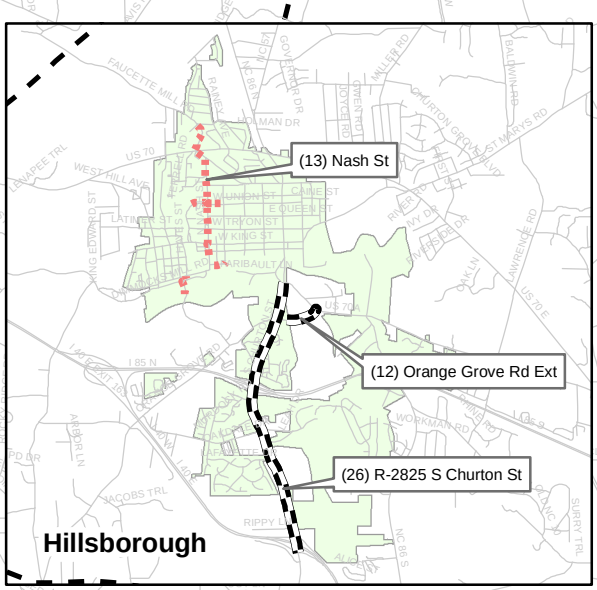
Division 7 – Top Priority List

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
7	18 Chapel Hill Intersections - bicycle and pedestrian improvements	CH	0.0	STP, CMAQ, State Highway Sources	$1,542,000
8	Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard between Manning Drive and Old Mason Farm Road	CH	0.0	STP, CMAQ, State Highway Sources	$2,261,000
9	Bolin Creek Greenway (Martin Luther King Jr. Blvd. to Umstead Park.) multi-use path	CH	0.8	STP, CMAQ, State Highway Sources	$1,500,000
10	C-5102 Transportation Demand Management	MPO-wide		CMAQ, O	$17,000,000
11	Intelligent Transportation System Improvements • Triangle Transit – Real Time Passenger Information - $700,000 • Additional projects will be determined during the ITS Strategic Deployment Plan Update.	MPO-wide		Public Transit Sources	Total cost TBD by study
12	Orange Grove Rd Extension to US 70 Business	H, OC	0.3	Highway Sources	$30,000,000
13	Nash Street (Faucette Mill to Dimmocks Mill) sidewalks	H	1.8	STP, CMAQ, State Highway Sources	$679,000
14	North Greensboro (Weaver to Shelton) paint, median, bicycle signal detection, etc.	C	0.2	STP, CMAQ, State Highway Sources	$200,000
15	Estes Drive (NC86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	CH	0.7	STP, CMAQ, State Highway Sources	$421,000
16	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	C, CH	2.6	STP, CMAQ, State Highway Sources	$2,197,000
17	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	CH	1.0	STP, CMAQ, State Highway Sources	$2,442,000
18	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line.) multi-use path	CH	1.0	STP, CMAQ, State Highway Sources	$3,500,000
19	NC 54 Sidepath (James Street to Anderson Park) multi-use path	C	0.8	STP, CMAQ, State Highway Sources	$700,000
20	Fordham Boulevard (Ephesus Church Road to Elliott Road) sidewalks	CH	0.3	STP, CMAQ, State Highway Sources	$175,000
21	Culbreth Road (Adam Way to Smith Level) sidewalks	CH	0.5	STP, CMAQ, State Highway Sources	$165,000
22	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North) multi-use path	CH	1.3	STP, CMAQ, State Highway Sources	$2,500,000
23	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Drive.) multi-use path	CH	1.3	STP, CMAQ, State Highway Sources	$943,000
24	Old Fayetteville (NC 54 to McDougle School) sidewalks and bike lanes	C	1.0	STP, CMAQ, State Highway Sources	$1,800,000

Division 7 – Top Priority List

Rank	Name (limits)	Jurisdiction	Miles	Funding Sources	Cost
25	Franklin/Merritt Mill/Brewer/Main Intersection	C, CH	0.0	Highway Sources	$1,000,000
26	R-2825 South Churton Street Improvements (I-40 to the Eno River)	H, OC	2.5	Highway Sources	$19,260,000
27	FY 2012 Transit Projects • Preventative maintenance and routine capital items o Chapel Hill Transit - $3,190,000 • Replacement buses o Chapel Hill Transit – 9 buses - $3,250,000 • Expansion service o Chapel Hill Transit - Park & Ride Lot Expansion - Construction - 1000 spaces - $5,000,000	CH, C, TT		STP, CMAQ, Public Transit Sources	$11,440,000

FY 2011-2017 Transportation Improvement Program
Division 7-Orange County Draft Regional Priority List



(5) Erwin Rd

(1) FY 2011 Transit Projects

(2) MLK Blvd/NC 86

(17) Piney Mtn

(7) 18 Chapel Hill Intersections (Typical)

(15) Estes Dr

(16) Estes Dr Ext

(3) Ephesus Church Rd

(22) Bolin Creek Phase IV

(20) Fordham Blvd

(24) Old Fayetteville Rd

(23) Bolin Creek/ Little Creek Greenway

(9) Bolin Creek Greenway

(19) NC 54 Sidepath

(14) North Greensboro

(25) Intersection Impvmt

(4) NC 54 Corridor

(1) FY 2011 Transit Project

(18) Morgan Creek Phase II

(8) Fordham Blvd Over/Underpass

(6) Fordham Blvd

(21) Culbreth Rd

Top Project Priorities

- Pedestrian Bridge
- Bike/Ped Intersection Improvement
- Roadway Intersection Improvement
- Pedestrian Project
- Biike/Pedestrian Project
- Roadway Project
- Regional Rail Durham-Raleigh
- Regional Rail Durham-Chapel Hill

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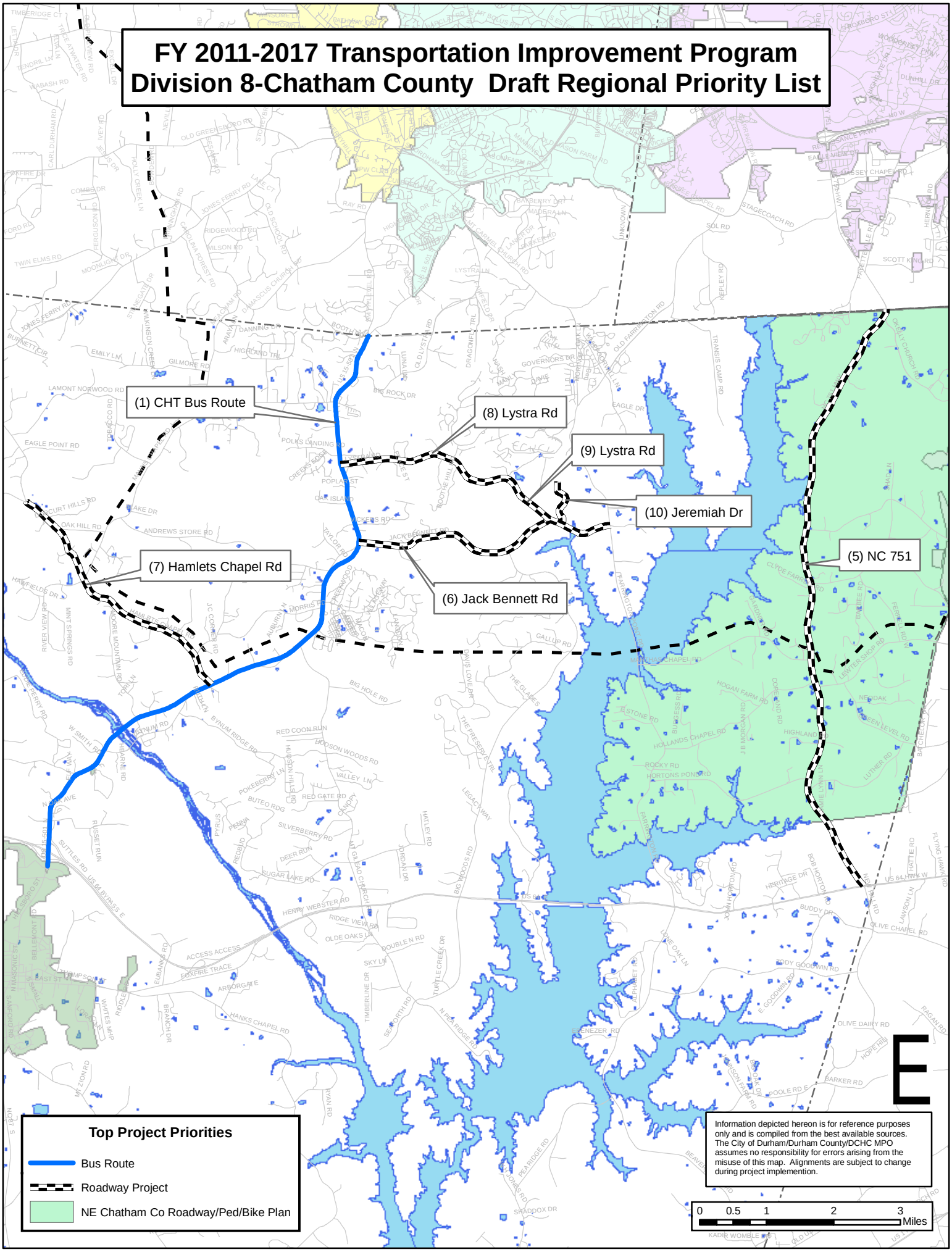
Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County/DCHC MPO assumes no responsibility for errors arising from the misuse of this map. Alignments are subject to change during project implemention.

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Division 8 – Top Priority List

Rank	Name (limits)	Jurisdiction	Miles	Funding Source	Cost
1	CHT to Establish Bus Route from Pittsboro to Chapel Hill-Park & Ride Lot on US 15-501	CC	10.8	STP, CMAQ, Public Transit Sources	$352,712 (annual operating cost)
2	C-5102 Transportation Demand Management	MPO-wide	0	CMAQ, O, STP	$17,000,000
3	Area Plan in Cooperation with Cary (North of US 64, East of Jordan Lake)	CC	0	STP, Highway Sources	$100,000
4	Intelligent Transportation System Improvements • Triangle Transit – Real Time Passenger Information - $700,000 • Additional projects will be determined during the ITS Strategic Deployment Plan Update.	MPO-wide	0	Highway and Public Transit Sources	Total cost TBD by study
5	NC 751 (US 64 to Durham County Line) widening	CC	9.4	Highway Sources	$44,130,000
6	Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	CC	3.2	Safety and Highway Sources	$6,900,000
7	Hamlets Chapel Road [SR 1525] (Perry Harrison Elementary School) increase length of turn lanes	CC	0.2	Highway Sources	$250,000
8	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	CC	4.6	Safety and Highway Sources	$9,919,000
9	Lystra Road [SR 1721] (Jack Bennett Rd. [SR1717] to west side of N. Chatham Elementary) increase length of turn lanes	CC	0.4	Highway Sources	$250,000
10	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control	CC	0.8	Highway Sources	$100,000

FY 2011-2017 Transportation Improvement Program
Division 8-Chatham County Draft Regional Priority List



Rank	Name (limits)	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest $1,000)	Total Points
1	C-5102 Transportation Demand Management	D	14	DC	14	0	$17,000,000	28
2	Intelligent Transportation System Improvements	D	13	DC	13	0		22
3	U-0071 East End Connector (NC 147 to US 70) new facility	D	1	DC	1	2.9	$161,792,000	14
4	U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks	D	2	DC	2	0.6	$11,191,000	18
5	U-3308 Alston Ave. (NC 147 to NC 98) widen to 4-lane divided, bike lanes, and sidewalks	D	3	DC	3	0.9	$25,916,000	17
6	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, sidewalks	D	4	DC	4	2.4	$21,100,000	13
7	NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks	D	5	DC	5	5.3	$91,500,000	13
8	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	D	11	DC	11	0.28	$6,500,000	17
9	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	D	12	DC	12	0	$30,000,000	17
10	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	D	8	DC	8	1.6	$39,100,000	14
11	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	D	9	DC	9	1.5	$38,100,000	14
12	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	D	10	DC	10	0.7	$7,200,000	14

13	US 70 (Lynn Rd. to Wake County Line) convert to 6-lane freeway	D	6	DC	6	4.1	$123,100,000	13
14	U-4721 Northern Durham Parkway (Roxboro Rd. to US 70) new facility	D	7	DC	7	16.3	$148,200,000	12

Rank	Name (limits)	Proposed Pedestrian Facilities	Proposed Bicycle Facilities	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest $1,000)	Total Points
1	Fayetteville Rd. (Cornwallis Rd. to Nelson) bicycle/pedestrian facilities	Sidewalks	Bicycle Lanes	D	2	DC	2	1.1	$356,000	27
2	Avondale Dr. (Roxboro Rd. to Geer St.)	Sidewalks	Bicycle Lanes	D	1	DC	1	1.1	$515,000	25
3	Ephesus Church Road (US 15-501 to Farrington Road)	Sidewalks	Bicycle Lanes	CH	11	DC	16	2.1	$2,656,000	25
4	University Dr. (Garrett Rd. to Hope Valley Rd.)	Sidewalks	Bicycle Lanes	D	11	DC	11	2.9	$1,025,000	24
5	Fayetteville Rd. (Cornwallis Rd. to NC 147) streetscape design	Sidewalks	No	D				2.2	$30,000,000	24
6	Holloway St. (Miami Blvd. to US 70) sidewalk	Sidewalks	Wide Outside Lanes	D	5	DC	5	0.4	$257,000	15
7	Hillandale Rd. (I-85 to NC 147)	Sidewalks	Bicycle Lanes	D	4	DC	4	0.9	$1,320,000	22
8	Club Blvd. (Ruffin St. to Geer St.)	Sidewalks	Bicycle Lanes	D	6	DC	6	3.5	$2,978,000	22
9	Erwin Road (15-501 to NC 751) (design may vary along length)	Sidewalks	Bicycle Lanes	DC	15	CH	19	1.1	$5,527,000	22
10	Cheek Rd. (Geer St. to Hardee St.)	Sidewalks	No	D	3	DC	3	0.5	$695,000	19
11	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus)	Sidewalks	Bicycle Lanes	D	8	DC	8	3.4	$4,916,000	19
12	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)	Sidewalks	Bicycle Lanes	D	9	DC	9	1.5	$2,389,000	19
13	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)	Sidewalks	Bicycle Lanes	D	10	DC	10	2.6	$3,204,000	18

14	Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)	Sidewalks	Bicycle Lanes	D	7	DC	7	1.4	$2,069,000	17
15	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.) (design may vary along length)	Sidewalks	Bicycle Lanes	CH	14	DC	14	2.2	$1,759,000	16
16	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.)	Sidewalks	Bicycle Lanes	CH	10	DC	17	1.1	$1,470,000	15
17	Holloway St. (Junction Rd. to Lynn Rd.) sidewalk	Sidewalks	Wide Outside Lanes	D	13	DC	13	0.7	$736,000	15
18	Sedwick Rd. (Grandale Dr. to Alston Ave.)	Sidewalks	Bicycle Lanes	D	12	DC	12	1.8	$2,187,000	14

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest $1,000)	Year Needed	Total Points
1	Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design	D	2	DC	2	21	$2,750,000	2011	26
2	Light Rail Service - Raleigh - RTP - Durham - alternatives analysis and preliminary engineering and design	D	1	DC	1	28	$2,000,000	2011	22
3	Triangle Transit Replacement Buses (28)	TT	2			n/a	$8,900,000	2011	21
4	Triangle Transit preventative maintenance and routine capital items	TT	1			n/a	$7,000,000	2011	20
5	Triangle Transit Vanpool Fleet Replacement (58)	TT	4			n/a	$1,300,000	2011	20
6	Triangle Transit Expansion Buses (23)	TT	5			n/a	$9,100,000	2011	20
7	Triangle Transit Vanpool Fleet Expansion (80)	TT	6			n/a	$1,700,000	2011	20
8	DATA 30 40' hybrid replacement buses	D	8	DC	8	n/a	$24,000,000	2013	20
9	DATA 7 40; hybrid replacement buses	D	9	DC	9	n/a	$8,400,000	2017	20
10	Triangle Transit Planning Assistance-UPWP	TT	9			n/a	$7,000,000	2011	20
11	DATA 6 replacement service vehicles	D	12	DC	12	n/a	$180,000	2011	20
12	DATA 4 replacement service vehicles	D	13	DC	13	n/a	$140,000	2012	20
13	DATA 18 40' hybrid expansion buses	D	18	DC	18	n/a	$13,500,000	2012	20

14	DATA preventative maintenance and routine capital items	D	1	DC	1	n/a	$3,500,000	2011	19
15	DATA preventative maintenance and routine capital items	D	2	DC	2	n/a	$3,850,000	2012	19
16	DATA preventative maintenance and routine capital items	D	3	DC	3	n/a	$4,250,000	2013	19
17	Triangle Transit Paratransit Fleet Replacement (6)	TT	3			n/a	$320,000	2011	19
18	DATA preventative maintenance and routine capital items	D	4	DC	4	n/a	$4,660,000	2014	19
19	DATA preventative maintenance and routine capital items	D	5	DC	5	n/a	$5,120,000	2015	19
20	DATA preventative maintenance and routine capital items	D	6	DC	6	n/a	$5,640,000	2016	19
21	DATA preventative maintenance and routine capital items	D	7	DC	7	n/a	$6,200,000	2017	19
22	Triangle Transit Paratransit Fleet Expansion (9)	TT	8			n/a	$357,000	2011	19
23	DATA 15 ADA replacement vans	D	10	DC	10	n/a	$570,000	2011	19
24	DATA 18 ADA replacement vans	D	11	DC	11	n/a	$900,000	2016	19
25	DATA 8 40' hybrid expansion buses	D	17	DC	17	n/a	$5,760,000	2011	19
26	DATA 4 40' hybrid expansion buses	D	19	DC	19	n/a	$3,400,000	2013	19
27	DATA 2 40' hybrid expansion buses	D	20	DC	20	n/a	$1,800,000	2014	19
28	DATA 2 40' hybrid expansion buses	D	21	DC	21	n/a	$1,800,000	2015	19

29	Triangle Transit ITS Project- Real Time Passenger Info	TT	7			n/a	$700,000	2011	18
30	DATA passenger amenities (30 shelters + 100 benches)	D	14	DC	14	n/a	$500,000	2011	18
31	DATA passenger amenities (15 shelters + 90 benches)	D	15	DC	15	n/a	$380,000	2013	18
32	DATA passenger amenities (25 shelters + 115 benches)	D	16	DC	16	n/a	$675,000	2017	18
33	DATA land acquisition for 2 100 space park-n-ride lots (Treyburn area and Githens MS area)	D	22	DC	22	n/a	$2,200,000	2013	13

Rank (from methodology + TAC input)	Name (limits)	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest $1,000)	Total Points
1	C-5102 Transportation Demand Management	D	14	DC	14	0	$17,000,000	28
2	Intelligent Transportation System Improvements	D	13	DC	13	0		22
3	Orange Grove Rd Extension to US 70 Business	H	2	OC	2	0.28	$30,000,000	14
4	Franklin/Merrit Mill/Brewer/Main Intersection	C	1	CH	1	0	$1,000,000	13
5	TIP # R-2825 South Churton Street Improvements (I-40 to the Eno River)	H	1	OC	1	2.5	$19,260,000	12
6	Estes/Greensboro roundabout	C	2			0	$500,000	11
7	TIP # U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	H	3	OC	3	0.28	$2,350,000	11
8	TIP # U-3808 Elizabeth Brady Road Extension (US 70A to US 70 Business & St. Mary's)	H	4			1.5	$48,705,000	15
9	NC 86 North of Hillsborough (US 70 Bypass to Coleman Loop) widening	OC	6			1.61	$7,552,000	10
10	TIP # R-3438 Western Bypass (US 70 to NC 86 North)	H	6			2.9	$5,300,000	8
11	US 70 Bypass Widening (Orange/Durham County Line to I-85/US 70 Connector)	H	5	OC	5	10.1	$47,000,000	7

Rank (from methodology + TAC input)	Name (limits)	Proposed Pedestrian Facilities	Proposed Bicycle Facilities	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest $1,000)	Total Points
1	Martin Luther King Jr. Bouelvard/NC86 Corridor (I-40 to North Street)	Sidewalks	Bicycle Lanes	CH	1			2.5	$3,945,000	28
2	Ephesus Church Road (US 15-501 to Farrington Road)	Sidewalks	Bicycle Lanes	CH	11	DC	16	2.1	$600,000	25
3	NC54 Corridor (Fordham Boulevard to Barbee Chapel Road)	Sidewalks	Bicycle Lanes	CH	22			1.2	$1,550,000	23
4	Erwin Road (15-501 to NC 751) (design may vary along length)	Sidewalks	Bicycle Lanes	DC	15	CH	19	1.1	$5,527,000	22
5	Fordham Boulevard Corridor (Columbia St/US 15-501 South to Ephesus Church Road)	Sidewalks	Wide Outside Lanes	CH	21			4.0	$5,147,000	22
6	18 Chapel Hill Intersections - bicycle and pedestrian improvements	Sidewalks	Bicycle Lanes	CH	4			0.0	$1,542,000	20
7	Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard between Manning Drive and Old Mason Farm Road	Multi-use Path	Multi-use Path	CH	5			0.0	$2,261,000	20
8	Bolin Creek Greenway (Martin Luther King Jr. Blvd. to Umstead Park.)	Multi-use Path	Multi-use Path	CH	2			0.8	$1,500,000	19
9	Nash Street (Faucette Mill to Dimmocks Mill)	Sidewalks	No	H	3			1.8	$679,233	19
10	N Greensboro (Weaver to Shelton) sharrows, median, bicycle signal detection, etc.	Sidewalks	Sharrows	C	8			0.2	$200,000	19

11	Estes Drive (NC86 to Curtis Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Sidewalks	Bicycle Lanes	CH	15			0.7	$421,000	19
12	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Sidewalks	Bicycle Lanes	C	3	CH	7	2.6	$2,197,000	18
13	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Sidewalks	Bicycle Lanes	CH	18			1	$2,442,000	18
14	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line.)	Multi-use Path	Multi-use Path	CH	6			1.0		17
15	NC 54 Sidepath	Multi-use Path	Multi-use Path	C	10			0.8	$700,000	17
16	Fordham Boulevard (Ephesus Church Road to Elliott Road)	Sidewalks	No	CH	12			0.3	$175,000	17
17	Culbreth Road (Adam Way to Smith Level) Sidewalk	Sidewalks	No	CH	13			0.5	$165,000	17
18	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North)	Multi-use Path	Multi-use Path	CH	17			1.3		17
19	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Drive.)	Multi-use Path	Multi-use Path	CH	24			1.3	$943,000	17
20	Old Fayetteville (NC 54 to McDougle School)	Sidewalks	Bicycle Lanes	C	1			1.0	$1,800,000	16
21	Old NC 86 (Hillsborough to Homestead) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	2	C	5	1.1	$1,320,000	16

22	Mount Carmel Church Road (US 15-501 to Bennett)	Sidewalks	Bicycle Lanes	OC	5	CH	16	0.4	$275,000	16
23	Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	Sidewalks	Bicycle Lanes	CH	8	C	9	3.8	$3,525,000	16
24	Old Mason Farm/Finley Golf Course Road	Sidewalks	Bicycle Lanes	CH	20			1.4	$1,800,000	16
25	Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Sidewalks	Bicycle Lanes	C	2	OC	3	4.7	$5,505,000	15
26	Old NC 86 (Homestead to Eubanks) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	2	C	6	3.4	$4,233,000	15
27	Eubanks Road Bicycle Lanes (Rogers Rd to NC 86)	No	Bicycle Lanes	OC	4			1.7	$824,000	15
28	Horace Williams Trail (Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway))	Multi-use Path	Multi-use Path	CH	23			1.7	$370,000	15
29	NC 86 (US 70A to I-40) Bicycle Lanes	No	Wide Outside Lanes	H	1	OC	6	7.1	$933,340	14
30	S Greensboro (Old Pittsboro to Merritt Mill) sidewalk on west side	Sidewalks	No	C	4			0.5	$247,500	14
31	Orange Grove Road Pedestrian Bridge	Multi-use Path	Multi-use Path	OC	1	H	2	0.0	$1,000,000	13
32	Cleland Drive/Burning Tree Drive (Cleland Drive and	Sidewalks	No	CH	9			1.5		13

	Burning Tree Drive.) sidewalk and pedestrian									
33	Eubanks (Old NC 86 to Rogers Rd) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	4	C	7	1.6	$1,992,000	12
34	Mount Carmel Church Road (Bennett to Chatham County Line)	No	Bicycle Lanes	OC	5	CH	16	2.5	$940,000	12
35	Old NC 86 Bicycle Facilities (I-40 to Homestead Road)	No	Wide Outside Lanes	OC	2			5.0	$1,598,000	10

Rank (from methodology + TAC input)	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest $1,000)	Year Needed	Total Points
1	Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design	D	2	DC	2	21	$2,750,000	2011	26
2	CHT Park & Ride Lot Expansion - Land Acquistion and Design - 1000 spaces	CH	7	C	7	n/a	$2,000,000	2011	22
3	Triangle Transit Replacement Buses (28)	TT	2			n/a	$8,900,000	2011	21
4	Triangle Transit preventative maintenance and routine capital items	TT	1			n/a	$7,000,000	2011	20
5 (tie)	CHT 8 Support Vehicles	CH	4	C	4	n/a	$240,000	2011	20
5 (tie)	CHT 8 Support Vehicles	CH	4	C	4	n/a	$247,200	2015	20
7	Triangle Transit Vanpool Fleet Replacement (58)	TT	4			n/a	$1,300,000	2011	20
8	Triangle Transit Expansion Buses (23)	TT	5			n/a	$9,100,000	2011	20
9 (tie)	CHT 4 Service Vehicles	CH	6	C	6	n/a	$190,000	2011	20
9 (tie)	CHT 4 Service Vehicles	CH	6	C	6	n/a	$196,000	2015	20
11	Triangle Transit Vanpool Fleet Expansion (80)	TT	6			n/a	$1,700,000	2011	20
12	Triangle Transit Planning Assistance-UPWP	TT	9			n/a	$7,000,000	2011	20
13	CHT 17 Replacement Buses	CH	1	C	1	n/a	$6,300,000	2013	19
14	Fixed Guideway: Carolina North to Carrboro using existing RoW	C	1			2.4	$6,200,000	2017	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	$2,982,000	2011	19

15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	$3,190,000	2012	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	$3,400,000	2013	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	$3,007,000	2014	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	$3,900,000	2015	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	$4,200,000	2016	19
15 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	$4,500,000	2017	19
22	Triangle Transit Paratransit Fleet Replacement (6)	TT	3			n/a	$320,000	2011	19
23	Triangle Transit Paratransit Fleet Expansion (9)	TT	8			n/a	$357,000	2011	19
24 (tie)	CHT 8 Replacement Buses	CH	1	C	1	n/a	$2,800,000	2011	18
24 (tie)	CHT 9 Replacement Buses	CH	1	C	1	n/a	$3,250,000	2012	18
24 (tie)	CHT 10 Replacement Buses	CH	1	C	1	n/a	$3,900,000	2014	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	$384,000	2011	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	$423,000	2013	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	$444,000	2014	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	$467,000	2015	18
27 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	$515,000	2017	18
32	CHT Park & Ride Lot Expansion - Construction - 1000 spaces	CH	7	C	7	n/a	$5,000,000	2012	18
33	Triangle Transit ITS Project- Real Time Passenger Info	TT	7			n/a	$700,000	2011	18

34 (tie)	CHT 7 Replacement Vans - SR	CH	4	C	4	n/a	$210,000	2011	17
34 (tie)	CHT 7 Replacement Vans - SR	CH	4	C	4	n/a	$217,000	2015	17
36 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	$1,751,000	2011	17
36 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	$1,800,000	2012	17
36 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	$1,971,000	2015	17
39	Hillsborough In Town Transit Circulator	H	1			20.6	$198,000	2011	15
40	Hillsborough Train Station/Multi-modal Center	OC	1	H	2	n/a	$1,500,000	2011	13

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **February 11, 2009**

SUBJECT: **2008-2009 Unified Planning Work Program (UPWP) – Amendment #4.**

The TAC approved the 2008-2009 UPWP on April 9, 2008. The proposed amendment reflects the de-obligation and reallocation of STP-DA funds by the Lead Planning Agency and the addition of funds for the Town of Chapel Hill.

The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2008-2009) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2009-2010). Essentially, federal transportation planning funds received by the DCHC MPO provide yearly allocations to support transportation planning activities for the fiscal year. However, for projects that continue past the fiscal year (i.e., multi-year projects), funds must be de-obligated and carried over to the next fiscal year. Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for FY 2008-2009 UPWP activities and projects. These funds are shown in the City of Durham-MPO LPA table.

The Town of Chapel Hill table reflects the addition of STP-DA funds for Chapel Hill Transit projects. The total $200,000 of STP-DA funds was previously approved by the TAC in May 2008 as part of the STP-DA table approval. The funds are to be used for Chapel Hill Transit website upgrade activities as part of the overall MPO goal to promote non-automobile transportation alternatives. However, the funds were not reflected in the FY 2008-2009 UPWP. This amendment adds these funds to the UPWP.

FY 2008-2009 Unified Planning Work Program - Amendment #4 (TAC 2/11/09)
Durham-Chapel Hill-Carrboro Urban Area

City of Durham -MPO LPA

				STP-DA 133(b)(3)(7)					
				Original		*Proposed*			
				2008-09 UPWP 5/09/2008 TAC		*Amendment #4 Feb. 11, 2009 TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**A**		**Surveillance of Change**						
		5	**Transit System Data**	1,250	5,000	0	0	**(1,250)**	**(5,000)**
		9	**Travel Time Studies**	3,210	12,838	0	0	**(3,210)**	**(12,838)**
		11	**Central Area Parking Inventory**	6,125	24,500	0	0	**(6,125)**	**(24,500)**
II	**B**		**Long Range Transp. Plan**						
		3	**Travel Model Update**	145,000	580,000	45,000	180,000	**(100,000)**	**(400,000)**
		4	**Travel Survey**	50,000	200,000	0	0	**(50,000)**	**(200,000)**
		10	**Transit Element of the LRTP**	151,625	606,500	1,625	6,500	**(150,000)**	**(600,000)**
III	**D**		**Incidental Plng/Project Dev**						
		3	**Special Studies**	118,298	473,190	21,923	87,690	**(96,375)**	**(385,500)**
			Net Change	$475,507	$1,902,028	*$68,548*	*$274,190*	**($406,960)**	**($1,627,838)**

Town of Chapel Hill

				STP-DA 133(b)(3)(7)					
				Original		***Proposed***			
				2008-09 UPWP 5/09/2008 TAC		***Amendment #4 Feb. 11, 2009 TAC***		***Difference (Change)***	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**STP-DA 80%**
II	**A**		**Surveillance of Change**						
		5	Transit System Data	0	0	6,250	25,000	**6,250**	**25,000**
		10	Mapping	0	0	2,500	10,000	**2,500**	**10,000**
II	**B**		**Long Range Transp. Plan**						
		17	Congestion Mgmt. Strategies	0	0	6,250	25,000	**6,250**	**25,000**
III	**E**		**Management & Operations**	0	0	35,000	140,000	**35,000**	**140,000**
			Net Change			$50,000	$200,000	**$50,000**	**$200,000**

RESOLUTION

TO APPROVE AMENDMENT #4 TO THE FY 2008-2009 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

February 11, 2009

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

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2008-2009 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2008-2009.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #4 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2008-2009 as described in the attached sheets.

I, Mike Woodard, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 11th day of February, 2009.

_____
Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____County, North Carolina do hereby certify that Mike Woodard personally appeared before me on _____day of_____, 2009 to affix his signature to the foregoing document.

_____
Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

FY 2008-2009 Unified Planning Work Program - Amendment #4 (TAC 2/11/09)
Durham-Chapel Hill-Carrboro Urban Area

City of Durham -MPO LPA

				STP-DA 133(b)(3)(7)					
				Original		*Proposed*			
				2008-09 UPWP 5/09/2008 TAC		*Amendment #4 Feb. 11, 2009 TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**A**		**Surveillance of Change**						
		5	**Transit System Data**	1,250	5,000	0	0	**(1,250)**	**(5,000)**
		9	**Travel Time Studies**	3,210	12,838	0	0	**(3,210)**	**(12,838)**
		11	**Central Area Parking Inventory**	6,125	24,500	0	0	**(6,125)**	**(24,500)**
II	**B**		**Long Range Transp. Plan**						
		3	**Travel Model Update**	145,000	580,000	45,000	180,000	**(100,000)**	**(400,000)**
		4	**Travel Survey**	50,000	200,000	0	0	**(50,000)**	**(200,000)**
		10	**Transit Element of the LRTP**	151,625	606,500	1,625	6,500	**(150,000)**	**(600,000)**
III	**D**		**Incidental Plng/Project Dev**						
		3	**Special Studies**	118,298	473,190	21,923	87,690	**(96,375)**	**(385,500)**
			Net Change	$475,507	$1,902,028	*$68,548*	*$274,190*	**($406,960)**	**($1,627,838)**

Town of Chapel Hill

				STP-DA 133(b)(3)(7)					
				Original		***Proposed***			
				2008-09 UPWP 5/09/2008 TAC		***Amendment #4 Feb. 11, 2009 TAC***		***Difference (Change)***	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**STP-DA 80%**
II	**A**		**Surveillance of Change**						
		5	Transit System Data	0	0	6,250	25,000	**6,250**	**25,000**
		10	Mapping	0	0	2,500	10,000	**2,500**	**10,000**
II	**B**		**Long Range Transp. Plan**						
		17	Congestion Mgmt. Strategies	0	0	6,250	25,000	**6,250**	**25,000**
III	**E**		**Management & Operations**	0	0	35,000	140,000	**35,000**	**140,000**
			Net Change			$50,000	$200,000	**$50,000**	**$200,000**

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **February 11, 2009**

SUBJECT: **2009-2010 Unified Planning Work Program (UPWP)**

This memo presents the Draft 2009-2010 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 Authority, and Triangle Transit). 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, NC 54 Corridor Study, Parking Survey/Study, etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA), and Triangle Transit, 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 2009-2010 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 2009-2010 is $355,661.

Federal (PL funds)	$355,661
Local (20% match)	$ 88,915
Total	$444,576

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 2009-2010 UPWP are shown below, including funds de-obligated from FY 2008-2009 UPWP and re-obligated or carried over to FY 2009-2010:

Federal (STP-DA)	$2,272,153
Local (20% match)	$ 568,038
Total	$2,840,191

FY 2009-2010 STP-DA Funds will cover new initiatives, special projects and continuation major emphasis projects. These are summarized as follows:

New Initiatives and Special Projects

- LPA two new staff positions
- Follow-up Panning 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/I40 Corridor/Sub-Area Study
- MPO Freight planning
- MPO Safety Plan
- Integration Climate Change in Transportation Planning Process

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 2009-2010 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	TT	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 Triangle Transit 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 Triangle Transit; and 10% State match provided the Public Transportation Division of NCDOT

	CHT	DATA	TT	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 2009-2010)

Funding Type	Federal	State	Local	Total
Section 104(f)	$355,661		$88,915	$4441,576
STP-DA	$2,272,153		$568,038	$2,840,191
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 85% 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 – Phase 1 is nearly complete.
7. Phase I of the Non-Motorized Trip (Bike-Pedestrian demand model)

model development is complete.

8. MPO GIS Warehouse and Automation project is underway. Project is about 60% complete.
9. ITS Strategic Deployment Plan update to commence in February
10. Development of the regional transit plan and vision by STAC is complete.
11. 2035 LRTP is about 99% complete. TAC approval anticipated in February 2009
12. 2035 LRTP Conformity Determination expected in summer of 2009.
13. MTIP project Priority List revised and approved by the TAC.

2009-2010 New Initiatives, Continuation of FY 2009 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 2009-2010 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 2009-2010 work program.

a. 2035 LRTP and conformity determination.
b. Comprehensive Transportation Plan
c. NC 54/I40 Corridor Sub- Area study
d. ITS Strategic Deployment Plan
e. Parking inventory and survey
f. Congestion Management Process (CMP)
g. Commercial vehicles (freight) survey and counts
h. Travel time/speed survey
i. Model sub-area enhancement
j. TRM model improvement
k. Transportation surveillance of change (data update and maintenance)
l. Continuation of the MPO Collector Street Plan
m. Continuation of the Land Use modeling
n. Continuation of the GIS Warehouse & Automation
o. Continuation of the Farrington/Stagecoach Rd study
p. Continuation of the Non-motorized trip modeling
q. Development of the 2011-17 MTIP regional Priority List/MTIP
r. Work with State and federal agencies on development of SIP MVEB for new Ozone standards.

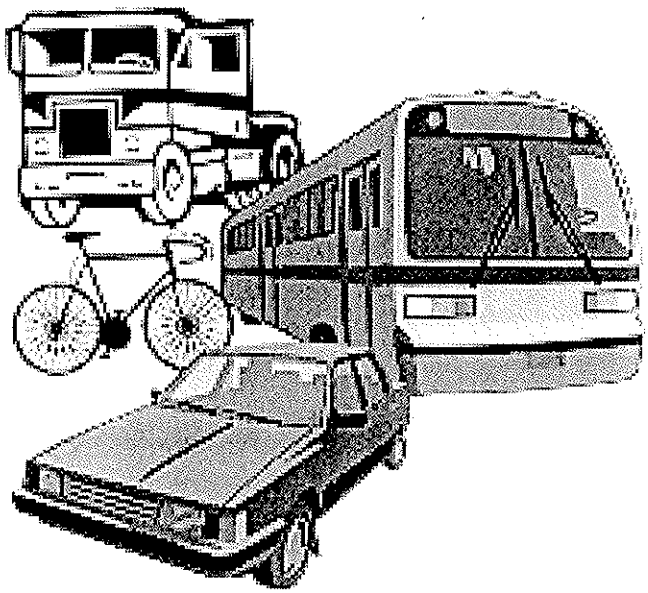
Unified Planning Work Program (UPWP) Development Process

The development process for the 2009-2010 UPWP is presented below. The proposed FY 2009-2010 UPWP does not contain any new initiative rather continuation of the FY 2008-2009 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments'

budget process. Draft 2009-2010 UPWP schedule is illustrated in the attached development schedule.

NO	Date	Descriptions
1	28-Jan-09	TCC receives the draft 2009-2010 UPWP
2	6-Feb-09	Deadline for submitting transit element of the UPWP to NCDO -PTD
3	11-Feb-09	TAC receives draft 2009-2010 UPWP and releases for public comment. TAC receives FTA memo on Section 5307 distribution between TTA, DATA and CHT
4	25-Feb-09	TCC recommends Draft 2009-2010 UPWP for TAC approval
5	January-February	Development of Draft 2009-2010 UPWP and coordinating with local agencies continues.
6	January-February	TCC coordinates with member jurisdictions budget process for local matching funds
7	11-Mar-09	TAC adopts 2008-2009 UPWP and self certifies MPO planning process
8	1-April-09	NCDOT/FHWA approves 2009-2010 UPWP
9	1-Jul-09	2009-2010 UPWP available July 1

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization



DRAFT

2009-2010
Unified Planning Work Program (UPWP)

February 11, 2009

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

FY 2009-2010 Unified Planning Work Program

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

RESOLUTION

Approving the FY 2009-2010 Unified Planning Work Program

March 11, 2009

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 2009-2010.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2009-2010 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 11th day of March, 2009.

Mike Woodard, TAC Chair

_____

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

_____
Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

Transit Adopting Resolution (FTA).....

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

RESOLUTION (PTD-FTA)

Approving the FY 2009-2010 Unified Planning Work Program (UPWP) of the DCHC Urban Area/Metropolitan Planning Organization

March 11, 2009

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 2009-2010.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *FY 2009-2010 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 11th day of March, 2009.

_____
Mike Woodard
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this _____ day of _____, 2009.

_____
Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

Self Certification Resolution .....

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2009-2010 (FY 2010)

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

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

4.

5. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314
    a. Is there an adopted prospectus? Are work programs consistent with the adopted prospectus?
    b. Are tasks and products clearly outlined?
    c. Is the U/PWP consistent with the LRTP?
    d. Has the UPWP been checked for effectiveness to see if it is further meeting the goals of the LRTP?
    e. Is UPWP product driven and result oriented?
    f. Is the work identified in the U/PWP completed in a timely fashion?
6. Does the area have a valid transportation planning process? 23 CFR 450.322
    a. Is the transportation planning process continuous, cooperative and comprehensive?
    b. Is there a valid LRTP?
    c. Did the LRTP have at least a 20-year horizon at the time of adoption?
    d. Does it address the 8-planning factors?
    e. Does it include strategies for evaluating effectiveness of Plan goals and targets?
    f. Does it cover all modes applicable to the area?
    g. Does it address preservation of existing systems? Is consideration of the preservation of existing systems clearly documented in stand-alone section?
    h. How is freight considerations incorporated into the LRTP?
    i. How is safety considerations incorporated in the LRTP? Are safety considerations documented separately (stand-alone)?
    j. Is it financially constrained?
    k. Has the MPO demonstrated reasonableness of LRTP Revenue sources? How?
    l. Does it include funding for the maintenance and operation of the system?
    m. Does it include environmental mitigation?
    n. Does it conform to the State Implementation Plan (SIP) (if applicable)?

o. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?

7. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332
   a. Is it consistent with the LRTP?
   b. Is it fiscally constrained?
   c. Is it developed cooperatively with the state and local transit operators?
   d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor?
8. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
   a. Is it consistent with the LRTP?
   b. Was it used for the development of the TIP?
   c. Is it monitored and reevaluated to meet the needs of the area?
9. Does the area have a process for including environmental mitigation discussions in the planning process? (SAFETEA-LU)
   a. How _____
   b. Why not_____

10. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898?
    a. Title VI
       i. Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)]
    b. Environmental Justice (Executive Order 12898)
       i. Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?
       ii. Has the MPO developed Environmental Justice Policy and Program?
       iii. Has the MPO involved EJ community in the development of the UPWP?
    c. ADA
       i. Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation? [49 CFR 27.13]
    d. DBE
       i. Does the MPO have a DBE policy statement that expresses commitment to the DBE program? [49 CFR 26.23]
11. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
    a. Did the public participate in the development of the PIP?
    b. Was the PIP made available for public review for at least 45-days prior to adoption?
    c. Is adequate notice provided for public meetings?
    d. Are meetings held at convenient times and at accessible locations?
    e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
    f.
    g. Does the PIP include criteria for measuring the effectiveness of PIP?
    h. Is the PIP periodically reviewed and updated to ensure its effectiveness?
    i. Are plans/program documents available in an electronic accessible format, i.e. MPO website?

j. Has the MPO employed visualization tools in LRTP, TIP and planning projects?
k. Does the PIP include visualization tools?
l. Is the EJ community given the adequate and meaningful opportunity to provide comments on the planning process?

12. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? (SAFETEA-LU)
    a. How_____
    b. Why not_____

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

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

Overview.....

Durham-Chapel Hill Carrboro
Metropolitan Planning Organization
FY 2009-2010 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 2008-2009 UPWP and is included in this (FY 2009-10) 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). 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 Authority, and Triangle Transit). 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, NC 54 Corridor Study, Parking Survey/Study, etc.

The main source of funds for transit planning for Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA), and Triangle Transit, 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 2009-2010 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 2009-2010 is $355,661.

Federal (PL funds)	$355,661
Local (20% match)	$ 88,915
Total	$444,576

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 2009-2010 UPWP are shown below, including funds de-obligated from FY 2008-2009 UPWP and re-obligated or carried over to FY 2009-2010:

Federal (STP-DA)	$2,272,153
Local (20% match)	$ 568,038
Total	$2,840,191

FY 2009-2010 STP-DA Funds will cover new initiatives, special projects and continuation major emphasis projects. These are summarized as follows:

New Initiatives and Special Projects

- LPA two new staff positions
- Follow-up Panning 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/I40 Corridor/Sub-Area Study
- MPO Freight planning
- MPO Safety Plan
- Integration Climate Change in Transportation Planning Process

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 2009-2010 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	TT	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 Triangle Transit 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 Triangle Transit; and 10% State match provided the Public Transportation Division of NCDOT

	CHT	DATA	TT	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 2009-2010)

Funding Type	Federal	State	Local	Total
Section 104(f)	$355,661		$88,915	$4441,576
STP-DA	$2,272,153		$568,038	$2,840,191
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 85% 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 – Phase 1 is nearly complete.
7. Phase I of the Non-Motorized Trip (Bike-Pedestrian demand model) model development is complete.
8. MPO GIS Warehouse and Automation project is underway. Project is about 60% complete.
9. ITS Strategic Deployment Plan update to commence in February

10. Development of the regional transit plan and vision by STAC is complete.
11. 2035 LRTP is about 99% complete. TAC approval anticipated in February 2009
12. 2035 LRTP Conformity Determination expected in summer of 2009.
13. MTIP project Priority List revised and approved by the TAC.

2009-2010 New Initiatives, Continuation of FY 2009 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 2009-2010 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 2009-2010 work program.

a. 2035 LRTP and conformity determination.
b. Comprehensive Transportation Plan
c. NC 54/I40 Corridor Sub- Area study
d. ITS Strategic Deployment Plan
e. Parking inventory and survey
f. Congestion Management Process (CMP)
g. Commercial vehicles (freight) survey and counts
h. Travel time/speed survey
i. Model sub-area enhancement
j. TRM model improvement
k. Transportation surveillance of change (data update and maintenance)
l. Continuation of the MPO Collector Street Plan
m. Continuation of the Land Use modeling
n. Continuation of the GIS Warehouse & Automation
o. Continuation of the Farrington/Stagecoach Rd study
p. Continuation of the Non-motorized trip modeling
q. Development of the 2011-17 MTIP regional Priority List/MTIP
r. Work with State and federal agencies on development of SIP MVEB for new Ozone standards.

Development Schedule .....

Unified Planning Work Program (UPWP) Development Process

NO	Date	Descriptions
1	28-Jan-09	TCC receives the draft 2009-10 UPWP
2	6-Feb-09	Deadline for submitting transit element of the UPWP to NCDO -PTD
3	11-Feb-09	TAC receives draft 2009-2010 UPWP and releases for public comment. TAC receives FTA memo on Section 5307 distribution between TTA, DATA and CHT
4	25-Feb-09	TCC recommends Draft 2009-2010 UPWP for TAC approval
5	January-February	Development of Draft 2009-10 UPWP and coordinating with local agencies continues.
6	January-February	TCC coordinates with member jurisdictions budget process for local matching funds
7	11-Mar-09	TAC adopts 2008-2009 UPWP and self certifies MPO planning process
8	1-April-09	NCDOT/FHWA approves 2009-2010 UPWP
9	1-Jul-09	2009-2010 UPWP available July 1

Summary MPO Funding Source Tables .....

MPO Funds Distribution by Agency

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Funding Distribution by Agency & Funding Sources

MPO Summary
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	Receiving Agency	SPR Highway NCDOT 20%	SPR Highway FHWA 80%	STP-DA Sec. 133(b)(3)(7) Local 20%	STP-DA Sec. 133(b)(3)(7) FHWA 80%	Section 104(f) PL Local 20%	Section 104(f) PL FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 10%	Section 5309 Transit NCDOT 10%	Section 5309 Transit FTA 80%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary Total
	Durham/DATA			561,632	2,246,528	67,093	268,372	14,453	14,453	115,627	38,333	38,333	306,665	0	0	0	681,512	52,787	2,937,192	3,671,490
	Carrboro			0	0	5,685	22,740	0	0	0	0	0	0	0	0	0	5,685	-	22,740	28,425
	Chapel Hill/CHT			97,006	388,024	15,742	62,968	13,887	13,887	111,092	0	0	0	0	0	0	126,635	13,887	562,084	702,605
	Orange County			0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	TJCOG			6,567	26,266	0	0	0	0	0	0	0	0	0	0	0	-	6,567	26,266	32,833
	TTA			0	0	0	0	0	0	0	57,750	57,750	462,000	0	0	0	57,750	57,750	462,000	577,500
	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	$665,205	$2,660,818	$88,520	$354,080	$28,340	$28,340	$226,719	$96,083	$96,083	$768,665	$0	$0	$0	$871,581	$143,290	$4,059,482	$5,074,353

MPO Detail Funding Tables (FHWA/FTA Funds)

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Detail Funding Source Tables - FHWA/FTA Funds

MPO Summary
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	Task Description	SPR Highway NCDOT 20%	SPR Highway FHWA 80%	STP-DA 133(b)(3)(7) Local 20%	STP-DA 133(b)(3)(7) FHWA 80%	Sec. 104(f) PL Local 20%	Sec. 104(f) PL FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 25%	Section 5309 Transit NCDOT 25%	Section 5309 Transit FTA 50%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary Total
II A	Surveillance of Change																			
II A 1	Traffic Volume Counts	0	0	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	7,500	30,000	0	0	9,453	9,453	75,627	6,120	6,120	48,957	0	0	0	23,073	15,573	154,584	193,230
6	Dwelling Unit, Pop. & Emp. Change	0	0	3,750	15,000	3,500	14,000	0	0	0	0	0	0	0	0	0	7,250	-	29,000	36,250
7	Air Travel	0	0	0	0	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	10,960	43,838	5,000	20,000	0	0	0	0	0	0	0	0	0	15,960	-	63,838	79,798
10	Mapping	0	0	12,500	50,000	5,200	20,800	2,500	2,500	20,000	0	0	0	0	0	0	20,200	2,500	90,800	113,500
11	Central Area Parking Inventory	0	0	5,000	20,000	0	0	0	0	0	0	0	0	0	0	0	5,000	-	20,000	25,000
12	Bike & Ped. Facilities Inventory	0	0	3,875	15,500	0	0	0	0	0	0	0	0	0	0	0	3,875	-	15,500	19,375
13	Bike & Ped. Counts	0	0	6,425	25,700	0	0	0	0	0	0	0	0	0	0	0	6,425	-	25,700	32,125
II B	Long Range Transp. Plan																			
B 1	Collection of Base Year Data	0	0	12,500	50,000	0	0	0	0	0	0	0	0	0	0	0	12,500	-	50,000	62,500
2	Collection of Network Data	0	0	12,500	50,000	0	0	0	0	0	0	0	0	0	0	0	12,500	-	50,000	62,500
3	Travel Model Updates	2,100	8,400	153,085	612,340	50	200	0	0	0	7,250	7,250	58,000	0	0	0	160,385	9,350	678,940	848,675
4	Travel Surveys	0	0	25,000	100,000	0	0	0	0	0	4,500	4,500	36,000	0	0	0	29,500	4,500	136,000	170,000
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	1,050	4,200	0	0	0	0	0	0	0	0	0	1,050	-	4,200	5,250
7	Forecast of Futurel Travel Patterns	0	0	1,250	5,000	2,500	10,000	0	0	0	0	0	0	0	0	0	3,750	-	15,000	18,750
8	Capacity Deficiency Analysis	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
9	Highway Element of th LRTP	0	0	875	3,500	1,375	5,500	0	0	0	0	0	0	0	0	0	2,250	-	9,000	11,250
10	Transit Element of the LRTP	0	0	151,625	606,500	3,200	12,800	875	875	7,000	3,311	3,311	26,486	0	0	0	159,011	4,186	652,786	815,983
11	Bicycle & Ped. Element of the LRTP	0	0	9,500	38,000	2,700	10,800	0	0	0	0	0	0	0	0	0	12,200	-	48,800	61,000
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13	Collector Street Element of LRTP	200	800	7,000	28,000	75	300	0	0	0	0	0	0	0	0	0	7,075	200	29,100	36,375
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
15	Freight Movement/Mobility Planning	0	0	10,000	40,000	1,250	5,000	0	0	0	0	0	0	0	0	0	11,250	-	45,000	56,250
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	16,263	65,050	7,450	29,800	2,500	2,500	20,000	1,616	1,616	12,928	0	0	0	27,829	4,916	130,978	163,723
18	Air Qual. Planning/Conformity Anal.	200	800	2,500	10,000	500	2,000	0	0	0	0	0	0	0	0	0	3,000	200	12,800	16,000
II C	Short Range Transit Planning																			
1	Short Range Transit Planning	0	0	22,500	90,000	300	1,200	1,875	1,875	15,000	15,000	15,000	120,000				39,675	16,875	226,200	282,750
III-A	Planning Work Program	400	1,600	750	3,000	3,250	13,000	161	161	1,288	3,483	3,483	27,866	0	0	0	7,644	4,044	46,754	58,443
III-B	Transp. Improvement Plan	400	1,600	500	2,000	8,702	34,807	250	250	2,000	239	239	1,912	0	0	0	9,691	889	42,319	52,899
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																			
1	Title VI	0	0	750	3,000	0	0	0	0	0	0	0	0	0	0	0	750	-	3,000	3,750
2	Environmental Justice	0	0	750	3,000	1,550	6,200	0	0	0	0	0	0	0	0	0	2,300	-	9,200	11,500
3	Minority Business Enterprise	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	0	0	2,500	-	10,000	12,500
4	Planning for the Elderly & Disabled	0	0	2,500	10,000	810	3,240	5,000	5,000	40,000	0	0	0	0	0	0	8,310	5,000	53,240	66,550
5	Safety/Drug Control Planning	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
6	Public Involvement	0	0	4,000	16,000	5,900	23,600	0	0	0	5,271	5,271	42,165	0	0	0	15,171	5,271	81,765	102,206
7	Private Sector Participation	0	0	750	3,000	0	0	0	0	0	0	0	0	0	0	0	750	-	3,000	3,750
III-D	Incidental Plng./Project Dev.																			
1	Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	100	400	500
2	Enviro. Analysis & Pre-TIP Plng.	1,000	4,000	750	3,000	1,886	7,545	0	0	0	0	0	0	0	0	0	2,636	1,000	14,545	18,181
3	Special Studies	1,000	4,000	63,298	253,190	2,050	8,200	0	0	0	23,500	23,500	188,000	0	0	0	88,848	24,500	453,390	566,738
4	Regional or Statewide Planning	2,100	8,400	23,060	92,240	2,367	9,468	1,250	1,250	10,000	0	0	0	0	0	0	26,677	3,350	120,108	150,135
III- E	Management & Operations																			
1	Management & Operations	4,000	16,000	77,740	310,960	24,730	98,920	4,163	4,163	33,304	25,794	25,794	206,351	0	0	0	132,427	33,957	665,535	831,919
Totals		$12,300	$49,200	$665,205	$2,660,818	$88,520	$354,080	$28,340	$28,340	$226,719	$96,083	$96,083	$768,665	$0	$0	$0	$878,148	$136,723	$4,059,482	$5,074,353

	FHWA Planning Funds MPO PL & STP-DA Total	Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program MPO PL & STP-DA Funding Tables								
	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II A	**Surveillance of Change**									
II A 1	Traffic Volume Counts	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	7,500	30,000	37,500	0	0	0	7,500	30,000	37,500
6	Dwelling Unit, Pop. & Emp. Change	3,750	15,000	18,750	3,500	14,000	17,500	7,250	29,000	36,250
7	Air Travel	0	0	0	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	10,960	43,838	54,798	5,000	20,000	25,000	15,960	63,838	79,798
10	Mapping	12,500	50,000	62,500	5,200	20,800	26,000	17,700	70,800	88,500
11	Central Area Parking Inventory	5,000	20,000	25,000	0	0	0	5,000	20,000	25,000
12	Bike & Ped. Facilities Inventory	3,875	15,500	19,375	0	0	0	3,875	15,500	19,375
13	Bike & Ped. Counts	6,425	25,700	32,125	0	0	0	6,425	25,700	32,125
II B	**Long Range Transp. Plan**									
B 1	Collection of Base Year Data	12,500	50,000	62,500	0	0	0	12,500	50,000	62,500
2	Collection of Network Data	12,500	50,000	62,500	0	0	0	12,500	50,000	62,500
3	Travel Model Updates	153,085	612,340	765,425	50	200	250	153,135	612,540	765,675
4	Travel Surveys	25,000	100,000	125,000	0	0	0	25,000	100,000	125,000
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0
6	Community Goals & Objectives	0	0	0	1,050	4,200	5,250	1,050	4,200	5,250
7	Forecast of Futurel Travel Patterns	1,250	5,000	6,250	2,500	10,000	12,500	3,750	15,000	18,750
8	Capacity Deficiency Analysis	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250
9	Highway Element of th LRTP	875	3,500	4,375	1,375	5,500	6,875	2,250	9,000	11,250
10	Transit Element of the LRTP	151,625	606,500	758,125	3,200	12,800	16,000	154,825	619,300	774,125
11	Bicycle & Ped. Element of the LRTP	9,500	38,000	47,500	2,700	10,800	13,500	12,200	48,800	61,000
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	75	300	375	7,075	28,300	35,375
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	10,000	40,000	50,000	1,250	5,000	6,250	11,250	45,000	56,250
16	Financial Planning	0	0	0	2,625	10,500	13,125	2,625	10,500	13,125
17	Congestion Management Strategies	16,263	65,050	81,313	7,450	29,800	37,250	23,713	94,850	118,563
18	Air Qual. Planning/Conformity Anal.	2,500	10,000	12,500	500	2,000	2,500	3,000	12,000	15,000
II C	**Short Range Transit Planning**									
1	Short Range Transit Planning	22,500	90,000	112,500	300	1,200	1,500	22,800	91,200	114,000
III-A	**Planning Work Program**	750	3,000	3,750	3,250	13,000	16,250	4,000	16,000	20,000
III-B	**Transp. Improvement Plan**	500	2,000	2,500	8,702	34,807	43,509	9,202	36,807	46,009
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**									
1	Title VI	750	3,000	3,750	0	0	0	750	3,000	3,750
2	Environmental Justice	750	3,000	3,750	1,550	6,200	7,750	2,300	9,200	11,500
3	Minority Business Enterprise	2,500	10,000	12,500	0	0	0	2,500	10,000	12,500
4	Planning for the Elderly & Disabled	2,500	10,000	12,500	810	3,240	4,050	3,310	13,240	16,550
5	Safety/Drug Control Planning	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250
6	Public Involvement	4,000	16,000	20,000	5,900	23,600	29,500	9,900	39,600	49,500
7	Private Sector Participation	750	3,000	3,750	0	0	0	750	3,000	3,750
III-D	**Incidental Plng./Project Dev.**									
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0

2	Enviro. Analysis & Pre-TIP Plng.	750	3,000	3,750	1,886	7,545	9,431	2,636	10,545	13,181
3	Special Studies	63,298	253,190	316,488	2,050	8,200	10,250	65,348	261,390	326,738
4	Regional or Statewide Planning	23,060	92,240	115,300	2,367	9,468	11,835	25,427	101,708	127,135
III- E	**Management & Operations**									
1	Management & Operations	77,740	310,960	388,700	24,730	98,920	123,650	102,470	409,880	512,350
Totals		**665,205**	**2,660,818**	**3,326,023**	**88,520**	**354,080**	**442,600**	**753,725**	**3,014,898**	**3,768,623**

		Composite Agency Tables PL/STP-DA	Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Composite Agency Tables (PL &STP-DA Funds)																				MPO Summary		
		Task Description	Chapel Hill			Carrboro			Orange			TJCOG			Durham			TTA			MPO				
			Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%		
II	A	Surveillance of Change																							
II	A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	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	6,250	25,000	31,250	0	0	0	0	0	0	0	0	0	1,250	5,000	6,250	0	0	0	7,500	30,000	37,500		
		6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	7,250	29,000	36,250	0	0	0	7,250	29,000	36,250		
		7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	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	15,960	63,838	79,798	0	0	0	15,960	63,838	79,798		
		10 Mapping	5,000	20,000	25,000	200	800	1,000	0	0	0	0	0	0	12,500	50,000	62,500	0	0	0	17,700	70,800	88,500		
		11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	5,000	20,000	25,000	0	0	0	5,000	20,000	25,000		
		12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	3,875	15,500	19,375	0	0	0	3,875	15,500	19,375		
		13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	6,425	25,700	32,125	0	0	0	6,425	25,700	32,125		
II	B	Long Range Transp. Plan																							
	B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	12,500	50,000	62,500	0	0	0	12,500	50,000	62,500		
		2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	12,500	50,000	62,500	0	0	0	12,500	50,000	62,500		
		3 Travel Model Updates	0	0	0	50	200	250	0	0	0	0	0	0	153,085	612,340	765,425	0	0	0	153,135	612,540	765,675		
		4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	25,000	100,000	125,000	0	0	0	25,000	100,000	125,000		
		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	50	200	250	0	0	0	0	0	0	1,000	4,000	5,000	0	0	0	1,050	4,200	5,250		
		7 Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	3,750	15,000	18,750	0	0	0	3,750	15,000	18,750		
		8 Capacity Deficiency Analysis	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 th LRTP	0	0	0	125	500	625	0	0	0	0	0	0	2,125	8,500	10,625	0	0	0	2,250	9,000	11,250		
		10 Transit Element of the LRTP	1,750	7,000	8,750	200	800	1,000	0	0	0	0	0	0	152,875	611,500	764,375	0	0	0	154,825	619,300	774,125		
		11 Bicycle & Ped. Element of the LRTP	0	0	0	200	800	1,000	0	0	0	0	0	0	12,000	48,000	60,000	0	0	0	12,200	48,800	61,000		
		12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		13 Collector Street Element of LRTP	0	0	0	75	300	375	0	0	0	0	0	0	7,000	28,000	35,000	0	0	0	7,075	28,300	35,375		
		14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	11,250	45,000	56,250	0	0	0	11,250	45,000	56,250		
		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	5,513	22,050	27,563	200	800	1,000	0	0	0	0	0	0	18,000	72,000	90,000	0	0	0	23,713	94,850	118,563		
		18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	2,500	10,000	12,500	500	2,000	2,500	0	0	0	3,000	12,000	15,000		
II	C	Short Range Transit Planning																						0	
		1 Short Range Transit Planning	22,500	90,000	112,500	300	1,200	1,500	0	0	0	0	0	0	0	0	0	0	0	0	22,800	91,200	114,000		
																								0	
III-A		Planning Work Program	1,000	4,000	5,000	250	1,000	1,250	0	0	0	0	0	0	2,750	11,000	13,750	0	0	0	4,000	16,000	20,000		
																								0	
III-B		Transp. Improvement Plan	750	3,000	3,750	400	1,600	2,000	0	0	0	0	0	0	8,052	32,207	40,259	0	0	0	9,202	36,807	46,009		
																								0	
III-C		Cvl Rgts. Cmp./Otr .Reg. Reqs.																						0	
		1 Title VI	750	3,000	3,750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	3,000	3,750		
		2 Environmental Justice	750	3,000	3,750	50	200	250	0	0	0	0	0	0	1,500	6,000	7,500	0	0	0	2,300	9,200	11,500		
		3 Minority Business Enterprise	2,500	10,000	12,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500	10,000	12,500		
		4 Planning for the Elderly & Disabled	2,500	10,000	12,500	60	240	300	0	0	0	0	0	0	750	3,000	3,750	0	0	0	3,310	13,240	16,550		
		5 Safety/Drug Control Planning	1,250	5,000	6,250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,250	5,000	6,250		
		6 Public Involvement	1,500	6,000	7,500	400	1,600	2,000	0	0	0	0	0	0	8,000	32,000	40,000	0	0	0	9,900	39,600	49,500		
		7 Private Sector Participation	750	3,000	3,750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750	3,000	3,750		
																								0	
III-D		Incidental Plng./Project Dev.																						0	
		1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	75	300	375	0	0	0	0	0	0	2,561	10,245	12,806	0	0	0	2,636	10,545	13,181		
		3 Special Studies	0	0	0	860	3,200	4,060	0	0	0	0	0	0	64,548	258,190	322,738	0	0	0	65,348	261,390	326,738		
		4 Regional or Statewide Planning	14,361	57,442	71,803	0	0	0	0	0	0	4,067	16,266	20,333	7,000	28,000	35,000	0	0	0	25,427	101,708	127,135		
III-E		Management & Operations																							
		1 Management & Operations	45,000	180,000	225,000	2,250	9,000	11,250	0	0	0	0	0	0	55,220	220,880	276,100	0	0	0	102,470	409,880	512,350		
Totals			112,748	450,992	563,740	5,685	22,740	28,425	0	0	0	6,567	26,266	32,833	628,725	2,514,900	3,143,625	0	0	0	753,725	3,014,898	3,768,623		

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

General Task Descriptions and Summary.....

Task Descriptions and Summary Narratives for FY 2009-2010 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, land-use 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-A: Long Range Transportation Plan Activities

Federal Law (as updated by SAFETEA_LU) and USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the

MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the 2035 LRTP air quality and the Comprehensive Transportation Plan as well as commence data collection for the 2010 model base year.

Task II-B-1: Collection of Base Year Data

The MPO will collect and estimate new socio-economic and demographic date for the 2005 base year. Proposed work activities will include inventory, collection and estimation of the following variables for existing conditions, tabulated by traffic analysis zone, is required: (1) population; (2) dwelling units; (3) households; (4) employment by type (number of jobs and establishments) including number of commercial vehicles at business locations; (5) school enrollment; (6) number of university dormitory beds; and (7) median income. It is expected that these variables will be linked to the proposed data automation projects and a GIS database and management system will be used to maintain the aforementioned socio-economic and land use information. An integral part of this task will be data verification, reconciliation, quality and error checks.

Task II-B-2: Collection of Network Data

The MPO will collect transportation network data necessary to build the 2010 base year TRM network. The proposed work activities will include collection of the following transportation network variables and attributes:

A-Highways : 1) posted speed limit; 2) number of lanes; 3) segment length; 4) turn pockets; 5) parking conditions; 6) traffic signal locations and stop conditions; 7) signal density; 8). access control and driveway conditions; 9) land use and area type; and 10) facility type and functional classification.

B-Transit: 1) headways; 2) speed; 3) hours of operation; 4) services miles; 5) fare structure; 6) transfer information; 7) schedule information; and 8) route information and service characteristics for each route.

C-Bicycle and Pedestrian: 1) mileage; 2) activity density; 3) neighborhood characteristics; 4) environment/friendliness factors/indices; and 5) connectivity

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, parking enhancement, performance measures automation, 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 CTP and CMP. 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 2009-2010 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2010-2011 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 2009-2010. 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 2009-2015 MTIP as needed. Commence work on the development of the 2011 – 2017 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 parking study, etc.

Task III-D-4: Regional or Statewide Planning

The MPO will continue to coordinate with CAMPO, TTA, NCDOT, DENR, FHWA, FTA,EPA, and other State and regional agencies in regional transportation. This includes participation in the DCHC-CAMPO joint TAC meetings, TTA Board Meetings, Durham-Chapel Hill-Orange County Work Group, and a wide range of regional transportation planning working groups and committees. Examples include the Model Team, the Executive Committee, and the regional transit planning/operation coordination. Statewide planning includes participation in various statewide planning initiatives such as CMAQ Committee, Indirect and Cumulative Impacts of Transportation Projects in North Carolina, the State Transportation Plan process, and the Comprehensive Transportation Plan.

Task III-E: Management and Operations

This work element encompasses the administration and support of the3-C transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds. To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding. Proposed tasks include but not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.

2. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on

regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.

3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.

4. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.

5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

6. Prepare and distribute TAC and TCC meeting agendas Attend TAC, TCC and other meetings associated with MPO planning activities.

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, 2009 to June 30, 2014

	1	2	3	4	5
FY	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Period	2009-10	2010-11	2011-12	2012-13	2013-14
	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014
1	**Surveillance of Change/ Data monitoring**	**Surveillance of Change/ Data monitoring**	**Surveillance of Change/ Data monitoring**	**Surveillance of Change/ Data monitoring**	**Surveillance of Change/ Data monitoring**
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory	Parking inventory		Parking inventory	Parking inventory
1.12	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv
1.13	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts
2	**Unified Planning Work Program (UPWP)**	**Unified Planning Work Program (UPWP)**	**Unified Planning Work Program (UPWP)**	**Unified Planning Work Program (UPWP)**	**Unified Planning Work Program (UPWP)**
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2010 UPWP	Develop FY 2011 UPWP	Develop FY 2012 UPWP	Develop FY 2013 UPWP	Develop FY 2014 UPWP
2.5	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	**Long-Range Transportation Plan (LRTP)**	**Long-Range Transportation Plan (LRTP)**	**Long-Range Transportation Plan (LRTP)**	**Long-Range Transportation Plan (LRTP)**	**Long-Range Transportation Plan (LRTP)**
3.1	SE data collection and Forecasts	SE data collection and Forecasts	Land-use Scenario analysis	Approval of the 2035 LRTP for AQ analysis and conformity	Approval of the 2035 LRTP for AQ analysis and conformity
3.2	2010 Base year data. Preparation of Land-usae Scenario data	Goals, Objectives and targets	Deficiency Analysis	CTP components- Highway, transit, bicycle and pedestrian vision plans	CTP components- Highway, transit, bicycle and pedestrian vision plans
3.3		Model Update for LRTP analysis	Alternative analysis	AQ analysis and conformity determination process	AQ analysis and conformity determination process
3.4		2010 Base year data. Preparation of Land-usae Scenario data	Development of Preferred Option	Inter-Agency Consultation process	Inter-Agency Consultation process

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2014

	1	2	3	4	5
FY	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Period	2009-10	2010-11	2011-12	2012-13	2013-14
	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014
3.5				Draft LRTP AQ Conformity Jan 2013 & approval in March 2013	Draft LRTP AQ Conformity Jan 2013 & approval in March 2013
3.6				TAC Approved CTP in March 2013	TAC Approved CTP in March 2013
3.7					
3.8				BOT Approves CTP May 2013	BOT Approves CTP May 2013
3.9					
3.10					
4	**Travel Demand Model Development and Update**	**Travel Demand Model Development and Update**	**Travel Demand Model Development and Update**	**Travel Demand Model Development and Update**	**Travel Demand Model Development and Update**
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	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	Collection & development of 2010 networks	Collection & development of 2010 networks			
4.4		Socio-economic and demographic data collection and forecasts			
4.5					
4.6					
4.7		2010 base year model calibration and validation			
5	**Bicycle & Pedestrian Planning**	**Bicycle & Pedestrian Planning**	**Bicycle & Pedestrian Planning**	**Bicycle & Pedestrian Planning**	**Bicycle & Pedestrian Planning**
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy
5.2					
5.3					
6	**Short-Range Transit Plan**	**Short-Range Transit Plan**	**Short-Range Transit Plan**	**Short-Range Transit Plan**	**Short-Range Transit Plan**
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2		RE-evaluation of Transit Element of the CTP	RE-evaluation of Transit Element of the CTP	Transit Development Plan (TDP)	

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2014

	1	2	3	4	5
FY	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Period	2009-10	2010-11	2011-12	2012-13	2013-14
	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014
7	**Congestion Management Process (CMS/CMP)**	**Congestion Management Process (CMS/CMP)**	**Congestion Management Process (CMS/CMP)**	**Congestion Management Process (CMS/CMP)**	**Congestion Management Process (CMS/CMP)**
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
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**
	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	Develop final draft 2015-2021 MTIP. TIP conformity determination
	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	TAC Approves 2015-2021 MTIP
	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	BOT Approves 2015-2021 STIP
		Develop & submit TIP Project Priority List for 2013-2019 TIP		Develop & submit TIP Project Priority List for 2015-2021 TIP	
		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	

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2014

	1	2	3	4	5
FY	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Period	2009-10	2010-11	2011-12	2012-13	2013-14
	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014
		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	
	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**
	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
	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
	Update 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)**
	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	**Project Development & Incidental Planning**	**Project Development & Incidental Planning**	**Project Development & Incidental Planning**	**Project Development & Incidental Planning**	**Project Development & Incidental Planning**
	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process
	Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study			
12	**Land-use & Transportation integration**	**Land-use & Transportation integration**	**Land-use & Transportation integration**	**Land-use & Transportation integration**	**Land-use & Transportation integration**

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2014

	1	2	3	4	5
FY	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Period	2009-10	2010-11	2011-12	2012-13	2013-14
	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014
	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
	Developing, calibration of UrbanSim	*Calibration and Validation of PhaseII UrbanSim Land-use model*	*Application and update of UrbanSIm Land-Use Modfel*	*Application and update of UrbanSIm Land-Use Modfel*	*Application and update of UrbanSIm Land-Use Modfel*
13	**Intelligent Transportation System Planning**	**Intelligent Transportation System Planning**	**Intelligent Transportation System Planning**	**Intelligent Transportation System Planning**	**Intelligent Transportation System Planning**
	ITS Strategic Deplyment Plan Update	*Update of architecture,Turbo architecture & IDAS*	*Update of architecture,Turbo architecture & IDAS*	*Update of architecture,Turbo architecture & IDAS*	*Update of architecture,Turbo architecture & IDAS*
	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 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.	Safety data collection and analysis, and coordination with other agencies.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	**Freight Planning**	**Freight Planning**	**Freight Planning**	**Freight Planning**	**Freight Planning**
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	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 planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
17	**GIS Development**	**GIS Development**	**GIS Development**	**GIS Development**	**GIS Development**

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2009 to June 30, 2014

	1	2	3	4	5
FY	**FY 2010**	**FY 2011**	**FY 2012**	**FY 2013**	**FY 2014**
Period	**2009-10**	**2010-11**	**2011-12**	**2012-13**	**2013-14**
	July 1, 2009-June 30, 2010	**July 1, 2010-June 30, 2011**	**July 1, 2011-June 30, 2012**	**July 1, 2012-June 30, 2013**	**July 1, 2013-June 30, 2014**
	Maintain Databases	*Maintain Databases*	*Maintain Databases*	*Maintain Databases*	*Maintain Databases*
	Maintain Databases	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	Update 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 of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
19	**Special Studies/State & Regional Planning**	**Special Studies/State & Regional Planning**	**Special Studies/State & Regional Planning**	**Special Studies/State & Regional Planning**	**Special Studies/State & Regional Planning**
	As Needed	As Needed	As Needed	As Needed	As Needed

City of Durham

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

City of Durham/LPA

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

Durham
1/25/2009 16:28

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A 1	Traffic Volume Counts	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	10,960	43,838	5,000	20,000	0	0	0	0	0	0				15,960	-	63,838	79,798
10	Mapping	10,000	40,000	2,500	10,000	0	0	0	0	0	0				12,500	-	50,000	62,500
11	Central Area Parking Inventory	5,000	20,000	0	0	0	0	0	0	0	0				5,000	-	20,000	25,000
12	Bike & Ped. Facilities Inventory	3,875	15,500	0	0	0	0	0	0	0	0				3,875	-	15,500	19,375
13	Bike & Ped. Counts	6,425	25,700	0	0	0	0	0	0	0	0				6,425	-	25,700	32,125
II B	Long Range Transp. Plan																	
B 1	Collection of Base Year Data	12,500	50,000	0	0	0	0	0	0	0	0				12,500	-	50,000	62,500
2	Collection of Network Data	12,500	50,000	0	0	0	0	0	0	0	0				12,500	-	50,000	62,500
3	Travel Model Updates	153,085	612,340	0	0	0	0	0	0	0	0				153,085	-	612,340	765,425
4	Travel Surveys	25,000	100,000	0	0	0	0	0	0	0	0				25,000	-	100,000	125,000
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	1,250	5,000	0	0	0	0	0	0				2,125	-	8,500	10,625
10	Transit Element of the LRTP	151,625	606,500	1,250	5,000	0	0	0	811	811	6,486				153,686	811	617,986	772,485
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	10,000	40,000	1,250	5,000	0	0	0	0	0	0				11,250	-	45,000	56,250
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	15,000	60,000	3,000	12,000	0	0	0	1,616	1,616	12,928				19,616	1,616	84,928	106,160
18	Air Qual. Planning/Conformity Anal.	0	0	500	2,000	0	0	0	0	0	0				500	-	2,000	2,500
II C	Short Range Transit Planning														-	-	-	-
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-A	Planning Work Program	0	0	2,750	11,000	0	0	0	3,483	3,483	27,866				6,233	3,483	38,866	48,583
III-B	Transp. Improvement Plan	0	0	8,052	32,207	0	0	0	239	239	1,912				8,291	239	34,119	42,649
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														-	-	-	-
1	Title VI	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Environmental Justice	0	0	1,500	6,000	0	0	0	0	0	0				1,500	-	6,000	7,500
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Planning for the Elderly & Disabled	0	0	750	3,000	5,000	5,000	40,000	0	0	0				5,750	5,000	43,000	53,750
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Public Involvement	2,500	10,000	5,500	22,000	0	0	0	5,271	5,271	42,165				13,271	5,271	74,165	92,706
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	Incidental Plng./Project Dev.														-	-	-	-
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	750	3,000	1,811	7,245	0	0	0	0	0	0				2,561	-	10,245	12,806
3	Special Studies	63,298	253,190	1,250	5,000	0	0	0	0	0	0				64,548	-	258,190	322,738

City of Durham/LPA

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

Durham
1/25/2009 16:28

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
4	Regional or Statewide Planning	*5,750*	23,000	1,250	5,000	0	0	0	0	0	0				7,000	-	28,000	35,000
III- E	**Management & Operations**																	
1	Management & Operations	37,740	150,960	17,480	69,920	0	0	0	25,794	25,794	206,351	0	0	0	$1,014	25,794	427,231	534,039
Totals		$561,632	$2,246,528	$67,093	$268,372	$14,453	$14,453	$115,627	$38,333	$38,333	$306,665	$0	$0	$0	$681,512	$52,787	$2,937,192	$3,671,490

Durham Area Transit Authority
DATA

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Durham
2/4/2009 16:18

	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**																	
B 1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Transit Element of the LRTP	0	0	0	0	0	0	0	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	**Cvl 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				-	-	-	-

Durham Area Transit Authority
DATA

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Durham
2/4/2009 16:18

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
6	Public Involvement	0	0	0	0	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 FY2009-2010 (FY 2010) 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
2 1- Section 5307 Transit - FTA 80%	27,886
22- Additional Funds - Local 100%	

1- 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
2 1- 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%	
2 1- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- 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 - 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%	5,271
20- Section 5307 Transit - NCDOT 10%	5,271
21- Section 5307 Transit - FTA 80%	42,165
22- Additional Funds - Local 100%	

1- 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 - 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%	25,794
20- Section 5307 Transit - NCDOT 10%	25,794
21- Section 5307 Transit - FTA 80%	206,351
22- Additional Funds - Local 100%	

1- 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
2 1- Section 5307 Transit - FTA 80%	8,957
22- Additional Funds - Local 100%	

1- 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
2 1- 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
2 I- Section 5307 Transit - FTA 80%	12,928
22- Additional Funds - Local 100%	

Attachment # 7
Anticipated DBE Contracting Opportunities for FY 2010

Name of MPO: **DCHC**

DATA
Person Completing Form: **Pierre Osei-Owusu** 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 .....

Town of Carrboro

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

Carrboro
1/25/2009 14:24

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A 1	Traffic Volume Counts	0	0	0	0										-	-	-	-
2	Vehicle Miles of Travel	0	0	0	0										-	-	-	-
3	Street System Changes	0	0	0	0										-	-	-	-
4	Traffic Accidents	0	0	0	0										-	-	-	-
5	Transit System Data	0	0	0	0				0	0					-	-	-	-
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	200	800										200	-	800	1,000
11	Central Area Parking Inventory	0	0	0	0										-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0										-	-	-	-
13	Bike & Ped. Counts	0	0	0	0										-	-	-	-
II B	Long Range Transp. Plan																	
B 1	Collection of Base Year Data	0	0	0	0										-	-	-	-
2	Collection of Network Data	0	0	0	0										-	-	-	-
3	Travel Model Updates	0	0	50	200										50	-	200	250
4	Travel Surveys	0	0	0	0										-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0										-	-	-	-
6	Community Goals & Objectives	0	0	50	200				0	0	0				50	-	200	250
7	Forecast of Futurel Travel Patterns	0	0	0	0										-	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0										-	-	-	-
9	Highway Element of th LRTP	0	0	125	500										125	-	500	625
10	Transit Element of the LRTP	0	0	200	800										200	-	800	1,000
11	Bicycle & Ped. Element of the LRTP	0	0	200	800										200	-	800	1,000
12	Airport/Air Travel Element of LRTP	0	0	0	0										-	-	-	-
13	Collector Street Element of LRTP	0	0	75	300										75	-	300	375
14	Rail, Water or other mode of LRTP	0	0	0	0										-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0										-	-	-	-
16	Financial Planning	0	0	0	0										-	-	-	-
17	Congestion Management Strategies	0	0	200	800										200	-	800	1,000
18	Air Qual. Planning/Conformity Anal.	0	0	0	0										-	-	-	-
II C	Short Range Transit Planning																	
1	Short Range Transit Planning	0	0	300	1,200										300	-	1,200	1,500
III-A	Planning Work Program	0	0	250	1,000										250	-	1,000	1,250
III-B	Transp. Improvement Plan	0	0	400	1,600										400	-	1,600	2,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
1	Title VI	0	0	0	0										-	-	-	-
2	Environmental Justice	0	0	50	200										50	-	200	250
3	Minority Business Enterprise	0	0	0	0										-	-	-	-

Town of Carrboro

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

Carrboro
1/25/2009 14:24

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
4	Planning for the Elderly & Disabled	0	0	60	240				0	0	0				60	-	240	300
5	Safety/Drug Control Planning	0	0	0	0										-	-	-	-
6	Public Involvement	0	0	400	1,600										400	-	1,600	2,000
7	Private Sector Participation	0	0	0	0										-	-	-	-
III-D	Incidental Plng./Project Dev.					0	0											
1	Transportation Enhancement Plng.	0	0	0	0										-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	75	300										75	-	300	375
3	Special Studies	0	0	800	3,200										800	-	3,200	4,000
4	Regional or Statewide Planning	0	0	0	0										-	-	-	-
III- E	Management & Operations																	
1	Management & Operations	0	0	2,250	9,000	0	0	0	0	0	0	0	0	0	2,250	-	9,000	11,250
Totals		$0	$0	$5,685	$22,740	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,685	$0	$22,740	$28,425

Town of Chapel Hill

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

Town of Chapel Hill

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

Town of Chapel Hill
2/4/2009 16:18

	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	6,250	25,000	0	0	0	0	0	0	0	0				6,250	-	25,000	31,250
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	2,500	10,000	2,500	10,000	2,500	2,500	20,000	0	0	0				7,500	2,500	40,000	50,000
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0				-	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-
II B	Long Range Transp. Plan																	
B 1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0				-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0				-	-	-	-
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0				-	-	-	-
9	Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-
10	Transit Element of the LRTP	0	0	1,750	7,000	875	875	7,000	0	0	0				2,625	875	14,000	17,500
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	625	2,500	313	313	2,500	0	0	0				938	313	5,000	6,250
17	Congestion Management Strategies	1,263	5,050	4,250	17,000	2,500	2,500	20,000	0	0	0				8,013	2,500	42,050	52,563
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	22,500	90,000	0	0	1,875	1,875	15,000	0	0	0				24,375	1,875	105,000	131,250
															-	-	-	-
III-A	Planning Work Program	750	3,000	250	1,000	161	161	1,288	0	0	0				1,161	161	5,288	6,610
															-	-	-	-
III-B	Transp. Improvement Plan	500	2,000	250	1,000	250	250	2,000	0	0	0				1,000	250	5,000	6,250
															-	-	-	-
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
1	Title VI	750	3,000	0	0	0	0	0	0	0	0				750	-	3,000	3,750
2	Environmental Justice	750	3,000	0	0	0	0	0	0	0	0				750	-	3,000	3,750
3	Minority Business Enterprise	2,500	10,000	0	0	0	0	0	0	0	0				2,500	-	10,000	12,500

Town of Chapel Hill

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

Town of Chapel Hill
2/4/2009 16:18

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
4	Planning for the Elderly & Disabled	2,500	10,000	0	0	0	0	0	0	0	0				2,500	-	10,000	12,500
5	Safety/Drug Control Planning	1,250	5,000	0	0	0	0	0	0	0	0				1,250	-	5,000	6,250
6	Public Involvement	1,500	6,000	0	0	0	0	0	0	0	0				1,500	-	6,000	7,500
7	Private Sector Participation	750	3,000	0	0	0	0	0	0	0	0				750	-	3,000	3,750
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	13,244	52,974	1,117	4,468	1,250	1,250	10,000	0	0	0				15,611	1,250	67,442	84,303
III- E	Management & Operations																	
1	Management & Operations	40,000	160,000	5,000	20,000	4,163	4,163	33,304	0	0	0	0	0	0	49,163	4,163	213,304	266,630
Totals		$97,006	$388,024	$15,742	$62,968	$13,887	$13,887	$111,092	$0	$0	$0	$0	$0	$0	$126,635	$13,887	$562,084	$702,605

Chapel Hill Transit (CHT)

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Town of Chapel Hill
2/4/2009 16:18

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	**Surveillance of Change**																	
II A 1	Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
5	Transit System Data	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
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	2,500	2,500	20,000	0	0	0			0	2,500	2,500	20,000	25,000
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**																	
B 1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
7	Forecast of Futurel Travel Patterns	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
9	Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
10	Transit Element of the LRTP	0	0	0	0	875	875	7,000	0	0	0			0	875	875	7,000	8,750
11	Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
13	Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
16	Financial Planning	0	0	0	0	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	-	-	-	-
II C	**Short Range Transit Planning**																	
1	Short Range Transit Planning	0	0	0	0	1,875	1,875	15,000	0	0	0			0	1,875	1,875	15,000	18,750
															-	-	-	-
III-A	**Planning Work Program**	0	0	0	0	161	161	1,288	0	0	0			0	161	161	1,288	1,610
															-	-	-	-
III-B	**Transp. Improvement Plan**	0	0	0	0	250	250	2,000	0	0	0			0	250	250	2,000	2,500
															-	-	-	-
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																	
1	Title VI	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-

Chapel Hill Transit (CHT)

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables - FTA Transit Funds

Town of Chapel Hill
2/4/2009 16:18

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
6	Public Involvement	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
															-	-	-	-
III-D	**Incidental Plng./Project Dev.**																	
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	0	0	0			0	-	-	-	-
4	Regional or Statewide Planning	0	0	0	0	1,250	1,250	10,000	0	0	0			0	1,250	1,250	10,000	12,500
III-E	**Management & Operations**																	
1	Management & Operations	0	0	0	0	4,163	4,163	33,304	0	0	0	0	0	0	4,163	4,163	33,304	41,630
Totals		$0	$0	$0	$0	$13,887	$13,887	$111,092	$0	$0	$0	$0	$0	$0	$13,887	$13,887	$111,092	$138,865

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-A-5
4- Title	Transit System Data
5- Task Objective	To maintain and modify maps of Chapel Hill Transit routes using GIS technology. Chapel Hill Transit will use GIS maps to analyze ridership and travel data and mapping to provide public information. To support implementation of DCHC Long Range Transportation Plan and development of Congestion Management Plan.
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-10
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, the Chapel Hill Long Range Transit Plan and the Chapel Hill Transit Short Range Transit Plan.
11- Agency	Chapel Hill Transit and Planning Department

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%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - (STP-DA) Local 20%	2,500
23. Additional Funds – (STP-DA) 80%	25,000

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-A-10
4- Title	Mapping
5- Task Objective	To maintain and modify maps of Chapel Hill Transit routes using GIS technology. Chapel Hill Transit will use GIS maps to analyze ridership and travel data and mapping to provide public information. To support implementation of DCHC Long Range Transportation Plan and development of Congestion Management Plan.
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-10
8- Previous Work	Preparation of mapping.
9- Prior FTA Funds	$8,000
10- Relationship	This mapping will be used to implement the recommendations of the STAC, the 2035 Long Range Transportation Plan, the Chapel Hill Long Range Transit Plan and the Chapel Hill Transit Short Range Transit Plan.
11- Agency	Chapel Hill Transit and Planning Department

12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL, Local 20%	2,500
15- Section 104 (f) PLFHWA 80%	10,000
16- Section 5303 Local 10%	2,500
17- Section 5303 NCDOT 10%	2,500
18- Section 5303 FTA 80%	20,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - (STP-DA) Local 20%	2,500
23. Additional Funds – (STP-DA) 80%	10000

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- 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-10
8- Previous Work	Development of the 2035 LRTP, STAC recommendations and Chapel Hill Long Range Transit Plan.
9- Prior FTA Funds	$12,000
10- Relationship	These activities support regional transportation planning.
11- Agency	Chapel Hill Transit and Planning Department
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL, Local 20%	1,750
15- Section 104 (f) PL FHWA 80%	7,000
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 - (STP-DA) Local 20%	
23. Additional Funds – (STP-DA) 80%	

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-16
4- Title	Financial Planning
5- Task Objective	To implement the Financial Plan for the 2035 Regional Transportation Plan
6- Tangible Product Expected	2035 LRTP financial implementation plan
7- Expected Completion Date of Products	June-10
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	Chapel Hill Transit and Planning Department
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL, Local 20%	625
15- Section 104 (f) PL FHWA 80%	2,500
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 - (STP-DA) Local 20%	
23. Additional Funds – (STP-DA) 80%	

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-17
4- Title	Congestion Management Strategies
5- Task Objective	To implement the Triangle TDM program in Chapel Hill.
6- Tangible Product Expected	To support the development of the DCHC Congestion Management Plan.
7- Expected Completion Date of Products	June-10
8- Previous Work	2005 Mobility Report Card
9- Prior FTA Funds	$20,000
10- Relationship	This program will support Chapel Hill Transit and regional transit services.
11- Agency	Chapel Hill Transit and Planning Department
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL, Local 20%	4,250
15- Section 104 (f) PL FHWA 80%	17,000
16- Section 5303 Local 10%	2,500
17- Section 5303 NCDOT 10%	2,500
18- Section 5303 FTA 80%	20,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - (STP-DA) Local 20%	1,263
23. Additional Funds – (STP-DA) 80%	5,050

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- MPO	Town of Chapel Hill	
2- FTA Code	442100	
3- Task Code	II-C-1	
4- Title	Short Range Transit Plan	
5- Task Objective	To develop and monitor the annual planning work program. To gather system performance data, conduct and analyze system development of 5-7 year plan in consideration with Long Range Transit Plan, including financial and capital projections.	
6- Tangible Product Expected	2009-10 Planning Work Program.	
7- Expected Completion Date of Products	June-10	
8- Previous Work		
9- Prior FTA Funds	$0	
10- Relationship	The Planning Work Program supports various regional planning efforts	
11- Agency	Chapel Hill Transit and Planning Department	
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%		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 - (STP-DA) Local 20%		22,500
23. Additional Funds – (STP-DA) 80%		90,000

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

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-10	
8- Previous Work	2008-09 Planning Work Program.	
9- Prior FTA Funds	$4,288	
10- Relationship	The Planning Work Program supports various regional planning efforts	
11- Agency	Chapel Hill Transit and Planning Department	
12- HPR - Highway - NCDOT 20%		
13- HPR - Highway - FHWA 80%		
14- Section 104 (f) PI, Local 20%		250
15- Section 104 (f) P I FHWA 80%		1,000
16- Section 5303 Local 10%		161
17- Section 5303 NCDOT 10%		161
18- Section 5303 FTA 80%		1,288
19- Section 5307 Transit - Local 10%		
20- Section 5307 Transit - NCDOT 10%		
21- Section 5307 Transit - FTA 80%		
22- Additional Funds - (STP-DA) Local 20%		750
23. Additional Funds – (STP-DA) 80%		3,000

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- 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 2011-2017 TIP. Implement and update 5 year transit Capital Improvement Program.
6- Tangible Product Expected	5 year Transit Capital Improvement Plan
7- Expected Completion Date of Products	June-10
8- Previous Work	Implementation of 2009-2015 TIP.
9- Prior FTA Funds	$7,000
10- Relationship	The TIP will be used to support the implementation of the 2035 LRTP, STAC Plan and Chapel Hill Long Range Transit Plan..
11- Agency	Chapel Hill Transit and Planning Department

12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL, Local 20%	250
15- Section 104 (f) PL FHWA 80%	1,000
16- Section 5303 Local 10%	250
17- Section 5303 NCDOT 10%	250
18- Section 5303 FTA 80%	2,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - (STP-DA) Local 20%	500
23. Additional Funds – (STP-DA) 80%	2,000

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- MPO	Town of Chapel Hill
2- FTA Code	442200
3- Task Code	III-C
4- Title	Civil Rights Compliance Activities
5- Task Objective	To assess and update Title VI, to assess impact of transit services on low income and minority populations, assess compliance with minority business enterprise regulations and impact of transit services on elderly and handicapped populations.
6- Tangible Product Expected	Title VI Update.
7- Expected Completion Date of Products	June-10
8- Previous Work	Work in preparation of Triennial Review.
9- Prior FTA Funds	$12,000
10- Relationship	
11- Agency	Chapel Hill Transit and Planning Department
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%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - (STP-DA) Local 20%	40,000
23. Additional Funds – (STP-DA) 80%	10,000

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- MPO	Town of Chapel Hill
2- FTA Code	442200
3- Task Code	III-D-4
4- Title	Regional or Statewide Planning
5- Task Objective	To support regional and statewide planning projects.
6- Tangible Product Expected	NC54 Corridor Study, MPO Land Use Model, MPO Bike/Walk model.
7- Expected Completion Date of Products	June-10
8- Previous Work	STAC process, Long and Short Range Transit Plan
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	Chapel Hill Transit and Planning Department
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	1,117
15- Section 104 (f) PL FHWA 80%	4,468
16- Section 5303 Local 10%	1,250
17- Section 5303 NCDOT 10%	1,250
18- Section 5303 FTA 80%	10,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - (STP-DA) Local 20%	52,974
23. Additional Funds – (STP-DA) 80%	13,244

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
FY2009-2010

1- MPO	Town of Chapel Hill
2- FTA Code	442100
3- Task Code	III-E
4- Title	Management and Operations
5- Task Objective	To support various transit planning activities.
6- Tangible Product Expected	Ongoing.
7- Expected Completion Date of Products	June-10
8- Previous Work	Management of transit planning program.
9- Prior FTA Funds	$38,000
10- Relationship	Supports all other transit planning activities.
11- Agency	Chapel Hill Transit and Planning Department

12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	5,000
15- Section 104 (f) PL FHWA 80%	20,000
16- Section 5303 Local 10%	4,163
17- Section 5303 NCDOT 10%	4,163
18- Section 5303 FTA 80%	33,304
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - (STP-DA) Local 20%	40,000
23. Additional Funds – (STP-DA) 80%	160,000

TAC 2/11/09 Attachment 9A

Attachment # 7
Anticipated DBE Contracting Opportunities for FY 2010

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.

Orange County
Task Funding Table .....

Orange County

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

Orange County
1/25/2009 14:24

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

Orange County

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

Orange County
1/25/2009 14:24

	Task Description	SPR Highway NCDOT 20%	SPR Highway FHWA 80%	Sec. 104(f) & 133(b)(3)(7) Local 20%	Sec. 104(f) & 133(b)(3)(7) FHWA 80%	Section 5303 Highway/Transit Local 10%	Section 5303 Highway/Transit NCDOT 10%	Section 5303 Highway/Transit FTA 80%	Section 5307 Transit Local 10%	Section 5307 Transit NCDOT 10%	Section 5307 Transit FTA 80%	Section 5309 Transit Local 25%	Section 5309 Transit NCDOT 25%	Section 5309 Transit FTA 50%	Task Funding Summary Local	Task Funding Summary NCDOT	Task Funding Summary Federal	Task Funding Summary Total
3	Minority Business Enterprise																	
4	Planning for the Elderly & Disabled														-	-	-	-
5	Safety/Drug Control Planning														-	-	-	-
6	Public Involvement			0	0										-	-	-	-
7	Private Sector Participation														-	-	-	-
III-D	Incidental Plng./Project Dev.														-	-	-	-
1	Transportation Enhancement Plng.														-	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.														-	-	-	-
3	Special Studies			0	0										-	-	-	-
4	Regional or Statewide Planning																	
III- E	Management & Operations														-	-	-	-
1	Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
Totals		$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

note 5640 max to be invoiced

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

NCDOT

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

NCDOT
1/25/2009 14:24

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

NCDOT

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

NCDOT
1/25/2009 14:24

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

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

Triangle Transit Authority (TTA)

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

TTA
2/4/2009 16:18

	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				5,000	5,000	40,000				5,000	5,000	40,000	50,000
6	Dwelling Unit, Pop. & Emp. Change			0	0				0	0	0				-	-	-	-
7	Air Travel			0	0				0	0	0				-	-	-	-
8	Vehicle Occupancy Rates			0	0				0	0	0				-	-	-	-
9	Travel Time Studies			0	0				0	0	0				-	-	-	-
10	Mapping			0	0				0	0	0				-	-	-	-
11	Central Area Parking Inventory			0	0				0	0	0				-	-	-	-
12	Bike & Ped. Facilities Inventory			0	0				0	0	0				-	-	-	-
13	Bike & Ped. Counts			0	0				0	0	0				-	-	-	-
II B	**Long Range Transp. Plan**																	
B 1	Collection of Base Year Data			0	0				0	0	0				-	-	-	-
2	Collection of Network Data			0	0				0	0	0				-	-	-	-
3	Travel Model Updates			0	0				7,250	7,250	58,000				7,250	7,250	58,000	72,500
4	Travel Surveys			0	0				4,500	4,500	36,000				4,500	4,500	36,000	45,000
5	Forecast of Data to Horizon year			0	0				0	0	0				-	-	-	-
6	Community Goals & Objectives			0	0				0	0	0				-	-	-	-
7	Forecast of Futurel Travel Patterns			0	0				0	0	0				-	-	-	-
8	Capacity Deficiency Analysis			0	0				0	0	0				-		-	
9	Highway Element of th LRTP	0	0	0	0				0	0	0				-		-	
10	Transit Element of the LRTP	0	0	0	0				2,500	2,500	20,000				2,500	2,500	20,000	25,000
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**														-	-	-	-
1	Short Range Transit Planning			0	0				15,000	15,000	120,000				15,000	15,000	120,000	150,000
															-	-	-	-
III-A	**Planning Work Program**			0	0				0	0	0				-	-	-	-
															-	-	-	-
III-B	**Transp. Improvement Plan**			0	0				0	0	0				-	-	-	-
															-	-	-	-
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**														-	-	-	-
1	Title VI			0	0				0	0	0				-	-	-	-
2	Environmental Justice			0	0				0	0	0							
3	Minority Business Enterprise			0	0				0	0	0							
4	Planning for the Elderly & Disabled			0	0				0	0	0				-	-	-	-
5	Safety/Drug Control Planning			0	0				0	0	0				-	-	-	-
6	Public Involvement			0	0				0	0	0				-	-	-	-
7	Private Sector Participation			0	0				0	0	0				-	-	-	-
															-	-	-	-
III-D	**Incidental Plng./Project Dev.**														-	-	-	-
1	Transportation Enhancement Plng.			0	0				0	0	0				-	-	-	-

Triangle Transit Authority (TTA)

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

TTA
2/4/2009 16:18

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
2	Enviro. Analysis & Pre-TIP Plng.			0	0				0	0	0				-	-	-	-
3	Special Studies			0	0				23,500	23,500	188,000				23,500	23,500	188,000	235,000
4	Regional or Statewide Planning			0	0				0	0	0				-	-	-	-
III- E	**Management & Operations**														-	-	-	-
1	Management & Operations	0	0	0	0				0	0	0							
Totals		$0	$0	$0	$0	$0	$0	$0	$57,750	$57,750	$462,000	$0	$0	$0	$57,750	$57,750	$462,000	$577,500

1-	MPO	Triangle Transit Authority						
2-	FTA Code	442400	442301	442301	442301	442400	442302	
3-	Task Code	II-A-5	II-B-3	II-B-4	II-B-10	II-C-1	III-D-3	
4-	Title of Planning Task	Transit System Data	Travel Model Updates	Travel Surveys (Customer Service Surveys)	Transit Element of the LRTP	Short Range Transit Planning	Special Studies	TOTALS
5-	Task Objective	To collect highway and transit travel time data for use in calibration of regional model travel times for the TRM	Support for Triangle Regional Model Service Bureau	Customer Satisfaction Survey	To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOG	This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to TTA's short-range transit service and facility planning	Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP, including capital cost estimation, financial planning, and transit expert studies for corridors and alignments	
6-	Tangible Product Expected	Survey data to be utilized by TRM model team	Updated Triangle Regional Model	To conduct a full on-board customer satisfaction survey to evaluate TTA customers' level of satisfaction for a broad range of TTA characteristics	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	On-going staff salaries	RFP and/or Technical Report	
7-	Expected Completion Date of Product(s)	6/30/2010	6/30/2010	6/30/2010	6/30/2010	6/30/2010	6/30/2010	
8-	Previous Work	Continued and ongoing TRM development of TransCad application	Ongoing support of TRM service bureau	The previous customer satisfaction survey for TTA customers was conducted in 2003.	Continued and ongoing regional corridor analysis for LRTP and other projects	Ongoing staff salaries		
9-	Prior FTA Funds	$80,000	$100,000	$32,000	$96,000	$224,800	$160,000	$692,800
10-	Relationship To Other Activities	Data is used to calibrate the travel times in the regional model.	Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.	Provides customer feedback and input to assist in development TTA service programs and plans.	This supports regional transit planning for capital investments.	Provides staff support to carry out TTA planning activities related to service planning and capital development.	This task will follow from the transit infrastructure planning conducted for the LRTP.	
11-	Agency Responsible for Task Completion	TTA and ITRE	Service Bureau at ITRE responsible for task - TTA is a funding partner	TTA	TTA (with joint sponsorship by TJCOG and MPOs, NCDOT)	TTA	TTA	

12-	HPR - Highway - NCDOT 20%							
13-	HPR - Highway - FHWA 80%							
14-	Section 104 (f) PL Local 20%							
15-	Section 104 (f) PL FHWA 80%							
16-	Section 5303 Local 10%							
17-	Section 5303 NCDOT 10%							
18-	Section 5303 FTA 80%							
19-	Section 5307 Transit - Local 10%	$5,000	$7,250	$4,500	$2,500	$15,000	$23,500	$57,750
20-	Section 5307 Transit - NCDOT 10%	$5,000	$7,250	$4,500	$2,500	$15,000	$23,500	$57,750
21-	Section 5307 Transit - FTA 80%	$40,000	$58,000	$36,000	$20,000	$120,000	$188,000	$462,000
22-	Additional Funds - Local 100%							
	90							

TAC 2/11/09 Attachment 9A

Table 7. ANTICIPATED DBE CONTRACTING OPPORTUNITIES FOR FY09-10

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		
Task II-B-10	Transit Element of the LRTP	TTA	Consultant		
Task III-D-3	Special Studies	TTA	Consultant		

Triangle J Council of Governments (TJCOG)
Task Funding Table .....
Task Description and Narrative .....

Triangle J COG

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

TJCOG
2/4/2009 16:18

	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 Futurel 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.	2,500	10,000	0	0										-	2,500	10,000	12,500
II C	**Short Range Transit Planning**														-	-	-	-
1	Short Range Transit Planning														-	-	-	-
															-	-	-	-
III-A	**Planning Work Program**														-	-	-	-
															-	-	-	-
III-B	**Transp. Improvement Plan**														-	-	-	-
															-	-	-	-
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**														-	-	-	-
1	Title VI														-	-	-	-
2	Environmental Justice																-	
3	Minority Business Enterprise																-	

Triangle J COG

Durham-Chapel Hill-Carrboro Urban Area
FY 2009-2010 Unified Planning Work Program
Proposed Funding Source Tables

TJCOG
2/4/2009 16:18

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
4	Planning for the Elderly & Disabled														-	-	-	-
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	4,067	16,266	0	0										-	4,067	16,266	20,333
III- E	**Management & Operations**																	
1	Management & Operations	0	0														-	
Totals		$6,567	$26,266	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,567	$26,266	$32,833

Task Descriptions and Summary Narratives for Triangle J Council of Governments
FY 2009-2010 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.

Task Descriptions and Summary Narratives for Triangle J Council of Governments FY 2009-2010 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, 2007-13 TIP, 2009-15 TIP, amended 2030 LRTPs.
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.

Task Descriptions and Summary Narratives for Triangle J Council of Governments
FY 2009-2010 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, 2007-13 TIP, 2009-15 TIP, amended 2030 LRTPs.
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.

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

February 11, 2009

Regional Administrator
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303-8917

Attention: Marie Lopez, Transportation Program Specialist

Subject: FY 2009 Section 5307/5340 Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the partial FY 2009 apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is $2,553,341. Distribution of the FY 2009 5307/5340 apportionment in the Durham UZA includes apportionment to three transit operators and is shown in the table below. Although Transit Enhancement apportionments and Safety and Security apportionments are shown, the Federal Transit Administration no longer requires the 1% expenditure. If an agency certifies that 1% of its annual apportionment will be utilized for either transit enhancements or safety and security, the certifying agency will be required to report these expenditures. This table reflects the total 5307 and 5340 apportionment but only calculates the 1% allocations for enhancement and safety and security using the 5307 base amount.

Transit System	Total FY 2008 Apportionment	Transit Enhancement (1%)	Safety and Security (1%)
Chapel Hill	$ 827,476		
Durham	1,295,697		
TTA	430,168		
	$2,553,341		

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as planning authority for the Durham UZA, request that the Federal Transit Administration approve each operator's FY2009 FTA Section 5307 and 5340 grant application in accordance with the amounts apportioned. The DCHC MPO endorses the methodology used for the above apportionment and requests that the same methodology be used to apportion the remainder of the FY 2009 FTA Section 5307 and 5340 funds once these funds become available.

City of Durham ▪ Transportation Department ▪ 101 City Hall Plaza ▪ Durham, North Carolina 27701▪ (919) 560-4366 ▪ Facsimile (919) 560-4561

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

Sincerely,

Mike Woodard, Chair
Transportation Advisory Committee

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

TO: **MPO/ RPO staff and committee chairs**

FROM: **Anne Tazewell**
Transportation Program Manager
NC Solar Center/NC State University

DATE: **January 13, 2009**

RE: **Support for Clean Fuel Advanced Technology II project**

NC State University's NC Solar Center (NCSC) is applying for $1.2 M in "statewide" Congestion Mitigation Air Quality (CMAQ) funding from the NC Department of Transportation for the Clean Fuel Advanced Technology (CFAT) II project. We are asking that each MPO representing an eligible CMAQ county send a letter of support or pass a resolution endorsing the CFAT II project stating that if approved for funding by DOT, the CFAT II project will be included in their local transportation plans. RPOs are being asked to include the CFAT II project in their prioritized lists of proposed projects and commit to support the implementation of CFAT II related projects as appropriate in their region. **Funding for CFAT II will not come out of MPO/RPO CMAQ funds, rather the $1.2 M being requested is unallocated funds from the 2004 call for "state wide" projects. Therefore the CFAT II project provides an additional opportunity for local projects to benefit from federal CMAQ dollars and reduce transportation related emissions.**

The CFAT II project will reduce transportation related emissions through education and outreach, Mobile CARE- an initiative to recognize exemplary efforts to expand the use of alternative fuels and advanced transportation technologies, and sub-awards grants in CMAQ eligible counties for emission reduction projects such as the purchase of alternative fuel and heavy duty hybrid electric vehicles, development of refueling infrastructure, diesel retrofit and idle reduction technologies. The additional funding sought from NC DOT will continue and build upon the success of the current CFAT project developed and administered by the NCSC with $2M in funding from NCDOT, the Dept of Environment and Natural Resources Division of Air Quality and the Dept of Administration State Energy Office. The current CFAT project, which will expire in June 2009, has distributed over $1.4M in sub award funding through 30 projects in 14 counties. Please see attached two page summary of the existing CFAT project.

We understand that it may not be possible to pass a resolution endorsing the CFAT II project before DOT's January 29th deadline for "fast track" applications for programming un-obligated 2006-2012 CMAQ target funds but we hope that MPO/RPO staff and/or TAC chairs will send a letter of support or email stating that if the CFAT II project is approved for funding that it will be included in local transportation plans. DOT has advised that the NCSC seek the endorsement of all eligible MPOs and RPOs and given the short time frame has agreed that if a letter of support is not possible that an email stating that if the project is approved by DOT that it will be included in the local TIPs or (prioritized list of projects for RPOs) will be sufficient.

Please let us know if you have any questions or would like further information about the CFAT II project proposal. The NCSC's Clean Transportation team is very interested is working with MPOs and RPOs to provide education and outreach about alternative fuels and advanced transportation technologies and to help to "get the word out" about pending funding assistance for local projects through a call for projects and sub award process. We will also be working regionally with Clean Cities coalitions in the Triangle, Charlotte and Asheville as well as other local air quality efforts. Should you have any questions /concerns about this request for support please contact Anne Tazewell, Transportation Program Manager at 919-513-7831.

Letters and E-mails of support for the CFAT II project sent to anne_tazewell@ncus.edu . We will bundle all the support/local acknowledgement of the statewide CFAT II project and submit with our January 29th application to NC DOT. **Kindly provide correspondence to the NCSC by January 23rd,** as we need time to submit the DOT proposal through the NC State University system.

Clean Fuel Advanced Technology 2006-2009 Projects

NC Solar Center/NC State University

Organization	County	Award Amount	Cost Share	Total Emissions (VOCs, Nox, CO, PM) Reductions, kg/yr	Project Description
Holmes Oil Co.	Chatham	$ 49,000.00	$ 12,500.00	2,695	E85 at new fueling station outside of Pittsboro, selling 65,000 gallons or more a year
NC Central University	Durham	$ 39,940.00	$ 11,229.00	391	3 Neighborhood Electric Vehicles to replace vans used by Facilities Services
Triangle Transit Authority	Durham	$ 29,920.00	$ 7,480.00	1,029	22 diesel oxidation catalysts and crankcase filtration systems for buses
Piedmont Biofuels	Orange and Durham	$ 24,500.00	$ 15,537.00	2,116	B100 pump and a card reader on other biodiesel pumps to increase customers
Cary Oil	Wake	$ 33,500.00	$ 49,705.00	16,216	E85 dispenser at an existing gas station in Apex
City of Raleigh	Wake	$ 23,436.00	$ 5,859.00	1,451	EZ E85 Mobile Refuling System to support city's E85 fleet
NC State University	Wake	$ 45,000.00	$ 45,000.00	2,766	10,000 gallon underground E85 storage tank and fuel dispenser for state owned vehicles
NCDA State Fair	Wake	$ 30,245.00	$ 7,561.00	513	2 Neighborhood Electric Vehicles to be used on the State Fairgrounds
Progress Energy	Wake	$ 36,000.00	$ 62,500.00	198	Hybrid electric truck with plug-in aerial device to eliminate idling emissions
Wake County Government	Wake	$ 63,000.00	$ 32,037.00	361	6 Neighborhood Electric Vehicles for use at county parks
Edgecombe County	Edgecombe	$ 126,400.00	$ 35,713.00	5,257	5 CNG Honda Civic GXs and refueling infrastructure for use by county workers
City of Winston-Salem	Forsyth	$ 28,800.00	$ 18,796.00	241	4 Neighborhood Electric Vehicles for Parking Enforcement
City of Gastonia	Gaston	$ 5,092.00	$ 1,273.00	80	6 diesel oxidation catalysts for refuse haulers
Thomas Petroleum Co.	Gaston	$ 36,500.00	$ 14,072.00	3,110	Conversion of 10,000 gallon gasoline tank to hold E85 and an E85 dispenser
City of Greensboro	Guilford	$ 12,000.00	$ 4,000.00	196	20 diesel oxidation catalysts on solid waste trucks

World Energy, LLC	Guilford	$ 150,000.00	$ 107,250.00	985	Biodiesel blending, storage, and dispensing infrastructure at existing refueling site
Friends of Great Smoky Mountains	Haywood and Swain	$ 33,681.00	$ 9,921.00	122	4000 gallon B50 tank for 25 park vehicles
Smoky Mountain National Park	Haywood and Swain	$ 31,922.00	$ 11,148.00	207	2 Neighborhood Electric Vehicles for park volunteers and employees
ShorePower	Johnston	$ 127,840.00	$ 40,000.00	2,704	24 truck electrification spaces
Rowan Salisbury Schools	Rowan	$ 120,000.00	$ 45,000.00	462	24 diesel particulate filters for school buses
City of Hickory	Catawba	$ 20,082.00	$ 4,856.00	262	1 Honda Civic GX (natural gas) for parking meter reading
Charlotte Douglas Airport	Mecklenburg	$ 40,000.00	$ 417,400.00	616	2 DesignLine Series Hybrid Electric Buses
Duke Energy	Mecklenburg	$ 60,000.00	$ 50,000.00	147	2 hybrid electric/diesel aerial devices for trucks
Mecklenburg Co. Parks and Rec	Mecklenburg	$ 34,000.00	$ 14,015.00	440	3 Neighborhood Electric Vehicles to be used in the county nature preserves
Metrolina	Mecklenburg	$ 9,847.00	$ 13,633.00	1,019	New biodiesel storage and dispensing infrastructure
Piedmont Natural Gas	Mecklenburg	$ 79,000.00	$ 142,600.00	5,167	1 CNG dump truck and CNG skid mounted refueling infrastructure
Town of Cornelius	Mecklenburg	$ 37,684.00	$ 9,421.00	242	3 Neighborhood Electric Vehicles for use by police, Town Hall, and Parks & Rec
City of Monroe	Union	$ 9,720.00	$ 4,480.00	229	2 Seways to replace police vehicles
Town of Stallings	Union	$ 6,393.00	$ 3,107.00	49	1 Neighborhood Electric Vehicle for Town use
Union County Schools	Union	$ 100,000.00	$ 28,550.00	284	20 diesel multi-stage filters for school buses

RESOLUTION TO ENDORSE APPLICATIONS FROM THE DURHAM-CHAPEL HILL-CARRBORO MPO AREA FOR STATEWIDE FY 2009 CONGESTION MITIGATION AIR QUALITY FAST-TRACKED PROJECTS

February 11, 2009

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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality lmprovement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposal meets the requirements of CMAQ and the guidelines established by NCDOT to administer the program;

WHEREAS, upon approval of the candidate project proposal for CMAQ funding by the NCDOT, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization will amend its Long-Range Transportation Plan and Metropolitan Transportation Improvement Program to include this project

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the proposed CMAQ candidate project from the NC Solar Center, "Clean Fuel Advanced Technology II," provided here on this, the 11th day of February, 2009.

_____
TAC Chair

STATE of: North Carolina
COUNTY of: _____

I,_____ , a Notary Public of County, North Carolina do hereby certify that personally Mike Woodard appeared before me on the 11th day of February, 2009, to affix his signature to the foregoing document.

_____
Notary Public for the State of NC
Residing at:_____
(Seal) My commission expires_____

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY
POTENTIAL HIGHWAY PROJECTS

SOURCE	DIVISION	COUNTY	ROUTE	FROM	TO	TIP #	PROJECT DESCRIPTION	LENGTH	SCOPE	TOTAL ESTIMATED COST	TIER	PRIMARY CATEGORY	CURRENT AADT	CAPACITY	FEDERAL-AID ROUTE	RIGHT-OF-WAY NEEDED	UTILITY CONFLICTS	ENVIRONMENTAL DOC. AGENCY	DESIGN AGENCY	CONSTRUCTION AGENCY	MPO/RPO RANK	OTHER PERTINENT PROJECT INFORMATION
DCHC	5	Durham	NC 55	SR 1171 (Riddle Road) Intersection	SR 1171 (Riddle Road) Intersection	U-2055B	Construction of left turn lanes on Riddle Road at NC 55	0.1 miles	Drainage, grading, paving	$310,000	Regional	Mobility	28,000	52,000	Yes	No	Yes, but addressed in design	NCDOT	NCDOT	NCDOT	NA	A municipal agreement has been executed between NCDOT and the City of Durham
DCHC	5	Durham	SR 1670 (Geer Street)	SR 1357 (Avondale Drive) Intersection	SR 1357 (Avondale Drive) Intersection	U-2055D	Construction of a roundabout at the Avondale-Geer Intersection	0.1 miles	Drainage, grading, paving	$570,000	Subregional	Safety	17,000	21,000	Yes	No	Yes, but addressed in design	NCDOT	NCDOT	NCDOT	NA	A municipal agreement has been executed between NCDOT and the City of Durham
DCHC	5	Durham	SR 1321 (Hillandale Road)	Interstate 85	SR 1407 (Carver Street)	U-3804	Widen to four lanes with median, sidewalks, and bicycle facilities	0.7 miles	Structures, drainage, grading, paving	$10,943,000	Subregional	Mobility	24,000	25,000	Yes	Yes, acquisition underway	Yes, but addressed in design	NCDOT (completed)	NCDOT	NCDOT	NA	Project field inspection meeting has been held
DCHC	5	Durham	SR 1959 (South Miami Boulevard)	South of SR 1959 (Methodist Street)	North of SR 1960 (Bethesda Avenue)	U-4011	Widen to five lanes with sidewalks and bicycle facilities	0.7 miles	Structures, drainage, grading, paving	$2,900,000	Subregional	Mobility	29,000	45,000	Yes	Yes, acquisition underway	Yes, but addressed in design	NCDOT (completed)	NCDOT	NCDOT	NA	Project field inspection meeting has been held
DCHC	5	Durham	SR 2028 (T.W. Alexander Drive)	SR 1121 (Cornwallis Road)	NC 147	U-3309A	Widen to four lanes with median, sidewalks, and bicycle facilities	1.072 miles	Structures, drainage, grading, paving	$8,900,000	Subregional	Mobility	14,000	30,000	Yes	Yes, acquisition underway	Yes, but addressed in design	NCDOT (completed)	NCDOT	NCDOT	NA	Project field inspection meeting has been held
DCHC	5	Durham	SR 1118 (Fayetteville Street)	SR 1171 (Riddle Road) Intersection	SR 1171 (Riddle Road) Intersection	N/A	Realignment of Riddle Road and Buxton Road	0.2 miles	Drainage, grading, paving	$1,650,000	Subregional	Mobility	15,000		Yes	Yes	Yes, but addressed in design	City of Durham	City of Durham	City of Durham	NA	Finalizing design plans
DCHC	5	Durham	Archdale Road / Roxboro Road (SR 2295)	Martin Luther King Jr. Parkway	SR 1158 (Cornwallis Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.06 miles	Resurfacing	$159,000	Subregional	Mobility	5,500		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	Old Oxford Highway (SR 1004)	US 501 Business (N. Roxboro Street)	SR 1858 (Hebron Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	3.16 miles	Resurfacing	$474,000	Subregional	Mobility	21,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Old Oxford Highway (SR 1004)	SR 1858 (Hebron Road)	SR 1831 (Snow Hill Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.02 miles	Resurfacing	$153,000	Subregional	Mobility	7,700		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	South Miami Boulevard (SR 1959)	NC 54	SR 1121 (Cornwallis Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.38 miles	Resurfacing	$623,000	Subregional	Mobility	21,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Rose of Sharon Road (SR 1404)	SR 1401 (Cole Mill Road)	NC 157 (Guess Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	2.4 miles	Resurfacing	$380,000	Subregional	Mobility	7,500		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Quail Roost Road (SR 1615)	SR 1816 (Bahama Road)	US 501	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	2.48 miles	Resurfacing	$372,000	Subregional	Mobility	4,300		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Stagvillle Road (SR 1815)	SR 1004 (Old Oxford Highhway)	SR 1816 (Bahama Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	3.78 miles	Resurfacing	$567,000	Subregional	Mobility	4,300		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Angier Avenue (SR 1928)	SR 1815 (Pleasant Drive)	SR 1959 (Miami Boulevard)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.63 miles	Resurfacing	$245,000	Subregional	Mobility	7,500		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Angier Avenue (SR 1928)	SR 1959 (Miami Boulevard)	US 70	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.99 miles	Resurfacing	$300,000	Subregional	Mobility	7,500		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	T.W. Alexander Drive (SR 2028)	NC 54	SR 1121 (Cornwallis Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.58 miles	Resurfacing	$234,000	Subregional	Mobility	10,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Fayetteville Road (SR 1118)	NC 751	SR 1106 (Massey Chapel Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	2.03 miles	Resurfacing	$305,000	Subregional	Mobility	3,700		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Fayetteville Road (SR 1118)	SR 1106 (Massey Chapel Road)	SR 1105 (Herndon Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	0.78 miles	Resurfacing	$114,000	Subregional	Mobility	16,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Carver Street (SR 1407)	SR 1404 (Rose of Sharon Road)	NC 157 (Guess Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.7 miles	Resurfacing	$255,000	Subregional	Mobility	11,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Carver Street (SR 1407)	NC 157 (Guess Road)	US 501 Business (N. Roxboro Street)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.74 miles	Resurfacing	$261,000	Subregional	Mobility	13,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Project on NCDOT's Three-Year Resurfacing List
DCHC	5	Durham	Mangum Street (US 501 Bus. South)	US 501 Bus. South (Mangum Street)	(SR 1367) Lakewood Avenue	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.6 miles	Resurfacing	$480,000	Regional	Mobility	9,400		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	S. Roxboro Road (SR 2295)	SR 1158 (Cornwallis Road)	Summit Street (Local)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	0.5 miles	Resurfacing	$150,000	Subregional	Mobility	9,600		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	Morgan Street (SR 1380)	US 501 Bus. South (Mangum Street)	Foster Street (Local)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	0.2 miles	Resurfacing	$60,000	Subregional	Mobility	N/A		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	NC 98	SR 1838 (Junction Road)	SR 1811 (Sherron Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	3.8 miles	Resurfacing	$1,140,000	Regional	Mobility	19,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	Holloway Street (NC 98 / US 70 Bus.)	Miami Boulevard (US 70 Bus.)	US 501 Business (N. Roxboro Street)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.6 miles	Resurfacing	$280,000	Regional	Mobility	10,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	Avondale Drive (SR 1357)	SR 1670 (Geer Street)	Interstate 85	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	0.8 miles	Resurfacing	$140,000	Subregional	Mobility	17,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	Geer Street (SR 1670)	US 501 Bus. South (Mangum Street)	SR 1800 (Cheek Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	1.0 miles	Resurfacing	$175,000	Subregional	Mobility	15,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	Alston Avenue (SR 1945)	NC 55	SR 1211 (Cornwallis Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	3.1 miles	Resurfacing	$500,000	Subregional	Mobility	4,800		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	5	Durham	Main Street (US 70 Bus.)	SR 1380 (Morgan Street)	SR 1320 (Erwin Road)	N/A	Resurfacing and addition of wide paved shoulders or bike lanes where feasible	0.71 miles	Resurfacing	$215,000	Regional	Mobility	11,000		Yes	No	No	NCDOT	NCDOT	NCDOT	NA	Need identified by City of Durham
DCHC	7	Orange	Install Traffic Calming Devices	Several Residential Streets in Chapel Hill	N/A	N/A	Install speed tables and raised crosswalks at several locations in the Town to reduce speeding and cut-through traffic problems in five residential neighborhoods	N/A	Reduce Cut-through traffic and speeding problems in the residential neighborhoods with different traffic calming devices	$100,000	Subregional	Safety	N/A	N/A	No	No	No	Town of Chapel Hill	Town of Chapel Hill	Town of Chapel Hill	NA	NONE
DCHC	7	Orange	SR 1002 (East King Street)	US 70 Business (Churton Street)	End of curb and gutter on SR 1002 (East King Street)	N/A	Resurfacing and milling of curb	0.19	Resurfacing and milling of curb	$41,040	Subregional	Health	2,400		Yes	No	No	NCDOT	NCDOT	NCDOT	N/A	
DCHC	7	Orange	SR 1002 (Saint Mary's Road)	End of curb and gutter on SR 1002 (East King Street)	US 70	N/A	Resurfacing	1.09	Resurfacing	$101,019	Subregional	Health	2,400		Yes	No	No	NCDOT	NCDOT	NCDOT	N/A	
DCHC MPO	7	Orange	NC 86	US 70 Business	Whitfield Road	N/A	Addition of 2 ft. paved shoulders	7.07 miles	Safety	$424,000	Regional	Safety	8,200		Yes	No	No	NCDOT	NCDOT	NCDOT	N/A	
DCHC MPO	7	Orange	NC 86	US 70 Bypass	Caswell County Line	N/A	Resurfacing and addition of 2 ft. paved shoulders	12.5 miles	Resurfacing	$1,898,000	Statewide	Health	10,000		Yes	No	No	NCDOT	NCDOT	NCDOT	N/A	

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY
POTENTIAL BICYCLE AND PEDESTRIAN PROJECTS

SOURCE	DIVISION	COUNTY	MUNICIPALITY	TIP #	DESCRIPTION	LENGTH	TOTAL ESTIMATED COST	PROJECT STATUS	RIGHT-OF-WAY NEEDED (Yes/No)	UTILITY CONFLICTS (Yes/No)	ENVIRONMENTAL DOC. AGENCY	DESIGN AGENCY	CONSTRUCTION AGENCY	MPO/RPO RANK	OTHER PERTINENT PROJECT INFORMATION
DCHC	5	Durham	Durham	NA	Add additional pavement to existing shoulder to create bicycle lanes on Cole Mill Road between Orange County Line and Rose of Sharon Road	2.25	$500,000	Existing shoulders	No	No	NCDOT	NCDOT	NCDOT	NA	Cole Mill Road has been identified by NCDOT staff as a good candidate for additional widening to provide bike lanes because there are existing shoulders and adquate right-of-way
DCHC	5	Durham	Durham	NA	Resurfacing of North-South Greenway Trail between Northgate Park and Murray Avenue	0.55	$460,000	Resurfacing project	No	No	City of Durham	City of Durham	City of Durham	NA	This trail segment is an important link in the Durham bicycle and pedestrian network.
DCHC	5	Durham	Durham	NA	Construction of Third Fork Creek Trail between Woodcroft Parkway and Garrett Road Park	0.60	$375,000	Design has been completed and all needed right of way has been acquired	No	No	City of Durham	City of Durham	City of Durham	NA	Provides an important bicycle and pedestrian link to Jordan High School and other destinations on the west side of Hope Valley Road, including Hope Valley Point Shopping Center, Hope Valley Baptist Church, and Garrett Road Park.
DCHC	5	Durham	Durham	NA	Sidewalk improvements around 12 bus stops		$400,000	Plans and designs could be developed within 180 days	No	No	City of Durham	City of Durham	City of Durham	NA	Sidewalks will connect transit stops to nearby destinations not directly served by transit. This will allow DATA to increase efficiency and on-time performance on routes as identified in DATA's short range transit plan
DCHC	5	Durham	Durham	EL-2921E	American Tobacco Trail Phase E (includes pedestrian bridge over I-40	4.10	$2,459,617	Finalizing design plans	Yes	Yes, but addressed in design	City of Durham	City of Durham	City of Durham	NA	
DCHC	5	Durham	Durham	NA	Liggett / West Village Streetscape		$5,000,000	Design is complete	No	Yes, but addressed in design	City of Durham	City of Durham	City of Durham	NA	
DCHC	5	Durham	Durham	NA	Sidewalk / ADA Curb Ramps throughout the City of Durham		$6,212,600	Plans and designs could be developed within 180 days	No	No	City of Durham	City of Durham	City of Durham	NA	
DCHC	5	Durham	Chapel Hill	NA	Pope Road (Construct sidewalks and five foot bicycle lanes.)	1.5	$1,470,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	12 (bike/ped)	
DCHC	7	Orange	Carrboro	NA	Sidewalk on one side of Bim Street, from Jones Ferry Road to Fidelity	0.22	$244,000	Updating design/finalizing plans	Yes	Yes, but addressed in design	Carrboro	Carrboro	Carrboro	NA	
DCHC	7	Orange	Carrboro	NA	sidewalk on one side of Ashe Street from Weaver Street to Shelton St.	0.14	$161,000	Updating design/finalizing plans	Yes	Yes	Carrboro	Carrboro	Carrboro	NA	
DCHC	7	Orange	Carrboro	NA	sidewalk on one side of Shelton Street, from Oak Ave to Elm Street	0.13	$149,000	Finalizing plans, holding neighborhood meeting	No	No	Carrboro	Carrboro	Carrboro	NA	
DCHC	7	Orange	Carrboro	U-3100B	sidewalk and bikelanes on Old Fayetteville Rd from McDougle Elementary to just below NC54	1.00	$1,800,000	RoW shown as funded Construction unfunded	unsure	unsure	NCDOT	NCDOT	NCDOT	4	
DCHC	7	Orange	Chapel Hill	NA	Martin Luther King Jr. Bouelvard/NC86 Corridor (I-40 to North Street- Bicycle and pedestrian improvements.)	2.5	$3,945,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	5	
DCHC	7	Orange	Chapel Hill	NA	Bolin Creek Greenway (Construct a greenway from Martin Luther King Jr. Blvd. to Umstead Park.)	0.8	$1,500,000	Plans and estimates could be developed within 180days if not already completed	Yes	No	Chapel Hill	Consulted	Consulted	3	
DCHC	7	Orange	Chapel Hill	NA	Ephesus Church Road (Construct sidewalks and five foot bicycle lanes.)		$2,056,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	12 (bike/ped)	
DCHC	7	Orange	Chapel Hill	U-2805	Homestead Road Improvements (NC 86 to High School Road, provide bicycle lanes, sidewalks and turn lanes)	0.8	$3,100,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	10	
DCHC	7	Orange	Chapel Hill	EB-4710	Seawell School Road Improvements (Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes, sidewalks and transit accommodations.)	1.9	$3,525,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	5 (highway)	
DCHC	7	Orange	Chapel Hill	NA	15 Chapel Hill Intersections (also includes: Franklin/Brewer/Merritt Mill Intersection and NC54/US15-501, US15501/SouthColumbia, Fordham/Franklin	2	$2,000,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	6	
DCHC	7	Orange	Chapel Hill	NA	University Drive (north), Pittsboro St to Ransom St	0.08	$17,800	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	MLK Jr. Blvd. (east), Timber Hollow Ct to Homestead Rd	0.35	$74,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Ephesus Ch Rd #1 (south), Eden Dr to 15-501 Bypass	0.57	$120,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Willow Dr. west side south of Conner Dr	0.06	$12,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Rosemary St (north), west of Church St	0.03	$7,200	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Rosemary St (north), east of Church St	0.05	$10,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Rosemary Street #2 (north), 157 E. Rosemary St to Henderson St	0.04	$8,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY
POTENTIAL BICYCLE AND PEDESTRIAN PROJECTS

SOURCE	DIVISION	COUNTY	MUNICIPALITY	TIP #	DESCRIPTION	LENGTH	TOTAL ESTIMATED COST	PROJECT STATUS	RIGHT-OF-WAY NEEDED (Yes/No)	UTILITY CONFLICTS (Yes/No)	ENVIRONMENTAL DOC. AGENCY	DESIGN AGENCY	CONSTRUCTION AGENCY	MPO/RPO RANK	OTHER PERTINENT PROJECT INFORMATION
DCHC	7	Orange	Chapel Hill	NA	Rosemary Street #3 (north), Pickard St to Boundary St	0.15	$32,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	MLK Jr. Blvd. (west), Estes Dr. to Critz Dr.	0.68	$144,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Sage Rd, west side south of Coleridge Dr.	0.08	$16,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Seawell School Rd #1 (west), Seawell Elementary to Hanover Pl	0.83	$176,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Seawell School Rd #2 (west), Homestead Rd to High School Road	0.25	$52,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Rosemary Street #4 (north), east of intersection with Mitch La.	0.02	$4,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Chapel Hill	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Honeysuckle Rd, Sedgefield Dr. to N. Lakeshore Dr.	0.49	$104,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Contracted	NA	Chapel Hill Sidewalk Construction Program
DCHC	7	Orange	Chapel Hill	NA	Pedestrian Refuge Islands		400,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Contracted	NA	
DCHC	7	Orange	Chapel Hill	NA	Install Two Pedestrian Refuge Islands		100,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Contracted	NA	
DCHC	7	Orange	Chapel Hill	NA	Install High Visbility Crosswalks		150,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Contracted	NA	
DCHC	7	Orange	Chapel Hill	NA	Install Bicycle Activated Loops at 40 Existing Signalized Interesections		200,000	Plans and estimates could be developed within 180days if not already completed	No	No	Chapel Hill	Chapel Hill	Contracted	NA	
DCHC	7	Orange	Hillsborough	N/A	Construction of sidewalk and curb/gutter along one side of SR 1328 (Faucette Mill Road), US 70 Business (Revere Road), and SR 1156 (Nash Street). Project includes construction of sidewalk improvements on 2 connecting local streets, and a portion of another local street not attached to the primary sidewalk. Beginning point of primary sidewalk is intersection of SR 1328 (Faucette Mill Road) and Turner Street (local). First end point is SR 1156 (Nash Street) and Eno Street (local). Second beginning point is SR 1144 (Dimmocks Mill Road) and end point is Eno River bridge/SR 1148 (Eno Mountain Road).	3 Miles	$1.2 Million	Design being finalized; Municipal Agreement pending	Yes	Yes	Hillsborough	Hillsborough	Hillsborough	8	Project will provide safe pedestrian access among several low to moderate income neighborhoods, businesses, 2 elementary schools, Gold Park and Riverwalk (greenway). Drainage improvements will be made. The project complements community-based initiatives for safe pedestrian walkways, linking northern and southern neighborhoods, community policing and block watch efforts, revitalizing a portion of the Cornelius Street (US 70 Bypass) corridor, and Orange County's recent grant request to the State for a Cornelius Street Corridor Business Incubator.

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY
POTENTIAL PUBLIC TRANSPORTATION PROJECTS

SOURCE	DIVISION	COUNTY	MUNICIPALITY/ SYSTEM	TIP #	DESCRIPTION	TOTAL ESTIMATED COST	PROJECT STATUS	RIGHT-OF-WAY NEEDED (Yes/No)	UTILITY CONFLICTS (Yes/No)	ENVIRONMENTAL DOC. AGENCY	DESIGN AGENCY	CONSTRUCTION AGENCY	MPO/RPO RANK	OTHER PERTINENT PROJECT INFORMATION
DCHC/ CAMPO	5,7	Wake, Durham, Orange	Triangle Transit	NA	Over-the-Road Coaches (17) to provide additional capacity on long-distance 5 commuter express services; Fifteen (35) 12-passenger vehicles needed to meet demand for vanpools; Four (4) lift-equipped van needed to accommodate growth in paratransit demand; 3 hybrid cars to replace vehicles for staff use	$9,514,000	In short range plan, currently unfunded	No	No	NA	Triangle Transit	Triangle Transit	NA	This project is included in the Board-adopted Short-Range Transit Plan, but not currently funded. The purchase of the OTR coaches may require issuance of RFP is there is not an open contract available, but the vans, paratransit vehicle, and staff vehicles can be purchased immediately off of state contract, if open at the time
DCHC/ CAMPO	5	Wake, Durham	Triangle Transit	NA	Demolish building in downtown Durham and partial demolish and partially buttress building in downtown Raleigh owned by TTA due to imminent safety concerns; Provide needed direct pedestrian access to regional transit center from major arterial road; and make modifications to Bus Operations & Maintenance Facility to accommodate OTR coaches, and install urea tanks	$1,020,000	Pre-engineering for construction funded, underway. Ready to issue RFP for demolition	No	No	NA	Triangle Transit	Triangle Transit	NA	Demolition and buttressing specifications obtained from engineering consulting firm and agency ready to issue RFP for demolition and buttressing activity; pre-engineering activity for construction approved, funded and underway; construction ready to commence in 90 days;
DCHC/ CAMPO	5,7	Wake, Durham, Orange	Triangle Transit	TT-4911	Real-Time Arrival System that offers digital signs, on-line access, and telephone access to predictive arrival information for transit vehicles in real-time; additional fareboxes for expansion services; updated security/camera system	$1,005,000	Included in Board-adopted Short-Range Transit Plan and in regional ITS Plan; We can purchase real-time system off of Raleigh or Chapel Hill contract; Fareboxes and cameras can be purchased from our current vendors	No	No	NA	Triangle Transit	Triangle Transit	2	Top request of customers, will increase ridership by enabling customers to know exact position of buses, and will also improve customer service response times by diverting some phonecalls to automated services.
DCHC	5,7	Durham, Orange	Triangle Transit	NA	Improved Passenger Amenities Package in Durham/Orange Counties (14 installation sites)	$71,000	Included in Short-Range Transit Plan, Funding possible but not confirmed, many projects can begin almost immediately working with municipalities and NCDOT	No	No	NA	Triangle Transit	Triangle Transit	NA	Projects include benches, shelters, trashcans, weatherproof transit schedule information displays, lighting installations, concrete pad installations, bike rack installations
DCHC	5	Durham	City of Durham/DATA		DATA Operations Facility Repairs	$1,076,000	Within 60 days after funds are received	No	No	NA	City of Durham/DATA	City of Durham/DATA	NA	
DCHC	5	Durham	City of Durham/DATA		FY 2009 DATA Budget Shortfall in the amount of $1,189,271.94	$1,189,272	Immediate,within 30 days from the receipt of funds	No	No	NA	City of Durham/DATA	City of Durham/DATA	4	If amount is not received, there is high possibility that service will be cut and many jobs will be lost by patrons
DCHC	5	Durham	City of Durham/DATA		Travel Demand Management-DATA operates fare free service paid for by grant fund for 3 years estimated 20% ridership increase	$7,500,000	Within 90 days after funds are received	No	No	NA	City of Durham/DATA	City of Durham/DATA	NA	This action could result in many more people being able to use DATA to find jobs
DCHC	5	Durham	City of Durham/DATA		Operating Assistance for FY 2010 Expansion Service	$4,052,864	Expansion buses are under contract. Service to begin immediately upon receipt of expansion buses	No	No	NA	City of Durham/DATA	City of Durham/DATA	15	In DATA's short range transit plan
DCHC	5	Durham	City of Durham/DATA	TA-4755	Expansion Buses-20 additional buses (hybrid) needed to expand service-based on DATA's updated Short Transit Plan (SRTP) @ $550k/bus	$11,000,000	Expansions buses can be under contract by 60 days after the receipt of funds through piggyback process	No	No	NA	City of Durham/DATA	City of Durham/DATA	NA	In DATA's short range transit plan
DCHC	5	Durham	City of Durham/DATA		DR expansion vans-20 DR expansion vans including operating assistance for 3 years ($40k/pervan capital)+ operate 16*12 hrs/day*6*52*$50 (with 5% inflationary factor)	$10,242,368	Expansion vans under contract by 30 days service begins within 90 days	No	No	NA	City of Durham/DATA	City of Durham/DATA	NA	In DATA's short range transit plan
DCHC	5	Durham	City of Durham/DATA		Logistical enhancements- Runcutting Software for the Fixed Route System	$100,000	Software purchased and implemented by 60 days	No	No	NA	City of Durham/DATA	City of Durham/DATA	2	In DATA's short range transit plan
DCHC	5	Durham	City of Durham/DATA	TT-4911	Logistical enhancements- Real Time bus arrival/AVL/GPS for all vehicles & Downtown Station	$1,500,000	Equipment contract and implementation by 90 days	No	No	NA	City of Durham/DATA	City of Durham/DATA	2	In DATA's short range transit plan
DCHC	5	Durham	City of Durham/DATA	TG-4958	Logistical enhancements- 25 bus passenger shelters @ $7k each, 50 solar lights @3k/light, 25 benches & trashcans @$1500/pair	$362,500	Equipment under contract and installed by 90 days	No	No	NA	City of Durham/DATA	City of Durham/DATA	4	In DATA's short range transit plan
DCHC	5	Durham	City of Durham/DATA		Technology Specialist	$70,000	Within 90 days after funds are received	No	No	NA	City of Durham/DATA	City of Durham/DATA	NA	In DATA's short range transit plan
DCHC	5	Durham	City of Durham/DATA		Administrative Analyst	$70,000	Within 90 days after funds are received	No	No	NA	City of Durham/DATA	City of Durham/DATA	NA	In DATA's short range transit plan
DCHC	5	Durham	City of Durham/DATA		Amenities Crew 2@$50,000 each	$100,000	Within 90 days after funds are received	No	No	NA	City of Durham/DATA	City of Durham/DATA	NA	In DATA's short range transit plan
DCHC	7	Orange	Chapel Hill Transit	TA-4726	30 - 40' HD Buses	$10,317,870	Existing Contract	No	No	NA	Town of Chapel Hill	Town of Chapel Hill	1	
DCHC	7	Orange	Chapel Hill Transit	TA-4748	15 - LD Paratransit Vehicles	$700,000	Existing Contract	No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit	TA-4995	7 - 60' Hybrid Articulated Buses	$6,136,816	Existing Contract	No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit	TG-4731	Service Truck w/ Equipment	$70,000	State Contract	No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit	TA-4981	15 - Support Vehicles	$396,000	State Contract	No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit	TG-4731	Routine Capital Items	$75,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY
POTENTIAL PUBLIC TRANSPORTATION PROJECTS

SOURCE	DIVISION	COUNTY	MUNICIPALITY/ SYSTEM	TIP #	DESCRIPTION	TOTAL ESTIMATED COST	PROJECT STATUS	RIGHT-OF-WAY NEEDED (Yes/No)	UTILITY CONFLICTS (Yes/No)	ENVIRONMENTAL DOC. AGENCY	DESIGN AGENCY	CONSTRUCTION AGENCY	MPO/RPO RANK	OTHER PERTINENT PROJECT INFORMATION
DCHC	7	Orange	Chapel Hill Transit		Bus Camera System	$150,000	State Contract	No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Radio System Study and Upgrade	$500,000	Existing Contract	No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Maintenance Support Vehicles w/ Equipment	$35,000	State Contract	No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Fuel Facility Expansion for UREA Tank and Equipment	$275,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Brake Chassis Dynamometer	$350,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Diesel Particulate Filter Cleaning System and Equipment	$60,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Maintenance Facility Expansion	$500,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Repower 20 - 40' HD Bus Engines	$1,200,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		6 - Portable Hoists	$85,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		19 - Retrofit 40' HD Buses w/ Electric Cooling Fans	$228,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		HD Bus Tires	$350,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Establish Maintenance Audit Program	$125,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Administration Building Expansion	$900,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Bus Storage Expansion and Operator Training Course	$1,500,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Facility and Park and Ride Security System Upgrade	$275,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Nextbus Google Transit Export and Dispatch Upgrade	$75,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		APC System Reporting Upgrade	$20,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Maintenance Software Replacement	$200,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Website Enhancements	$15,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Fixed Route Dispatch and Payroll Integration Modules	$82,500		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Nextbus Upgrade (stop IVR) and System Expansion	$150,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Bus Stop Shelters, Lighting and Other Enhancements	$400,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Computer Hardware/Software	$50,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Mobility Manager	$80,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Safety Manager	$80,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Operating Assistance - To Avoid Service Reductions	$550,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Increased Weekend Service	$274,767		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		New Service in 54 Corridor to Alamance County	$506,758		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Service Expansion in MLK Blvd Corridor	$462,315		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	
DCHC	7	Orange	Chapel Hill Transit		Alternatives Analysis Studies fro MLK and 15/501 Corridors	$1,500,000		No	No	NA	Town of Chapel Hill	Town of Chapel Hill	NA	

TAC 2/11/09 Attachment 12A

Policy Details

Weekly Legislative Update
02-03-2009

On the Hill

House Stimulus

• The House approved its version of the American Recovery and Reinvestment Act of 2009 on January 28 by a vote of 244-188. The $819 billion House stimulus package includes $30 billion for the Federal Highway Administration, to be distributed to states using the formula established by the most recent highway law. The House allocates $1.1 billion for high-speed and intercity rail and $12 billion to mass transit, including $1.5 billion for the Transit Capital Improvement Program and $1.5 billion for the New Starts Program, as added by an amendment from Reps. Nadler (NY), DeFazio (OR), Lipinski (IL), McMahon (NY), Ellison (MN) and Perlmutter (CO). An amendment from Rep. Oberstar (D-MN) strikes language that gave MPOs longer timelines to obligate funding. The bill now requires that States obligate 50 percent of funding within 90 days and MPOs within 75 days.

Senate Stimulus

• Debate and amendments to the Senate's version of the stimulus is scheduled to take place this week. Potential amendments include:
o Sen. Bond – Amendment to strike $5.5 billion competitive transportation infrastructure program and shift money to highways
o Sen. Inhofe – Amendment aimed at shifting funding to states
o Sen. Lautenberg – Amendment for New Starts
o Sen. Schumer – Amendment for a $6.5 billion increase for transit
o Sen. Landrieu – Amendment for "Green Screen" for projects in the $5.5 billion competitive pot; would require priority focus on energy, VMT and smart growth.
o Sen. Murray / Sen. Feinstein – Amendment to increase transportation funding

• The Senate stimulus package allocates $27 billion for highway construction, including supplemental grants to be allocated to states under the STP formula for highways and bridges. It also requires each state to allocate at least 5% of its funds towards programs that qualify for the Congestion Mitigation and Air Quality (CMAQ) improvement program. The bill also provides $8.4 billion for mass transit, apportioned via the transit formula. For both highway and transit funding, fifty percent of funds must be allocated within 180 days and the other half must be assigned within one year. The first half of funds will be allocated exclusively to states, while most of the second half will be allocated to local governments. The bill contains a "use-or-lose" provision, which means that any funds remaining after one year will be transferred into the Supplementary Discretionary Grants program. The stimulus allocates $5.5 billion to this program, which gives the Secretary of Transportation discretion to award funds on a competitive basis to highway and bridge projects; to public transportation, including New Starts or Small Starts; or to passenger rail, freight and port improvements. In addition the bill provides $1.1 billion to Amtrak and intercity passenger rail. No funding is provided for fixed guideway modernization or to New Starts. An additional $2 billion is included for high-speed rail that does not appear in the House bill.

Omnibus Appropriations Bill

• The House was originally scheduled to move the remaining fiscal year 2009 spending bills this Wednesday, but leadership has decided to hold off. It is likely that the bills will not be brought to the floor for a vote until after the President's Day recess.

RESOLUTION TO OPPOSE THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S PROPOSED BUDGET CUTS FOR PUBLIC TRANSPORTATION

February 11, 2009

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, Governor Beverly Perdue requested that state agencies propose budget cuts to address an estimated budget shortfall of $2 billion for fiscal year 2010; and

WHEREAS, in response, the North Carolina Department of Transportation (NCDOT) proposed cutting $54 million in road repair and maintenance, $2.2 million in ferry operations, $2.7 million in airports and railroads, and $19.6 million in public transportation from the fiscal year 2010 budget; and

WHEREAS, the proposed budget cuts to public transportation are for capital programs, including the statewide grant program, human services transportation management program, urban regional technology program, and new starts program; and

WHEREAS, rising fuel costs led many citizens to try using public transportation in 2008; and even when fuel costs decreased, many of these citizens kept using public transportation leading to record annual ridership statistics for many systems; and

WHEREAS, the Durham Area Transit Authority's ridership has increased X% from 2007 to 2008; Chapel Hill Transit's ridership has increased 18.6% from 2007 to 2008; and Triangle Transit's ridership has increased X% from 2007 to 2008; and

WHEREAS, public transportation systems provide a critical link to employment for many workers in North Carolina and provide employment for transit administrators, bus operators and mechanics; and

WHEREAS, public transportation systems want to increase service this coming year in response to the record demand for public transportation, but will need additional local, state and federal capital and operating funds to do so; and

WHEREAS, the Durham-Chapel Hill-Carrboro does not have any new starts projects ready for construction, but would like to initiate the planning and design process for a new starts project in fiscal year 2010; and

WHEREAS, while the proposed federal economic stimulus package includes funding for transit capital projects that may compensate for the state cuts, the goal of the economic stimulus package is to provide additional funding that will help create new jobs – not to supplant existing state funding sources.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee strongly opposes the proposed cuts in public transportation funding and urges the North Carolina Department of Transportation to apply any budget cuts proportionately across all funding programs provided here on this, the 11th day of February, 2009.

_____
TAC Chair

STATE of: North Carolina
COUNTY of: _____

I,_____ , a Notary Public of County, North Carolina do hereby certify that personally Mike Woodard appeared before me on the 11th day of February, 2009, to affix his signature to the foregoing document.

_____
Notary Public for the State of NC
(Seal) My commission expires_____

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

January 28, 2009

Memorandum

To: Transportation Partners

From: Eugene A. Conti, Jr. 

Subject: Input on Transportation Reform

Governor Bev Perdue is calling for transportation reform and improving our decision-making process to provide services in an equitable, transparent and efficient manner. As a key transportation partner, the North Carolina Department of Transportation needs your input on this important public policy issue.

In January 2009, Governor Perdue issued Executive Order Number Two, requiring the North Carolina Department of Transportation to implement a professional approval process for highway projects. While the executive order specifically addresses highway construction, the Department wants to also improve the decision-making process for all modes of transportation.

I am asking you to share your suggestions with us for making these improvements. Recommendations should be made in the context of General Statute 143B-350(f)(3), which addresses ascertaining "transportation needs and the alternative means to provide for these needs through an integrated transportation system".

The new approval process will be implemented in March 2009. To help meet that deadline, we need your feedback by February 13. Please contact Chief Operating Officer Jim Trogdon or me at (919)733-2520 with any questions about this request.

Please provide your input in one of three ways:

- to your local NCDOT Board of Transportation member or Division Office,
- to your local MPO/RPO, or
- to the NCDOT Office of Governance at DOT.GovernanceOffice@ncdot.gov or Mail Service Center 1501, Raleigh NC 27699-1501

Thank you for providing your ideas and for your continued contributions to improving transportation in North Carolina. Working together, we can improve transportation across our great state.

Attachments

EAC:cmt

cc: Board of Transportation Members & Division Engineers (Listed By Name)

State of North Carolina



BEVERLY EAVES PERDUE
GOVERNOR

EXECUTIVE ORDER NO 2

REFORMING DEPARTMENT OF TRANSPORTATION

WHEREAS, the State, through the Office of the Governor, has an obligation to assure that highway construction plans are developed and that projects are awarded based on professional standards designed to meet the needs of citizens and communities across the State fairly, efficiently and effectively; and

WHEREAS, the present process for developing plans and approving projects needs to be reformed in order to assure that plans are developed and projects are awarded based on professional standards and not other considerations.

NOW, THEREFORE, pursuant to the authority vested in me as Governor by the Constitution and the laws of the State of North Carolina, **IT IS ORDERED.**

Section 1. Board of Transportation Reform

The State Board of Transportation shall exercise the authority conferred on it by G.S. § 143B-350(g) to delegate to the Secretary the authority to approve highway construction projects and construction plans and to award highway construction contracts. The Board shall retain those duties prescribed to it under G.S. § 143B-350 and carry them out in accordance with a professional approval process to be established by the Secretary pursuant to Section 2 of this Order.

Section 2. Department of Transportation.

(a) The Secretary of the Department of Transportation shall implement throughout the Department a professional approval process for all highway construction programs, highway construction contracts, highway construction projects, and plans for the construction of projects.

(b) The Secretary will implement this professional approval process within 60 days of the signing of this Order.

Section 3. Strengthen Board of Transportation Ethics Policy

(a) In addition to the disclosure requirements of G.S. § 143B-350 and the ethics provisions of G.S. § 143B-350, board members shall sign sworn statements that they will abide by the disclosure and ethics standards as set forth by law. Board members shall swear as part of these statements that they will follow the standards set forth by the State Government Ethics Act and attend any ethics education programs developed for the Board as set forth in G.S. § 143B-350(m).

(b) Following the convening of each State Board of Transportation meeting and prior to the conduct of business, each board member shall sign a sworn statement that he or she has no financial, professional, or other interest in any project being considered on the meeting agenda. To the extent any board member has such an interest, the Chair and member shall take all appropriate steps to ensure the interest is properly evaluated and addressed under the law and that no member is permitted to act on any matter in which he or she has a disqualifying conflict of interest.

(c) Failure of any member of the State Board of Transportation to comply with the standards of conduct established by G.S. § 143B-350, by other laws of this State, or by the terms of this Executive Order will constitute grounds for removal from office.

Section 4. Implementation and Duration

This Executive Order shall be effective immediately and shall remain in effect until rescinded.

IN WITNESS WHEREOF, I have hereunto signed my name and affixed the Great Seal of the State of North Carolina at the Capitol in the City of Raleigh, this twelfth day of January in the year of our Lord two thousand and nine, and of the Independence of the United States of America the two hundred and thirty-third.



Beverly Eaves Perdue
Governor

ATTEST:

Elaine F. Marshall
Secretary of State

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **February 11, 2009**

SUBJECT: **Input on NCDOT Reform**

Executive Order Number Two, issued by Governor Beverly Perdue on January 12, 2009, calls for the Board of Transportation to delegate to the Secretary of Transportation the authority to approve highway construction projects and construction plans and to award highway construction contracts. It calls for the Secretary to implement a professional approval process within the NCDOT. The Executive Order also calls for the strengthening of the Board of Transportation's Ethics Policy.

The Secretary of Transportation, Eugene A. Conti, Jr., requested input from the State's Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) on the implementation of the professional approval process by February 13, 2009. The new approval process will be implemented in March 2009.

LPA Staff recommends that the TAC authorize the TAC Chair to send a letter to NCDOT providing comments on the implementation of Executive Order Number Two. The LPA Staff recommends that the TAC consider the following comments:

- We support the executive order's intent to remove politics from the approval of highway projects and the awarding of NCDOT contracts and to institute a professional approval process. We hope that this leads to increased efficiencies for project implementation at NCDOT.
- We want to ensure that the professional approval process includes adequate input from local governments and MPOs.
- The NCDOT should defer to the MPOs' approved LRTPs and TIPs when approving projects in urban areas, especially on the regional and subregional tiers.
- The Board of Transportation should maintain a role in setting the policy direction for the NCDOT including providing oversight on NCDOT's budget, the rescission of federal funds, and general project design and fiscal policies.
- The Board of Transportation members should be strongly encouraged to attend and participate in local MPO and RPO meetings.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 11, 2009

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

This memorandum provides a summary status of tasks for projects in the FY 2008-2009 Unified Planning Work Program.

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

2008-09 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 – August 2008
- ✓ Public Outreach for Alternative – August-September 2008
- ✓ Public Hearing on the LRTP Alternative –September 10, 2008
- ✓ Release of the Preferred Option for Public Comments and Input – October 2008.
- ✓ Public Hearing on the Preferred Option – November 12, 2008
- ▪ Approval of 2035 LRTP to be used for air quality analysis – February 2009
- ▪ Air analysis and Inter-Agency Coordination – February 2008 to March 2009
- ▪ Release of draft 2035 LRTP Conformity report – March 2009
- ▪ TAC approval of LRTP Conformity Determination – May 2009

NC 54/I-40 Corridor/Sub-Area Study

- ✓ Staff study initiation meeting
- ✓ Draft scope of services

- ✓ Agency review of scope and time
- ✓ Request for Proposal notice – October 2008
- ✓ Proposal due January 2009

Consultant selection January/ February 2009
Council contract approval March/April 2009
Notice to Proceed – April/May 2009
Study completion – February/March 2010

MPO Parking Survey and Study

Parking model specification
Regional Coordination
Draft scope of services
Request for Proposal notice – July 2009
Consultant selection September/October 2009
Council contract approval November/December 2009
Project commences – January/February 2010

Commercial Vehicle/Freight Survey

- ✓ Model specification - September 2008
- ✓ RFP/Scope of services - September/October 2008
- ✓ Consultant Selection – November 2008
- ✓ Notice to Proceed/Project Kick-off – December 2008
- ✓ Field survey/data collection underway

Draft scope of services September/October 2008
Request for Proposal notice – December 2008
Proposal due January 2009
Consultant selection February 2009
Council contract approval March/April 2009
Notice to Proceed – April 2009

GIS/Data Integration and Automation

- ✓ Phase I in progress
- ✓ Initial Kick of meeting and scan completed
- ✓ Initiation Workshop report completed
- ✓ Draft Requirement Assessment & Application Development Report - October 2008

GIS Warehouse Design & Implementation
Functional TELUDE Development
Development of Common Maps, Models & Reports
TELUDE Implementation, Testing and Evaluation
TELUDE Computing Environment
Deployment, Documentation, Users Guide and Training

Land-use Model development

- ✓ Multi-year project in progress
- ✓ Review of existing data and need/requirement analysis completed

Page 2 of 4

- ✓ Land use data collection completed
- ✓ Development of Model specification Completed
- ✓ Model architecture and design completed

Database for UrbanSim model
Phase 1 model development
Demographic and Economic Transition Models
Household and Job Location Choice Models
Development Models
Price Models
Accessibility and TRM Interface
Integration of Model Outputs
Training, documentation, User's manual
Final Presentation

Non-Motorized Model development

- ✓ Phase 1 completed.

Phase 2 underway awaiting the completion of LRTP modeling tasks

- Update and enhancement of Generation Choice Models
- Revision and revalidation of Destination choice models
- Development of improved Model Choice model
- Prepare and implement new TransCad routines to implement new models
- Documentation, User's manual, and training
- Project completion date anticipated in 2010

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.
- ✓ Consultant selection in spring of 2008
- Notice to proceed in January 2009
- Scan of Best practices
- ITS Vision and goals
- Gap Assessment
- Development of ITS Architecture
- Development of ITS Cost Estimates and Cost database
- Development of Maintenance Plan
- Development of IDAS Model
- Integration & Streamlining of ITS with Transportation Planning.
- Strategic Deployment Plan
- Project Management
- Final Reports
- Completion of Project expected in Winter of 2010.

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Farrington Road/Stagecoach Road Corridor Study

- ✓ This study involved 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 complete
- ✓ Presentation at June TAC

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 2009

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 after 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 - winter 2008/2009

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Durham Progress Report
February 3, 2009

Contract Number:	C200840	**Route:**	NC-54
Physical Division:	5	**County:**	Durham
Administrative Division:	5	**TIP Number:**	R-2904, U-4026
Length:	6.363 miles	**Federal Aid Number:**	STP-54(5)
Resident Engineer:	Jeffrey D. Allen, PE	**RE Phone Number:**	(919)733-9499
Location Description:	NC-54 FROM SR-1999 IN DURHAM CO TO SR-1959 IN DURHAM CO & SR-1999 FROM SR-3014 IN WAKE CO TO NC-54 IN DURHAM CO.		
Type of Work:	WIDENING, GRADING, DRAINAGE, PAVING, SIGNALS & CULVERTS.		
Contractor Name:	C C MANGUM COMPANY LLC		
Contract Amount:	$35,467,891.08	**Cost Overrun/Underrun:**	4.80%
Availability Date:	2/5/2007	**Letting Date:**	12/19/2006
Completion Date:	11/1/2009	**Work Began:**	2/19/2007
Revised Completion Date:	11/22/2009	**Estimated Completion:**	11/1/2009
Last Estimate Thru:	12/31/2008	**Scheduled Progress:**	57.60%
Last Estimate Paid:	1/8/2009	**Actual Progress:**	72.55%

Contract Number:	C201439	**Route:**	NC-98
Physical Division:	5	**County:**	Durham
Administrative Division:	5	**TIP Number:**	U-4010
Length:	0.373 miles	**Federal Aid Number:**	STP-98(21)
Resident Engineer:	Cadmus Capehart, PE	**RE Phone Number:**	(919)840-0914
Location Description:	NC-98 (HOLLOWAY ST) FROM EAST OF US-70 TO EAST OF JUNCTION RD IN DURHAM.		
Type of Work:	WIDENING, GRADING, DRAINAGE, PAVING AND CURB & GUTTER.		
Contractor Name:	TRIANGLE GRADING & PAVING, INC		
Contract Amount:	$3,288,207.30	**Cost Overrun/Underrun:**	-1.95%
Availability Date:	5/29/2007	**Letting Date:**	4/17/2007
Completion Date:	6/15/2008	**Work Began:**	7/30/2007
Revised Completion Date:	7/12/2008	**Estimated Completion:**	2/15/2009
Last Estimate Thru:	12/31/2008	**Scheduled Progress:**	100%
Last Estimate Paid:	1/14/2009	**Actual Progress:**	98.59%

Contract Number:	C201487	**Route:**	US-15
Physical Division:	5	**County:**	Durham
Administrative Division:	5	**TIP Number:**	B-3450, U-4009, U-4012
Length:	1.769 miles	**Federal Aid Number:**	BRSTP-1116(6)
Resident Engineer:	Chadwick D. Hinnant	**RE Phone Number:**	(919)220-4680
Location Description:	BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.		
Type of Work:	GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.		
Contractor Name:	DLB, INC DBA DLB INC (OF VA)		
Contract Amount:	$18,810,912.36	**Cost Overrun/Underrun:**	0.82%
Availability Date:	10/1/2007	**Letting Date:**	8/21/2007
Completion Date:	8/1/2010	**Work Began:**	10/1/2007
Revised Completion Date:	8/3/2010	**Estimated Completion:**	8/3/2010
Last Estimate Thru:	12/31/2008	**Scheduled Progress:**	30.50%
Last Estimate Paid:	1/21/2009	**Actual Progress:**	31.79%

Contract Number:	C201642	**Route:**	SR-2957
Physical Division:	5	**County:**	Durham
Administrative Division:	5	**TIP Number:**	U-4410DB
Length:	0.22 miles	**Federal Aid Number:**	
Resident Engineer:	Jeffrey D. Allen, PE	**RE Phone Number:**	(919)733-9499
Location Description:	SR-2957 (HOPSON RD) FROM NC-55 TO LOUIS STEPHENS DR IN RTP.		
Type of Work:	GRADING, DRAINAGE, PAVING & SIGNALS.		
Contractor Name:	THOMPSON CONTRACTING, GRADING, PAVING & UTILITIES, INC.		
Contract Amount:	$3,494,677.11	**Cost Overrun/Underrun:**	17.17%
Availability Date:	11/1/2007	**Letting Date:**	8/21/2007
Completion Date:	10/1/2008	**Work Began:**	11/9/2007
Revised Completion Date:	10/2/2008	**Estimated Completion:**	2/1/2009
Last Estimate Thru:	12/15/2008	**Scheduled Progress:**	100%
Last Estimate Paid:	12/31/2008	**Actual Progress:**	99.66%

Contract Number:	C201783	**Route:**	SR-1839
Physical Division:	5	**County:**	Durham
Administrative Division:	5	**TIP Number:**	B-3528
Length:	0.284 miles	**Federal Aid Number:**	BRZ-1839(1)
Resident Engineer:	Cadmus Capehart, PE	**RE Phone Number:**	(919)840-0914
Location Description:	CULVERT ON SYCAMORE CREEK AND APPROACHES ON SR-1839.		
Type of Work:	GRADING, DRAINAGE, PAVING & STRUCTURE.		
Contractor Name:	MOUNTAIN CREEK CONTRACTORS, INC.		
Contract Amount:	$1,174,705.74	**Cost Overrun/Underrun:**	7.13%
Availability Date:	4/28/2008	**Letting Date:**	3/18/2008
Completion Date:	5/15/2009	**Work Began:**	5/12/2008
Revised Completion Date:		**Estimated Completion:**	5/15/2009
Last Estimate Thru:	1/15/2009	**Scheduled Progress:**	67%
Last Estimate Paid:	1/23/2009	**Actual Progress:**	75.27%

Contract Number:	C201834	**Route:**	SR-1303
Physical Division:	5	**County:**	Durham
Administrative Division:	5	**TIP Number:**	B-4109
Length:	0.078 miles	**Federal Aid Number:**	BRZ-1303(3)
Resident Engineer:	Cadmus Capehart, PE	**RE Phone Number:**	(919)840-0914
Location Description:	BRIDGE OVER MUD CREEK AND APPROACHES ON SR-1303 IN DURHAM.		
Type of Work:	GRADING, DRAINAGE, PAVING & STRUCTURE.		
Contractor Name:	KIRKMAN CONSTRUCTION, INC.		
Contract Amount:	$1,102,441.20	**Cost Overrun/Underrun:**	9.92%
Availability Date:	6/30/2008	**Letting Date:**	5/20/2008
Completion Date:	11/21/2008	**Work Began:**	7/7/2008
Revised Completion Date:	12/6/2008	**Estimated Completion:**	2/20/2009
Last Estimate Thru:	1/31/2009	**Scheduled Progress:**	100%
Last Estimate Paid:		**Actual Progress:**	98.76%

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	Bid opening cancelled
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	FA const. complete 10/23/08; UNC-CH to install ped heads & crosswalks by M.A.-design under review **in Raleigh**
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 include as part of large STP-DA sidewalk contract for Nash St.-Enc. Agreement under review; **MA pending more information**
Orange	42040	SR 1006 (Orange Grove Rd.) 0.3 mi. south of SR 1177 (Orange Grove-Calvander Rd.)	Install guardrail at the culvert	$24,000	Installation pending utility relocation; **delayed**
Orange	42486	SR 1008 (Mt. Carmel Ch. Rd.) @ SR 1913 (Bennett Rd.)	Install solar powered flashers at both approaches to the intersection	$10,000	FA const. delayed; may need electric power
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	$140,000	Municipal Agreement pending
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	$30,000	Municipal Agreement pending
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	$750,000.00	Dane Const., Inc. **=work to begin 2/16/09** for completion by 4/29/09
Orange	**B-4592**	**SR 1561 (Lawrence Rd.)**	**Replace Bridge # 64 over the Eno River**	**$1.6 million**	**Sanford Contractors, Inc. avail. 3/15/09 for completion by 12/31/09**

Orange	42170 SS-4907 T 42204.2 42204.1	SR 1710 (Old NC 10) @ NC 86	Construct a right turn lane on SR 1710 and install a traffic signal	$215,000	**Design underway; minor R/W & utility relocation**
Orange	42171 SS-4907 U 42205.2 42205.1	SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection	$300,000	**Design underway**
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	$165,000	Design pending field review and survey
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.**=100% complete**
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTNG LIST					
County	**TIP #**	**Route**	**Location Description**	**TIP Est.**	**Est. Let Date**
Orange	**B-4216**	**SR 1002 (St. Mary's Road)**	**Replacement of Bridge # 66 over Stroud's Creek**	**$950,000.00**	**Jan. 19, 2010**
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. (Scope may be revised)	$1.05 million	Sept. 15, 2009
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	$4.40 million	July 21, 2009
Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	$5.0 million	April 21, 2009

Perdue DOT appointees get mixed reviews

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Jan 8, 2009

DURHAM -- Local and state leaders seem pleased with Gov.-elect Beverly Perdue's selections to lead the N.C. Department of Transportation, but say they're now waiting to see whether she and the new appointees deliver real change.

Perdue earlier this week announced that Gene Conti would become secretary of transportation in her administration and legislative aide Jim Trogdon would take over as the agency's chief operating officer.

The choice of Conti -- a longtime administrator who's held senior posts at both the state and federal transportation departments -- drew immediate praise.

"He's first-rate," said Molly Diggins, director of the state Sierra Club. "He has the big picture of what needs to be done to modernize DOT to meet both current and future needs. He's also a very politically capable person and will work well with the legislature and local governments."

Reaction to Trogdon's selection, however, was mixed. Board of Transportation and Durham attorney member Ken Spaulding joined Mayor Bill Bell in praising the choice.

But another observer, N.C. Policy Watch Director Chris Fitzsimon, said Perdue's overall slate of appointments has been "sort of a mixed bag" and that the Conti/Trogdon pairing reflected that.

Trogdon is a former DOT division engineer with long-standing ties to state Sen. Clark Jenkins, D-Edgecombe. Jenkins heads the Senate's transportation appropriations subcommittee and at one point was said to be in the mix for Conti's new job.

The new chief operating officer "certainly has relationships with folks who've been involved with DOT for a long time," said Fitzsimon, who added that he wonders whether Perdue is willing to spend political capital "to take on the good-old-boy network" that's dominated transportation policy.

Trogdon was a key advocate of the proposal that surfaced briefly last fall for DOT to hand cities the responsibility for maintaining 5,000 miles of what are now state-owned roads.

The study group that floated the idea pulled back after city managers and mayors from around the state said the change would likely become an unfunded mandate creating pressure for local tax increases.

Spaulding said he thinks Trogdon is "very smart" and will "be a very good person for the department.

He also had no problem with Trogdon's role in the 5,000-mile proposal, saying agency leaders "have to be creative and imaginative and open as it relates to how we address the different transportation issues of the state."

Bell, meanwhile, said Trogdon "seems to deal in performance-based approaches" and added that he and Conti "together will make a good team" intent on modernizing DOT.

The mayor added that he and other leaders of the N.C. Metropolitan Coalition are "going to be having a discussion" with the new DOT bosses about the 5,000-mile proposal.

After announcing the selections, Perdue also said she intends to reduce the state board's control over DOT construction projects, shifting it more to the agency staff.

State law appears to give her some latitude to do that, as its assigns most of the key powers in the transportation to the agency generally rather than to the board specifically.

But Spaulding predicted that the General Assembly would have something to say about that. Indeed, the Charlotte Observer reported earlier this week that Jenkins had criticized the governor-elect's proposal.

No matter how that shakes out, Spaulding says he's confident that Durham's key road project, the East End Connector, has enough support at DOT to see it through to full funding.

Diggins, meanwhile, said she and others who support changing DOT's roads-heavy policy preference have to concentrate on building legislative support.

"Truly, the bigger issue will not be the staff," she said. "It will be the Legislature. They have to buy in to the vision, as well as the staff and the board."

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Town bus ridership in high gear

BY DANIEL GOLDBERG : The Herald-Sun
dgoldberg@heraldsun.com
Jan 12, 2009

CHAPEL HILL -- Ridership on town buses remains significantly higher than at the same time a year ago, even as gas prices have decreased in recent months, according to statistics maintained by Chapel Hill Transit.

Town buses provided more than 560,000 rides in November compared with more than 359,620 for the same month in 2007. The 2008 figure represented a decline in ridership from September, when buses gave 771,080 rides, but Transit Director Steve Spade said that seasonal decrease is in line with a normal trend in Chapel Hill.

New students in town may be using the transit system to learn their way around during the early fall, while holidays in October and November mean fewer work and school-related trips, Spade said.

He believes that financial factors have definitely led to increased usage of public transit over the last year.

"The rise in fuel prices above $4 caused an exodus to transit," Spade said. "The growth is in large part [due] to fuel prices."

Studies have shown that for transit systems, the hardest part is getting riders on board for the first time.

Once a new rider gets oriented with routes and schedules, the public transit habit has a good chance of sticking, Spade said.

Federal statistics show that Americans drove 100 billion fewer miles during the 12-month period between November 2007 and October 2008, said Carol Gifford, public relations manager for AAA Carolinas. The 3.5 percent decrease in miles driven during October was the sharpest decline in that month since 1971.

"We know that we've seen the largest continuous decline in driving in American history," Gifford said. Data from AAA Carolinas is based entirely on federal statistics. Gifford said state numbers typically lag by about six months, which means it will be difficult to draw definite conclusions about the impact of gas prices on driving and transit usage until at least the spring.

Average gas prices in North Carolina as of Jan. 5 ranged from $1.734 a gallon for regular to $1.921 for premium, according to AAA Carolinas. Only a few months ago, some local stations were selling gas for nearly $4. The current average price for gas in the Lower Atlantic region, which includes North Carolina, is $1.616, according to the Energy Information Administration of the U.S. Department of Energy. That's more than $1.48 a gallon cheaper than a year ago.

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State's air is better, but EPA raises bar

Much of Triangle may fail standards

Wade Rawlins, Staff Writer

The air quality in North Carolina has improved in the last decade, but government regulators say millions of people still breathe unhealthy levels of ozone, the state's most widespread air pollution problem.

New, tighter federal standards for ozone -- the primary ingredient in smog -- mean that the Triangle, Charlotte and the state's other metropolitan areas likely will return to the federal dirty air list next year.

State air quality regulators on Monday previewed a plan to recommend in March that the U.S. Environmental Protection Agency include the Triangle, Charlotte, the Triad, Fayetteville, Hickory, Asheville, Rocky Mount and Greenville metropolitan areas as well as Great Smoky Mountains National Park and several other high elevation areas.

"Air quality in North Carolina definitively is getting better over time," said George Bridgers, chief air quality meteorologist with the Division of Air Quality. "But the federal standard is getting tighter."

Regulators with the EPA, who are required by law to review standards for air pollutants every five years, tightened the standards for ground-level ozone to protect public health.

Federal air regulators will designate which counties don't meet the new standard by March 2010. The counties with ozone problems will have to develop plans to improve air quality. In the ones with serious problems, that could mean new controls on factory emissions and changes in transportation plans to reduce tailpipe pollution.

The standard, stated in terms of average concentrations of ozone at ground level over an eight-hour period, is now 75 parts per billion.

Bridgers said the good news for much of the state is that by 2012, planners project, pollution controls being added to coal-burning power plants, cleaner fuels and the replacement of older vehicles with cleaner ones will lower ozone levels enough to meet the new standard.

"Based on the existing controls we have today, we show the majority of the state coming back into attainment by 2012," Bridgers said.

He said the one problem area is Charlotte, where other measures will be needed to improve air quality.

In the Triangle, counties expected to be out of compliance include Wake, Durham, Orange, Granville and Franklin, along with the most populous parts of Johnston and Chatham.

Bridgers said Nash, Edgecombe and Pitt counties narrowly missed meeting the new standard. He said if this summer is moderate in temperature and doesn't create a lot of ozone problems, it's possible those counties could meet the standard, which is based on a rolling average of air monitoring data collected over several years.

David Farren, an attorney with the Southern Environmental Law Center, an environmental advocacy group, said the number of counties that fail the standard shows that North Carolina needs to do more to improve air quality.

"We've got an ongoing air-quality challenge for the entire Piedmont crescent," Farren said. "It's the area growing more rapidly. The challenge will continue with that continued growth and the tightening standards."

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OZONE HIGH AND LOW

While ozone in the upper atmosphere shields life on Earth from the sun's harmful rays, ozone at ground level is harmful to breathe. It can cause respiratory problems and aggravate asthma. Ozone can interfere with the ability of sensitive plants to store food, and make them more susceptible to disease.

Ozone is formed when airborne chemicals -- primarily nitrogen oxides and volatile organic compounds emitted from vehicles, factories and power plants -- stew in a chemical reaction on hot, sunny days. Ozone pollution is worst during the summer, when conditions are ripe.

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Where N.C. could stand some stimulating - On transit

Mack Paul Comment on this story

RALEIGH - As Congress prepares a stimulus package for President-elect Barack Obama's signature, the debate over infrastructure spending intensifies. Most agree on what is anticipated to constitute a smaller spending bill, focusing on the repair of roads and bridges. These "shovel ready" projects promise to produce the most jobs in the near term.

The consensus breaks down, however, on what could be a much larger spending bill for projects taking up to two years to initiate. Without a strong vision similar to that which created the highway system in the 1950s, this larger bill will likely contain pork barrel projects that typify federal appropriations.

One compelling vision points to new infrastructure investments that support greener, more sustainable metropolitan regions.

Metro regions act as economic engines for the nation where 80 percent of the population and 85 percent of the nation's wealth are concentrated. As we face a carbon-constrained future, the U.S. must ensure

that these urban communities can compete globally against those in other countries by moving quickly to adapt to new energy and environmental realities.

Regardless of the outcome of the stimulus debate in Washington, the Triangle cannot afford to sit passively. A recent study of 100 metro areas' carbon footprint per capita ranked the Raleigh area 76th worst. The average resident here generates a whopping 2.80 metric tons of carbon emissions per year compared with 1.41 for people in Los Angeles.

The reason for our poor ranking relates to transportation. The Triangle has one of the highest average vehicle miles traveled in the country, and vehicles now top industry as a source of carbon dioxide emissions in the U.S.

Despite this poor ranking, the Triangle has made great strides in recent years toward creating a greener, more sustainable region. We have seen significant revitalization in downtown Durham and Raleigh. Denser, urban-scale developments have begun to replace the sprawl once dominating the suburban landscape. However, the region's lack of mass transit remains our greatest impediment to reducing vehicle miles traveled and achieving a more sustainable region.

I I I

THE STIMULUS FUNDS OFFER A RARE OPPORTUNITY TO MAKE UP FOR YEARS OF SETBACKS to mass transit. Now is the time for the Triangle to inject itself into the stimulus debate and prepare an infrastructure plan based on a vision of greener, more sustainable metro regions. To this end, we must do the following:

* First, both of the region's Metropolitan Planning Organizations must finalize approval of a regional transit plan. Fortunately, the Special Transit Advisory Commission completed its work last spring and the Durham-Chapel Hill MPO has already endorsed most of the STAC's recommendations.

* Second, the MPOs must identify a segment or two of the planned regional rail system that has the best chance of receiving federal approval and getting initiated within two years. This will be a challenge but can be done with a singular and committed focus.

* Third, to demonstrate the local commitment necessary to secure federal funds, the legislature must authorize and area voters approve a local 1/2-cent sales tax to fund mass transit.

* Finally, and perhaps most significantly, local leaders must champion this cause to persuade state and federal officials to support the plan. Fortunately, groups like the Regional Transportation Alliance, Capital Area Friends of Transit and Triangle Tomorrow have built strong regional constituencies that can be activated on these issues.

The Triangle region will likely lead the state in job creation in the near future and, for this reason, will be critical to the economic health of North Carolina. It is our responsibility to ensure that this economic engine remains strong. That cannot be accomplished unless we create a more sustainable region that can continue to flourish in a carbon-constrained world.

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Mack Paul is a Raleigh land-use attorney who served on the Special Transit Advisory Commission.

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POINT OF VIEW:
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Where N.C. could stand some stimulating - On trails

Chuck Flink

DURHAM - Projects undertaken through the New Deal's economic stimulus programs during the Great Depression have become some of our nation's most enduring, treasured places.

Many are park and trail projects that enable people to get outdoors and enjoy the natural world. One of the most visionary projects was the Appalachian Trail, now world-famous and hiked by more than 3 million people each year. As Congress considers a new stimulus package, park and trail projects should again be one of the highest priorities.

Many trail and greenway projects in North Carolina could be developed quickly, and would provide jobs in construction and in the manufacturing of materials such as concrete, asphalt, bridges, boardwalks, signs, hand tools and heavy equipment.

North Carolina has four visionary trail projects, like the Appalachian Trail before them, that will benefit vast regions and millions of people. The economic stimulus package being considered in Congress would be a way to jump-start these projects and build an "interstate" system of trails, one that would link our extraordinary natural and rural lands to small towns and big cities across the state.

Long-term benefits of building North Carolina's "interstate" trail system include:

* IMPROVED PUBLIC HEALTH. Walking is the most popular exercise. Research shows that people with easy access to trails and greenways are much more likely to get out and walk. Greenways are a great investment in a country with escalating health costs and rising rates of obesity from lack of exercise.

* REDUCED DEPENDENCE ON FOREIGN OIL AND REDUCED GLOBAL WARMING. Miles walked or biked rather than driven mean less foreign oil used and less carbon produced.

* IMPROVED QUALITY OF LIFE. People want to live near greenways and trails. Studies all across the United States show that home values are increased near greenways. Forty homes adjacent to a greenway in Apex were priced $5,000 higher than the rest of the homes in the development, and were the first to sell.

* INCREASED TOURISM. Trails and greenways can be important components of a tourist economy. A recent N.C. State University study found that $6.7 million spent to build bike paths and wide road shoulders on the Outer Banks resulted in an annual economic impact of $60 million in increased tourist expenditures and the creation of 1,400 tourism-related jobs.

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A COALITION OF PARK, TRAIL AND ACTIVE TRANSPORTATION GROUPS has identified immediate construction projects worth $60 million for North Carolina's "interstate" system of trails.

The Mountains-to-Sea Trail is a 1,000-mile trail stretching from the Great Smoky Mountains to Jockey's Ridge State Park on the Outer Banks. The trail is half-complete and is part of the state trail system. Funds are particularly needed to extend the trail in the Triangle, Triad, Kinston and New Bern areas.

The East Coast Greenway, a 3,000-mile multi-use trail connecting cities and towns from Maine to Key West, will go through some of North Carolina's largest cities, including Raleigh and Durham; medium-sized towns, such as Fayetteville and Wilmington; and small towns, such as Dunn and Oxford. Funds are immediately needed in Raleigh, Cary and Chatham County.

The Carolina Thread Trail is a 15-county, 500-mile regional trail system that will benefit, among others, more than 2 million people who reside in the Charlotte metro area. Trail planning is complete in

Mecklenburg and Gaston counties and in York County, S.C. Work could begin in each of these counties on design, engineering, land acquisition and trail construction.

The Overmountain Victory National Historic Trail, a 330-mile trail, runs through Virginia, Tennessee and North and South Carolina to commemorate the route taken by mounted patriot troops who ultimately routed the British at the Battle of Kings Mountain. Funds are particularly needed in Spruce Pine, Altapass, Elkin and Rutherfordton, and Wilkes and Surry counties.

Leaders in Congress, and Gov. Beverly Perdue should bring jobs in the short-term and a higher quality of life in the long-term through this stimulus package -- just as their predecessors did during the Great Depression.

Seventy years ago, that vision and subsequent action brought us the Appalachian Trail. Now it could bring us other enduring, treasured long-distance trails to completion.

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Chuck Flink is president of Greenways Inc. and Board of Trustees chairman of the East Coast Greenway Alliance.

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To toll or not to toll: that could be the question

Triangle Business Journal - by Chris Baysden

RALEIGH – Local elected officials say the state should consider using federal stimulus funds to build the Triangle Expressway, which currently is on track to become North Carolina's first toll road.

The North Carolina Department of Transportation has raised the possibility of just such a shift with the compilation of a list of projects that federal stimulus money could be used to build if it becomes available. A section of the list labeled "potential major construction projects" includes two sections of the Triangle Expressway – the Western Wake Freeway and the Triangle Parkway – whose construction costs would total $918 million, according to NCDOT.

"That is a high-priority transportation project," says Wake County Commissioner Joe Bryan. "That is the type of project that should be considered (for federal funds)."

State Sen. Neil Hunt, a Republican who represents Wake County, is leery of the future financial problems that massive federal stimulus spending might cause. But if North Carolina does get some of that money, he argues, it should be used for projects that reduce congestion.

"That's a no-brainer," says Hunt, who would put the Triangle Expressway near the top of the list of projects that should receive federal funding.

"All this stuff is a moving target," says Jim Berard, a spokesman for the U.S. House of Representatives' Committee on Transportation and Infrastructure. A proposal developed by that committee in mid-December would devote $30 billion to highways and bridges nationwide, and North Carolina would get $820 million of that total.

Even if the legislation turns out to be more generous to the Old North State, Triangle Expressway supporters still would face an uphill battle to get funding. NCDOT will try to spread the money across North Carolina and may use the state's equity formula to divide it among the department's 14 divisions. If

that's the case, the Triangle's share almost certainly would fall far short of the $1 billion needed to build the expressway.

State Sen. Richard Stevens, a Wake County Republican, is aware there would be difficulties in getting the expressway funded. But, he says, "If you don't ask, you don't get (anything)."

David Joyner, the executive director of the **North Carolina Turnpike Authority**, says, "I would be floored if these precious stimulus dollars ...were to go to something we could finance with bonds."

The authority has put into motion the issuance of bonds to pay for a toll road and has gained authority and funding from the General Assembly to move forward.

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Transportation blueprint is put on hold

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Jan 15, 2009

DURHAM -- Questions about finances and the future of Interstate 40 have prompted elected officials to delay until February the approval of a document that spells out how they see the area's transportation network evolving over the next 27 years.

Planners and elected officials from Durham, Orange and Chatham counties agree that the western Triangle will need more road and transit improvements than those it has already built or funded if it is to handle likely population growth.

Current estimates suggest the extra work would consume $8.1 billion, a bill that would require new taxes to pay for transit and possibly a move to levy tolls on special express lanes added to I-40.

Computer models suggest the chief result of the additional spending would be a 39-percent decrease in traffic congestion, defined as the reduction in hours that commuters would otherwise spend stuck in traffic.

But the same models aren't predicting that many more people will take to carpools or transit than would be the case without the extra money.

To some of the elected officials who sit on the region's Transportation Advisory Committee, the plan's likely outcome seemed like a disappointment.

"It doesn't make you feel that good about the investment," Durham County Commissioner Ellen Reckhow said as committee members studied the latest version of the plan on Wednesday.

The idea of tolls -- specifically, the possibility of adding "high-occupancy toll lanes" on the interstate that would accommodate buses and carpoolers for free and other commuters for a price -- also didn't sit well with some officials.

"I can imagine if the Chapel Hill Town Council had a conversation about balancing this funding source with tolls, the answer would be go back and figure something else out," said Bill Strom, a Chapel Hill councilman was represents Triangle Transit in the committee's debates.

The draft plan covers the years between now and 2035 and is being written to comply with federal regulatory mandates.

It's supposed to spell out the region's long-range construction strategy and give planners the information they need to figure out whether it will stay in compliance with federal air-quality regulations.

Planners stressed that the toll idea doesn't envision the conversion of any existing lane of I-40 into pay-to-use pavement. Rather, the tolls would apply to new lanes.

Durham city Transportation Manager Mark Ahrendsen said officials shouldn't be discouraged by the computer model's findings. He argued that they show the added roads, bus routes and rail lines would in fact help the area cope with the influx of another million residents.

"If you can change your population by that amount and stay where you are [mobility-wise], that's some accomplishment," he said.

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DOT's funding is running dry

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Jan 16, 2009

DURHAM -- The N.C. Department of Transportation has stopped issuing new paving contracts for street maintenance because it has barely enough money to scrape by to the end of fiscal 2008-09, agency officials say.

Deputy Division 5 Engineer Joey Hopkins relayed word of the decision to the Durham-Orange-Chatham Transportation Advisory Committee this week, as he briefed members on the agency's financial problems.

With revenue from gas and vehicle-sales taxes running far short of projections, engineers in the seven-county division that includes Durham and Wake counties have only enough construction money to pay for safety-related improvements, some bridge replacements, and bridge maintenance, Hopkins said.

But routine street resurfacing has gone by the wayside.

"All that's been delayed," Hopkins said. "If that continues, that'll be a tremendous impact to our infrastructure health."

Wednesday's briefing came less than a month after Hopkins' boss, Division 5 Engineer Wally Bowman, notified Durham, Raleigh and Henderson officials that the agency was backing out of a deal that compensated the cities for doing supplemental maintenance to state-owned streets in their jurisdiction.

Bowman said at the time that deal's cancellation didn't mean the agency was "going to take the money away and not maintain those streets."

On Thursday he said the agency would still be able to attend to routine work like pothole patching that the city contracts would have covered.

But he acknowledged that the standard of upkeep won't be as high as it's been.

A return to that standard will have to await an improvement in the economy, he said.

"We will get through this. It'll take us a year or two, but we'll be back on our feet again," Bowman said. "There'll be a catch-up period after we get back on our feet.

Economic projections suggest "it looks like the bottom is going to hit the third quarter of this year, and

then slowly climb out," he added.

The agency would normally at this time of year be in the midst of advertising and awarding paving contracts, Hopkins said. He added that the suspension was a statewide move, not one affecting only Division 5.

DOT is battling a fiscal 2008-09 revenue shortfall that could reach $500 million by the time the budget year ends on June 30, added Division 7 Engineer Mike Mills.

Division 7 covers a five-county area that includes Orange County.

Mills said the agency is so short of money that each of DOT's 14 operating division was given only $20 million to work with from December to the end of June.

The money was split among the divisions equally, without regard to the population or road mileage they're responsible for.

"We're all in this together," Mills said. "We all had the same amount of money to spend."

Bowman said divisions would try to lend each other a hand, particularly if emergencies cause one to run short of funds.

"If the western part of the state has some bad snowstorms, we'll go over and help them," he said. "They might go over $20 million if we have some bad snowstorms."

The problems have forced DOT to lay off temporary workers, a decision that cost 750 people their jobs. Seventy four of those job losses came in Division 5, another 94 in Division 7.

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Best N.C. use of billions: Fix roads, fund transit

David Farren

CHAPEL HILL - Among North Carolina's greatest assets are its outstanding natural resources, widespread tourism economy and overall quality of life, from small towns to major urban centers. We all want to see these assets passed on to our children, despite the challenges posed by continued growth that will rank us the seventh-most populous state within a couple of decades.

Unfortunately, our state Department of Transportation has for too long focused on building more and more highways as the primary means for moving people and goods. Highway building has proven to be an unsuccessful strategy for stimulating development in rural areas.

And the fervor to build roads has led to serious problems -- polluted air and water, lost farmland and open space, sprawling development, longer commutes, pinched family pocketbooks, a long-brewing transportation funding crisis. The list goes on.

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THE CURRENT ECONOMIC CRISIS CLEARLY RAISES A HOST OF CONCERNS, but it comes with an unexpected silver lining -- a rare opportunity to begin to steer North Carolina toward a more sustainable, sensible transportation future.

Congress is debating a stimulus package to boost America's economy, in part by spending tens of billions of dollars for transportation projects. It is vital that our tax dollars are invested in projects that enhance, not damage, our health, communities, open spaces and air and water quality, as well as in those that cut greenhouse gas emissions, reduce our dependence on foreign oil and fortify our economy against volatile oil prices.

The Southern Environmental Law Center proposes a simple "transportation agenda."

* FIX IT FIRST. Maintenance and repair projects are generally the most "shovel ready" and would get dollars out the door quickly across the state. We must address the significant backlog of repairs to our aging and unsafe roads and bridges, a pressing need in North Carolina as the recent 21st Century Transportation Commission report recognized. The state has 2,256 structurally deficient bridges, for example, and the DOT has no effective plan to replace the obsolete Yadkin River bridge on I-85 -- the key connection for commerce between the Charlotte, Triad and Triangle regions.

* PROVIDE MORE CHOICES. Fund the improvement and expansion of public transit, passenger and freight rail, bike and pedestrian projects and other alternatives to driving.

Transit projects are a triple winner in that they: 1) create the most jobs per dollar invested, 2) are the most energy-efficient and cleanest, and 3) stimulate maximum private sector investment. The initial Charlotte light rail line, which has spurred almost $2 billion in related real-estate development, is a shining example throughout the South. The Triangle and Triad are poised for similar success.

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THE DOT HAS PUT FORTH A $6.2 BILLION LIST OF PROJECTS FOR ITS POTENTIAL SLICE of the stimulus pie. Half of that is for new highway capacity -- more than any other state in the Southeast -- including more than $2 billion of loop roads, bypasses and other projects that encourage even more driving, which increases traffic, pollution, energy consumption and taxes to provide new services for far-flung development.

By comparison, less than 20 percent of the DOT's list is for transit, rail, aviation and ferry projects. Demand for public transportation is soaring; we should be increasing these investments, not making cutbacks.

As Congress deliberates the economic stimulus package, we urge U.S. Sens. Kay Hagan and Richard Burr and all our congressional delegation to take the long view of North Carolina's future and ensure appropriate guidance for transportation funding according to these simple principles.

Should stimulus funds come to North Carolina, it would be the first real test of Gov. Beverly Perdue's new administration on two of its campaign pledges -- to reform the way the DOT operates, including an objective basis for prioritizing projects, and to lead us to a green economic future. The governor and new Transportation Secretary Gene Conti should make sure this money is spent on the best projects that boost our economy and provide long-term mobility solutions in our rapidly growing state.

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David Farren is a senior attorney and transportation specialist in the Chapel Hill office of the Southern Environmental Law Center

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Rider Paradox: Surge in Mass, Drop in Transit

By MICHAEL COOPER

ST. LOUIS — Buses will no longer stop at some 2,300 stops in and around this city at the end of next month because, despite rising ridership, the struggling transit system plans to balance its books with layoffs and drastic service cuts.

One stop scheduled to be cut is in the western suburb of Chesterfield, Mo., just up the road from a bright, cheerful nursing home called the Garden View Care Center. Without those buses, roughly half of the center's kitchen staff and half of its housekeeping staff — people like Laura Buxton, a cook known for her fried chicken who comes in from Illinois, and Danette Nacoste, who commutes two hours each way from her home in South St. Louis to her job in the laundry — will not have any other way to get to work.

"They're going to be stranding a whole lot of people," said Val Butler, a nurses' assistant at Garden View, who said that she feared looking for work elsewhere in a tightening economy. "A lot of people are going to lose their jobs. A lot of people."

St. Louis may be girding itself for some of the most extreme transit cuts in the nation, but it is hardly alone. Transit systems across the country are raising fares and cutting service even when demand is up with record numbers of riders last year, many of whom fled $4-a-gallon gas prices and stop-and-go traffic for seats on buses and trains.

Their problem is that fare-box revenue accounts for only a fifth to a half of the operating revenue of most transit systems — and the sputtering economy has eroded the state and local tax collections that the systems depend on to keep running. "We've termed it the 'transit paradox,' " said Clarence W. Marsella, general manager of Denver's system, which is raising fares and cutting service to make up for the steep drop in local sales tax.

The billions of dollars that Congress plans to spend on mass transit as part of the stimulus bill will also do little to help these systems with their current problems. That is because the new federal money — $12 billion was included in the version passed last week by the House, while the Senate originally proposed less — is devoted to big capital projects, like buying train cars and buses and building or repairing tracks and stations. Money that some lawmakers had proposed to help transit systems pay operating costs, and avoid layoffs and service cuts, was not included in the latest version.

The Washington Metro set a record on Inauguration Day last month when people made 1.5 million trips on it to see the swearing-in of President Obama, but its $176 million budget gap means that it is planning to cut service and eliminate 900 jobs. Chicago had its biggest gain in riders in three decades last year, but was forced to raise fares. Charlotte, N.C., whose new light-rail system is the envy of transit planners around the country, and which is enjoying its biggest ridership levels since "the days of streetcars," according to Keith Parker, the transit system's chief executive, will be running its new trains less frequently, raising fares and cutting back on bus service.

In New York City, the Metropolitan Transportation Authority is considering steep fare increases and its deepest service cuts in years to help close a $1.2 billion deficit. In addition to considering a 23 percent increase in fares and tolls, the authority is weighing plans to eliminate more than two dozen city bus routes and two subway lines, reduce off-peak service and even close some subway stations at night.

The nation's transit woes threaten to deal another blow to the weak economy, keeping some workers from jobs they commute to and forcing some systems to lay off administrators, bus drivers, train operators and mechanics. And while the economic stimulus package being considered on Capitol Hill includes tax cuts intended to put more spending money in people's pockets, fare increases promise to take a big bite for many commuters.

Big systems in Boston, Atlanta and San Francisco, and smaller ones across the nation, find themselves weighing cuts or fare increases that they fear could erode the gains they have made in attracting new riders. Beverly A. Scott, general manger of Marta, the Atlanta system, said as the sales tax revenue continued to drop, she was weighing everything from fare increases to service cuts to even selling the naming rights to stations — but she still hopes for more state support.

William W. Millar, president of the American Public Transportation Association, an industry group, wrote to the House speaker, Nancy Pelosi, last month urging her to include money for operating costs in the stimulus bill.

"Public transportation ridership is surging across the country," he wrote, "increasing 6.5 percent in the third quarter of 2008 — the largest quarterly increase in the past 25 years, but transit systems are cutting service, increasing fares and laying off employees as a result of increased transit fuel costs in the past year and declining state and local revenue sources that support transit."

So even as the federal government plans to buy new train cars and buses for some transit systems, places like St. Louis find themselves without enough money to pay the bus drivers and light-rail train operators that they have now.

"I have 165 buses that I'm going to have to put in mothballs," said Ray Friem, the chief operating officer at Metro, the St. Louis system. "There's a ton of federal money tied up in those assets."

Money is so tight that the agency is not planning to rip out the bus stop signs that dot the roads, though they will soon be misleading. Instead, at the transit system's headquarters upriver from the Gateway Arch, officials last week put the final touches on a model of a vinyl hood they plan to drape over each sign. "We regret due to a lack of funding, service to this stop is suspended," the prototype said.

St. Louis is in some respects unique. It was in the minority of transit systems that lost a ballot measure in November seeking more money; voters rejected a proposal to raise the local sales tax to help pay for more public transportation. Transit officials said they believed their efforts had been hurt by lingering public resentment over a light-rail expansion project that was delayed and went over budget, devolving into messy litigation with contractors that ended up costing the transit system even more.

Faced with a yawning shortfall, despite an 8 percent increase in ridership last year, the system reluctantly decided to cut nearly half of its bus service; lay off nearly 600 of its workers, or a quarter of its work force, and reduce service on its red, white and blue MetroLink light-rail cars — the modern successors of the clanging trolleys that Judy Garland sang about in "Meet Me in St. Louis." Absent a windfall, the cuts are scheduled to take effect at the end of March.

Some people who worked on the failed campaign to raise the sales tax said their efforts were complicated because most local voters do not regularly take public transportation. But in the leafy suburbs west of Interstate 270, which are scheduled to lose almost all of their bus service, many people will soon discover that even if they do not take buses themselves, they rely on them to bring workers to their shopping malls, office parks, hospitals and nursing homes.

The Garden View Care Center, in Chesterfield, is part of a cluster of a dozen facilities sometimes called nursing home row. Rhonda Uhlenbrock, the center's administrator, has been working with agencies that set up car pools and trying to coordinate with other businesses that will be affected to see if she can find other ways for her employees, many of whom do not have cars, to get to work.

"This place could survive without me," Ms. Uhlenbrock said in her office recently, where she was assembling a collage to honor employees who have been at the center more than 10 years. "But not without them. They are the people who do the work."

Ms. Nacoste, who rises at 3:45 a.m. for her two-hour commute to work in the housekeeping and laundry department, said employers closer to home either paid less or were not hiring. She shook her head at the thought that the weak economy was leading to cuts in bus service.

"They're going to make the economy worse if they cut the bus," Ms. Nacoste said. "There's going to be unemployment, people running out of money. What are we going to do?"

DOT board defers to Conti

Submitted by bkrueger on February 4, 2009 - 3:57pm.

For possibly the first time ever, the state Board of Transportation will not take action at its monthly meeting Thursday on what has always been its bread-and-butter work: awarding highway contracts.

Instead, the board will agree to let Transportation Secretary Gene Conti decide which companies get each of the bridge and road jobs on this month's agenda, reports Bruce Siceloff.

It's the board's first meeting since Gov. Beverly Perdue took office and decreed that transportation board members, who are political appointees from around the state, will get out of the business of awarding DOT contracts.

Conti said the new way of doing business will be worked out in time for the board's next meeting, in March. Meanwhile, he's taking responsibility for major contracts this month — but not for all of the board's spending decisions. At least not yet.

Perdue's lawyers, Conti and board members are working out the mechanics for this shift of power. The governor might have to seek legislation to make some of the changes legal.

"It's a different way of doing things," Conti said after explaining his plans to a board committee Wednesday. "We don't want to jam things down people's throats without talking to them, and making sure we're doing it in a way that restores public confidence."

Conti should not have a difficult time awarding the contracts on this month's list. In most cases, except in contracts for consulting services, the job goes to the low bidder.

With the recent slowdown in state spending, DOT is only considering seven bridge replacements, some improvements to a road at the Global Transpark in Kinston, and — the biggest job on the list — new pavement for 12 miles of Interstate 40 in McDowell County.

And with roadbuilders competing more fiercely than ever for work, the low bidders have offered to do the work for a total $18.4 million — an average 18 percent less than what DOT expected to pay for the jobs.