

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)**

**March 11, 2009
9:00 AM**

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

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

ACTION ITEMS

**5. February 11, 2009 TAC Meeting Minutes
(Attachment 5)**

A copy of the draft February 11, 2009 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the February 11, 2009 TAC meeting.

**6. January 14, 2009 TAC Meeting Minutes
(Attachment 6, 6A)**

A copy of the draft January 14, 2009 TAC meeting minutes is enclosed as Attachment 6. Attachment 6A is a list of proposed changes to the draft minutes submitted by Alice Gordon and Lydia Lavelle.

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

**7. December 10, 2008 TAC Meeting Minutes
(Attachment 7, 7A)**

A copy of the approved December 10, 2008 TAC meeting minutes is enclosed as Attachment 7. Attachment 7A is a list of proposed amendments to the minutes submitted by Alice Gordon.

TAC Action: Approve amending the minutes of the December 10, 2008 TAC meeting.

**8. American Recovery and Reinvestment Act of 2009
(Attachment 8, 8A, 8B, 8C, 8D)
Ellen Beckmann, LPA Staff**

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009 on

February 17, 2009. The legislation provides funding for transportation projects including highways, transit, rail, airports, enhancements, etc. The funding is up to 100 percent federal with no local match requirements. Attachment 8 is a memo on the American Recovery and Reinvestment Act of 2009. The funds are provided through existing funding programs such as Surface Transportation Program (STP), Surface Transportation Program Direct Attributable (STPDA), and the Section 5307 transit program.

The NCDOT has identified a set of projects to be funded by the “first wave” of stimulus funding using a portion of the State’s STP apportionment. Attachment 8A is a list of NCDOT’s “first wave” projects in Division 5, 7, and 8. The DCHC MPO needs to approve a resolution adopting an administrative modification to the 2009-2015 Metropolitan Transportation Improvement Program to include these projects (Attachment 8B). Attachment 8C is a cover letter for the resolution.

A portion of the funding is sub-allocated to the urbanized area through the Surface Transportation Program Direct Attributable (STPDA). The DCHC MPO will receive \$7,889,430 of STPDA funding through the ARRA. A portion of the funding is also sub-allocated to the urbanized area through the Section 5307/5340 transit program. The DCHC MPO will receive \$8,377,719 in 5307/5340 funds. The TCC Subcommittee has made a recommendation for the split of STPDA and Section 5307/5340 funds. Attachment 8D is a letter to the Federal Transit Administration endorsing the use of the regular Section 5307/5340 formula for the distribution of the DCHC MPO’s ARRA Section 5307/5340 funds.

The TCC is currently developing a proposal for the use of the remainder of the State’s STP funds, the MPO’s STPDA funds, and the MPO’s 5307/5340 funds. These projects will be included in the “second wave” of stimulus funding. A draft MTIP administrative modification that includes these projects will be presented to the TAC in April.

TCC Recommendation: That the TAC approve Administrative Modification #3 to the FY 2009-2015 Metropolitan Transportation Improvement Program, waiving the public comment period.

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

TAC Action: Approve Administrative Modification #3 to the FY 2009-2015 Metropolitan Transportation Improvement Program, waiving the public comment period. Approve the distribution formula for Section 5307/5340 funds and authorize the Chair to send a letter to NCDOT regarding this distribution.

9. **2035 Long Range Transportation Plan and Comprehensive Transportation Plan**
(Attachment 9 and 9A to be handed out at the meeting)
Andy Henry, LPA Staff

At their February meetings, the TACs for the DCHC MPO and the Capital Area Metropolitan Planning Organization (CAMPO) approved the 2035 Long Range Transportation Plan (LRTP)

and Socio-economic Data (SE Data) for use in the air quality conformity process. These approvals cleared the way for drafting the full 2035 LRTP and the Air Quality Conformity Analysis and Determination reports and releasing the reports for public comment. However, several processes in the Triangle Regional Model (TRM) and air quality emissions model must be completed to produce critical data for these two reports. These processes will not be completed before the March 11, 2009 TAC meeting, at which time the TAC is scheduled to release the reports for public comment. Staff proposes the following actions to keep the 2035 LRTP moving forward:

Action	Date
TCC review and discuss table of contents for full 2035 LRTP and Air Quality Conformity Analysis and Determination. Make recommendation to TAC	2/25/09
TAC review full 2035 LRTP and Air Quality Conformity reports excluding data from final TRM and Air Quality modeling; authorize staff to release reports with modeling data for public comment, when available.	3/11/09
Staff release 2035 LRTP and Air Quality Conformity reports	3/25/09
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

Attachment 9 is a draft copy of the full 2035 Long Range Transportation Plan report. It will be handed out at the TAC meeting. The TAC has already reviewed and approved the content of many sections of this report throughout the LRTP development process. The new information, or that which has not been reviewed in the LRTP development process, has been added to comply with federal regulations or assist the reader in understanding the Plan. The table of contents of this report shows which sections have already been reviewed during the LRTP development process. Some sections of this report are incomplete because the section uses travel demand modeling output, which has not been completed yet.

Attachment 9A is a copy of the table of contents for the Air Quality Conformity Analysis and Determination report. It will be handed out at the TAC meeting. This report and the related public review process is to ensure that the 2035 LRTP complies with state pollutant emissions budgets that have been set under federal air quality regulations. This report is not available, yet, because the air pollutant modeling has not been completed.

At the time of this agenda publication, it is not known whether the 2035 LRTP meets the air quality budgets. The schedule in the table above will be delayed if the 2035 LRTP does not meet the budgets.

LPA Staff recommends that the TAC receive Attachments 9 and 9A at the TAC meeting, allow TAC members ten days to review the reports and provide comments to staff, and authorize the TAC Chair and Vice-Chair to approve the release of the final report for public comment when the air quality conformity analysis has been incorporated.

TCC Recommendation: That the TAC authorize the release of the 2035 LRTP report and Air Quality Determination for public comment as soon as the final modeling and air quality conformity results are available to complete these two reports.

TAC Action: Authorize the release of the 2035 LRTP report and Air Quality Analysis and Determination Report for public comment as soon as the final modeling and air quality conformity results are incorporated into these two reports.

10. FY 2009-2010 Unified Planning Work Program

(Attachment 10, 10A, 10B)

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 10 is a staff memo summarizing the 2009-2010 UPWP. Attachment 10A is the recommended final 2009-2010 UPWP. Attachment 10B is a copy of the presentation slides for the 2009-2010 UPWP.

TCC Recommendation: That the TAC approve the FY 2009-2010 Unified Planning Work Program, including the adopting resolution, the FTA adopting resolution, and the self-certification resolution.

TAC Action: Hold the public hearing. Approve the FY 2009-2010 Unified Planning Work Program, including the adopting resolution, the FTA adopting resolution, and the self-certification resolution.

REPORTS:

11. Report from the TAC Chair

Mike Woodard, TAC Chair

TAC Action: Receive Report from TAC Chair

- 12. Report from Staff**
(Attachment 12)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

- 14. NCDOT Report**
(Attachment 14)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT
Bill Barlow, PTD – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

- 15. Recent News Articles and Updates**
(Attachment 15)
- 16. Letter and resolution from DCHC MPO to NCDOT re Proposed Budget Cuts**
(Attachment 16)
- 17. Letter from DCHC MPO to NCDOT re Transportation Reform**
(Attachment 17)
- 18. Letter from Chatham County to NCDOT re Transportation Reform**
(Attachment 18)
- 19. Letter from DCHC MPO to Federal Congressional Delegation re 5307 Apportionment**
(Attachment 19)

Adjourn

Next meeting: April 8, 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.	<u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
3/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
8/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
2/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u> See 10/31/07 Joint TAC Agenda.
2/13/08	Present to the JCCPC and planning boards on the LRTP targets and the importance of land use.	<u>In Progress:</u>
3/12/08	Present to the JCCPC and Orange County Assembly of Governments on the LRTP Deficiency Analysis	<u>Completed:</u> 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	<u>In Progress:</u>
4/09/08	Provide a report on Triangle Transit's funding sources from the DCHC MPO and CAMPO	<u>Completed:</u> 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	<u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>Completed:</u> 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.	<u>Completed:</u> See Attachment 8 of 10/8/08 TAC Agenda.
11/12/08	Provide an accounting for the rental car taxes collected by Triangle Transit	<u>Completed:</u> 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	<u>Completed:</u> See Attachment 6 of 1/14/09 TAC Agenda.
12/10/08	Develop a recommendation for the bridge replacement on State Forest Rd.	<u>In Progress:</u> 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	<u>Completed:</u> 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.	<u>Completed:</u> See Attachment 7 of 2/11/09 TAC Agenda.
1/14/09	Investigate the relationship between projected transit ridership and revenue	<u>Completed:</u> See Attachment 6 of 2/11/09 TAC Agenda.
2/11/09	Send a letter to the MPO's congressional delegation regarding the urbanized area's 5307 apportionment	<u>In Progress:</u> See Attachment 19 of 3/11/09 TAC Agenda.

TRANSPORTATION ADVISORY COMMITTEE

February 11, 2009

MINUTES OF MEETING

The Transportation Advisory Committee met on February 11, 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
**Michael Page	Durham County
**Sally Kost	Chatham County
**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
Ellen Beckmann	City of Durham/Transportation
David Bonk	Town of Chapel Hill
Wally Bowman	NCDOT – Division 5 Engineer
Miles Cottom	UNC – Chapel Hill
Jon Dees	UNC – Chapel Hill
Ray Gronberg	The Herald Sun
Kevin Harward	City of Durham/Transportation
Andy Henry	City of Durham/Transportation
John Hodges-Copple	Triangle J COG
Alec Hoffman	UNC – Chapel Hill
Leta Huntsinger	City of Durham/Transportation
Tom King	Town of Hillsborough
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
Felix Nwoko	City of Durham/Transportation
Dawn Qiu	City of Durham/Transportation
Brian Rhodes	City of Durham/Transportation
Bruce Siceloff	News & Observer

44 Christopher Varner UNC – Chapel Hill
 45 John White Durham Chamber
 46

47 Mike Woodard, TAC Chair, called the meeting to order at 9:09 a.m. and the Roll Call was
 48 conducted.

49 **PRELIMINARIES:**

50 **Adjustments to the Agenda**

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

53 **Public Comments**

54 There were no public comments.

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

56 The Directives to Staff are attached for review.

57 **ACTION ITEMS:**

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

59 Mike Woodard stated he asked staff to make an amendment to the December 10, 2008 TAC
 60 Meeting Minutes per the submitted changes from Alice Gordon. Ms. Gordon and Lydia Lavelle also
 61 recommended changes to the January 14, 2009 TAC Meeting Minutes. Ms. Gordon and Ms. Lavelle will
 62 submit their recommended changes to the January 14, 2009 TAC Meeting Minutes to staff. The
 63 December 10, 2008 and the January 14, 2009 TAC Meeting Minutes and the suggested changes will be
 64 emailed to all TAC members and submitted for approval at the March 2009 TAC meeting.

65 **2035 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachments 6 and 6A)**

66 Andy Henry provided an overview of the handouts and went through a PowerPoint
 67 presentation with revised report changes on the 2035 Long Range Transportation Plan and
 68 Comprehensive Transportation Plan, along with the attachments.

Alice Gordon asked the implications of using baseline socio-economic data in some places and transit-node socio-economic data in other places. Andy Henry stated that the 2015 baseline scenario already has a concentration of population and employment around the transit stations based on the existing land use plans. When we created the transit-node scenario in these areas, we made assumptions that the allowable densities would be higher in those areas. The concentration is higher in the transit-node scenario. Andy Henry stated the scenario moves more population and employment around the transit stations and it complements the transit service. Alice Gordon asked if it will give a more accurate picture and Andy Henry stated that it would.

Alice Gordon asked Andy Henry to explain the new revenue sources. Andy Henry stated the new state and federal infrastructure program assumes a change in legislation to increase funding for transportation. The I-40 HOT package assumes that managed lanes bring toll revenues and gap financing.

Ed Harrison asked what the transit-node scenario is based on. Andy Henry stated they looked at the current development areas around the transit stations and assumed a higher level of development. Andy Henry stated the model adds population and employment to TAZs near transit stations. The model includes a walk zone and attractiveness factor.

Ellen Reckhow stated the car registration fee increase on page 2-6 should say \$10 increase. Ms. Reckhow stated the ¼ cent sales tax increase in Chatham County must be used for transit. Ms. Reckhow asked what Chatham County is going to get for their ¼ cent sales tax. Andy Henry stated there are routes between Pittsboro and Chapel Hill. Ms. Reckhow asked if staff can show that the revenue generated by Chatham County will be spent on this plan. Mark Ahrendsen stated the plan will clearly show that the transit cost expectations will exceed the revenue generated by the ¼ cents tax increase. Ms. Reckhow stated we aren't asking for funds from Alamance County, but there is service to Burlington, Mebane, etc. Are we expecting revenue from Alamance County? Andy Henry stated we

93 have not assumed revenue from Alamance County, but we have assumed revenue from Orange County
94 where most of the route is. Ms. Reckhow stated she thinks that could be a source of revenue because
95 there is more service going west than south to Chatham County. Ms. Reckhow stated there are a lot of
96 bus routes to Person and Granville Counties. Where is the revenue to support this? Mark Ahrendsen
97 stated that under transit revenue there is a local source listed and it could be from other local
98 jurisdictions. Ms. Reckhow wants to know more details about the local funding.

99 Bill Bell asked who would issue the bonds. Andy Henry stated he assumes that Triangle Transit
100 or whoever is helping finance the light rail transit service. The bond figures are based on Triangle
101 Transit's financial model. Patrick McDonough described the model and he stated that it assumes that
102 the agency will borrow \$620 million at a time to finance construction.

103 Alice Gordon asked how conservative the financial assumptions are. Mark Ahrendsen stated
104 they cannot make any assurances. However, since I-40 is the main corridor in the Triangle, we are
105 assuming that funding will be available to address the anticipated congestion on the corridor. We need
106 the new revenue to afford to do anything there. We need to further study I-40 with CAMPO.

107 Sally Kost stated that Chatham County is not satisfied with the plan. The plan only includes
108 intersection improvements in Chatham County. Their concerns for a curvy 2-lane road are not
109 addressed. Also, the ¼ cent sales tax would apply county-wide and we don't think we are getting
110 enough investment.

111 Ellen Reckhow stated the table on 4-14 and 4-15 has some bus routes with \$0 for the operating
112 and capital costs. Andy Henry stated they should be deleted from the list. Ms. Reckhow stated that
113 she counted 18 routes to Person, Alamance, and Granville Counties. These are high cost projects. Ms.
114 Reckhow wants to know how they will be financed. Mark Ahrendsen stated that will be in the financial
115 plan that is required in the current Congestion Relief Intermodal Transport Fund legislation. Ms.
116 Reckhow stated that the TAC should share the message with Triangle Transit that the cost needs to be

117 clarified. Patrick McDonough stated that Triangle Transit won't operate those routes without
118 contributions from those jurisdictions according to Triangle Transit's new policy for routes. They could
119 add Triangle Transit's new policy to the plan. Bill Strom recommends pulling in Triangle Transit's policy.
120 There are uncertainties at this point. We don't know what the local funding source will be at this point.
121 There is benefit across the Triangle with these new routes. Bill Bell hopes we can move forward as well.

122 Bill Bell asked how much revenue the ¼ cent sales tax from Chatham County will generate and
123 Mark Ahrendsen stated it was about \$1 million. Andy Henry stated the total revenue generated from
124 Chatham County would be \$37 million. Bill Bell stated if Chatham County is opposed to the plan, we
125 have a small chance of getting the sales tax approved in the county. Sally Kost stated it will be difficult
126 to sell the sales tax to the residents. Bill Bell stated we need to move forward but recognize that we will
127 have to address this issue.

128 Ed Harrison stated that Chatham County residents contribute to the traffic in Orange and
129 Durham Counties. Mr. Harrison recommends more staff involvement from Chatham County. Sally Kost
130 stated the Chatham County Board of County Commissioners discussed adding a Transportation Planner
131 and a Transportation Advisory Committee.

132 Lydia Lavelle agrees with Bill Bell. Ellen Reckhow is not opposed to moving forward, but still
133 feels that we need to address the funding issues. Mike Woodard wants to move forward. He recognizes
134 that there are still concerns as there is a lot of commuting from these outlying counties that needs
135 attention. Staff should address these concerns more in the 2040 Plan.

136 Bill Strom stated that the Chapel Hill Transit Master Plan recommends intensifying service in the
137 Chapel Hill Transit service area.

138 Ellen Reckhow stated the MPO needs to look at the collar county issue. The question is do we
139 branch out and look into bringing them into the MPO.

A motion was made by Bill Bell and seconded by Lydia Lavelle to approve the draft 2035 Long Range Transportation Plan using the transit-node socio-economic data for purposes of completing the air quality conformity analysis. The motion carried with Sally Kost opposing.

2011-2017 Transportation Improvement Program – Regional Priority List (Attachments 7, 7A, 7B, and 7C)

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

Lydia Lavelle suggested moving #24, Old Fayetteville Road, because it is a top priority for the Town of Carrboro. It is partially funded and partially unfunded and there are a few other projects that are higher on the priority list #14 and #19 and they prefer #24 to be higher on the priority list. Mark Ahrendsen stated the priorities were listed as the TAC recommended at the last meeting and all staff did was blend the modes. Ms. Lavelle stated #24 is the Town of Carrboro's highest priority but she does not know how it compares with the projects of the Town of Chapel Hill.

Michael Page asked if Cook Road was on the list and Ellen Beckmann stated it was not on the list. It is a local street and the TIP generally only includes the state maintained roads for funding. Mark Ahrendsen stated staff needs to see where the project is on the Durham Walks Plan and perhaps reconsider that as the local jurisdictions, Durham City and Durham County, set their TIP priorities. Mr. Page indicated it is very important because of the safety issues. Mike Ruffin communicated that to the City.

Bill Bell stated that he thought there was an environmental justice impact on the Alston Avenue project and staff was going to look into it. Ellen Beckmann stated she looked at how the ranking methodology was applied for the environmental justice and community impact categories. It was determined that staff applied the methodology correctly. Bill Bell asked about the environmental justice comparison between Alston Avenue and Hillandale Road. Ellen Beckmann stated the environmental justice points are based on the minority and low income population in the traffic analysis zones near the

project. Alston Avenue was 50% or higher than the county average for households below poverty and percent minority so the result was that it was categorized as a high negative impact. Hillandale Road is below the county average for households below poverty and percent minority so the result was that it was categorized as a neutral impact. As a result Hillandale Road received more points than Alston Avenue. The methodology assumes that highway projects have a negative impact on neighborhoods so it penalizes projects in minority and low income areas. The methodology assumes that bicycle and pedestrian projects have a positive impact on neighborhoods so it awards projects in minority and low income areas.

Lydia Lavelle stated she had the same concern as Bill Bell in regards to Eubanks Road. Something seems adversely strange about the point allocation. Ms. Lavelle stated that the Town of Carrboro wants #24 moved above #14 and if that means moving the rest of the Town of Carrboro projects down then so be it.

Ed Harrison stated that Chapel Hill requested using the volume to capacity ratios instead of traffic counts to rate bicycle/pedestrian projects. Ellen Beckmann said that staff will look into revising the methodology for the next TIP priority list.

Eric Hallman stated that at the last meeting the TAC discussed the option of swapping Elizabeth Brady Road with a combination of several projects that are on the TIP priority list. Ellen Beckmann stated staff did not combine them into one project and Ms. Beckmann thinks they should remain separate because of the separate geographic locations. Mr. Hallman stated at some point there may be a determination to drop the Elizabeth Brady Road project all together. Mr. Hallman stated they want #26, South Churton Street, swapped with #12, Orange Grove Road, as that has always been Hillsborough's priority.

Diane Catotti stated it would be useful to break out the sidewalk costs on the Fayetteville Streetscape project as well the other four streetscape projects. Mark Ahrendsen stated staff can pull out the costs on Fayetteville for the sidewalk section.

Bill Strom asked how staff coordinates with CAMPO regarding the transit projects and equity formulas. Mark Ahrendsen stated staff will follow up on it.

Alice Gordon suggested moving the Orange Grove Road Pedestrian Bridge over I-40 to #26, the Orange Grove Road Extension to #27, and FY 2012 Transit Projects to #28.

A motion was made by Alice Gordon and seconded by Eric Hallman to approve the final FY 2011-2017 TIP Regional Priority List as amended and attach for reference a complete draft regional priority list by mode and division as modified by the TAC in January 2009. The motion carried unanimously.

FY 2008-2009 Unified Planning Work Program – Amendment #4 (Attachments 8 and 8A)

Felix Nwoko provided an introduction for the FY 2008-2009 Unified Planning Work Program – Amendment #4, along with the attachments.

A motion was made by Ed Harrison and seconded by Lydia Lavelle to adopt the resolution regarding Amendment #4 to the FY 2008-2009 UPWP. The motion carried unanimously.

Draft FY 2009-2010 Unified Planning Work Program (Attachment 9 and 9A)

Felix Nwoko provided a Power Point presentation for the Draft FY 2009-2010 Unified Planning Work Program, along with attachments.

A motion was made by Bill Bell and seconded by Alice Gordon to release the FY 2009-2010 UPWP for public comment and schedule a public hearing at the March 11, 2009 TAC meeting. The motion carried unanimously.

Section 5307 and 5340 Distribution (Attachment 10)

Felix Nwoko provided an introduction for the Section 5307 and 5340 Distribution, along with the attachment.

Felix Nwoko stated that the three operators agreed on the distribution of a partial allocation.

Bill Strom asked what the commitment is for the other \$4 million plus. Mark Ahrendsen stated they don't know because it is part of the transportation reauthorization. They expect there will be action on the balance. Bill Strom proposes that the TAC write to our congressional delegation requesting quick action.

A motion was made by Alice Gordon and seconded by Ed Harrison to approve the distribution formula for Section 5307 and 5340 funds and authorize the TAC Chair to send a letter to NCDOT regarding this distribution. The motion carried unanimously.

2009 Statewide Fast-Track Congestion Mitigation Air Quality (CMAQ) Project Endorsement – NC Solar Center (Attachments 11 and 11A)

Ellen Beckmann provided an introduction for the 2009 Statewide Fast-Track Congestion Mitigation Air Quality (CMAQ) Project Endorsement – NC Solar Center, along with the attachments.

Alice Gordon asked about the status of our area. John Hodges-Copple stated we are now a maintenance area. We are no longer non-attainment, so maintenance is not a subset of non-attainment, it is a re-designation. But both maintenance and non-attainment areas are eligible for CMAQ funds. Even though you come out of non-attainment, one of the things you have to do is continue to do the transportation conformity analysis for a number of years. To help you do that the federal government lets you apply for CMAQ funds. Because there is a new ozone standard, we expect to be designated as non-attainment again in a couple of years.

A motion was made by Alice Gordon and seconded by Bill Bell to approve the resolution endorsing the "Clean Fuel Advanced Technology II" project for 2009 Statewide Fast-Track CMAQ funding. The motion carried unanimously.

Federal Economic Stimulus Projects (Attachments 12 and 12A)

Mark Ahrendsen provided an introduction for the Federal Economic Stimulus Projects, along with the attachment. Mr. Ahrendsen stated this is more of an informational item.

238 Ellen Reckhow stated that the Senate provides twice the time as the House to obligate funds.
239 There is concern over the speed at which funds will be obligated.

240 **NCDOT Budget Cuts (Attachment 12AA)**

241 Mark Ahrendsen provided an introduction for the NCDOT Budget Cuts, along with the
242 attachment.

243 Mr. Ahrendsen said the resolution is to provide comments on the cuts understanding the
244 difficult choices that the NCDOT must make. The public transportation cuts are more focused on fixed
245 guideway or new start programs which doesn't directly affect the DCHC MPO. However, if we were to
246 be in a position to advance some planning work for a fixed guideway project, it could adversely affect it.

247 Bill Strom is in favor of the resolution as he is also concerned about cuts in maintenance.

248 Ellen Beckmann stated in the resolution, in the 5th WHEREAS, Durham Area Transit Authority's
249 ridership has increased 9.6%, Chapel Hill Transit's ridership has increased 18.6%, and Triangle Transit's
250 ridership increased to 24.2%.

251 Sally Kost stated in the resolution, in the 8th WHEREAS, the words "Metropolitan Planning
252 Organization" need to be added.

253 A motion was made by Bill Bell and seconded by Alice Gordon to approve a resolution opposing
254 the NCDOT's proposed budget cuts for public transportation. The motion carried unanimously.

255 **Input on NCDOT Reform (Attachments 12BA and 12BB)**

256 Mark Ahrendsen provided an introduction for the Input on NCDOT Reform, along with the
257 attachments.

258 Ellen Reckhow liked the bullets and would like to emphasize bullet 3 as this is the perfect
259 opportunity.

260 Sally Kost stated that Chatham County is submitting comments, emphasizing rural concerns.

Bill Bell asked about the deference of roads to local governments, and Mark Ahrendsen stated there are two parts; transfer of roads to local governments and the de-centralization of decision-making to the Divisions. Mark Ahrendsen stated that the TAC could also discuss realigning the divisions.

Alice Gordon suggested sending the letter to the TAC members for circulation.

A motion was made by Alice Gordon and seconded by Eric Hallman to authorize the TAC Chair to write a letter to NCDOT providing input on transportation reform. The motion carried unanimously.

REPORTS:

Report from the TAC Chair

Mike Woodard thanked staff for providing articles for the TAC members to review.

Report from Staff (Attachment 14)

Felix Nwoko stated there are interviews being held tomorrow for the NC-54 Corridor Study consultant.

Report from the TCC Chair

Mark Ahrendsen did not have anything additional to report.

NCDOT Report (Attachment 16)

Mike Mills, NCDOT Division 7 Engineer, provided an update on projects. They were able to let a bridge project in Orange County on Lawrence Road. They are working on the Turkey Farm Road Bridge which will close on Monday and will be closed for five to six months.

Alice Gordon asked if the environmental impacts were addressed on Turkey Farm Road. Mike Mills stated they could not allow the environmental group on-site during the construction phase due to liability concerns. However, they have been invited to the monthly construction meetings. Ms. Gordon asked about the solar powered flashers on Bennett Road. Mike Mills stated that the location of the lights would require trees to be cut and now they are looking at getting electricity to install a regular flasher light. The project will not be completed until 2010.

285 Mike Mills stated money is still there for projects that have been let, but funds are frozen for the
286 other projects.

287 Bill Strom asked if Columbia Street is affected by the funding issue. Mike Mills stated, as of now,
288 it is on schedule.

289 Wally Bowman, NCDOT Division 5 Engineer, provided an update on projects. Mr. Bowman
290 stated a lot of infrastructure projects are on the stimulus list. Both North Carolina and Florida have the
291 most shovel-ready projects. NCDOT will be ready when the stimulus funds are released.

292 Ed Harrison asked about the status of the Old Durham-Chapel Hill Road project and roundabout
293 project. Wally Bowman stated the STP-DA, GARVEE, and CMAQ funds are safe.

294 Wally Bowman stated that the relocation of the grocery store on Alston Avenue meets the
295 environmental justice criteria according to FHWA. There will be some additional costs for the
296 relocation. The project will be delayed for 3-6 months. Mark Ahrendsen stated that FHWA is looking at
297 different ways to mitigate the environmental justice impact.

298 Diane Catotti stated they are ready to let the NC-147 pedestrian bridge project. Ms. Catotti
299 asked if the City will be reimbursed \$2 million in federal funds by NCDOT for the project. Wally Bowman
300 stated there is no guarantee. The money has been earmarked for the project, but FHWA can call the
301 money back at any time. It would be better to invoice NCDOT sooner rather than later.

302 **INFORMATIONAL ITEMS:**

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

304 The recent news articles and updates are attached for review.

305 **Adjournment**

306 There being no further business before the Transportation Advisory Committee, the meeting
307 adjourned at 11:30 a.m.

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	Chatham County
**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

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

49

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

51 conducted.

52 **PRELIMINARIES:**

53 **Adjustments to the Agenda**

54 Mark Ahrendsen stated handouts were distributed at the beginning of the meeting and the

55 handouts will be discussed during the agenda items.

56 **Public Comments**

57 Mike Woodard welcomed the new members to the TAC. They are: Michael Page who will

58 replace Becky Heron as the TAC Voting Member for Durham County; and Sally Kost who will replace

59 George Lucier as the TAC Voting Member for Chatham County, George Lucier will become the TAC

60 Alternate for Chatham County.

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

62 The Directives to Staff are attached. Sally Kost stated the dates are incorrect on the December

63 10th entries. They should be 2008 not 2009.

64 **ACTION ITEMS:**

65 **December 10, 2008 TAC Meeting Minutes (Attachment 5)**

66 A motion was made by Diane Catotti and seconded by Mayor Bill Bell to approve the Dec ember

67 10, 2008 TAC Meeting Minutes. The motion carried unanimously.

68 **2011-2017 Transportation Improvement Program – Regional Priority List – Public Hearing**

69 **(Attachments 6, 6A, 6B, 6C, 6D, and 6E)**

70

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

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

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

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

87 Eric Hallman stated that the Hillsborough Town Board has discussed this. The Elizabeth Brady
88 Road project is Hillsborough's only TIP Project that is partially funded, and the sentiment of the Town
89 citizens is they do not want the project done. There are three other projects on the TIP for about the
90 same cost that might serve the same purpose much better than the existing Elizabeth Brady Road
91 project. The Town Board would like to consider reprogramming the money if possible to other projects
92 that would serve a greater purpose. The Town Board will discuss this issue further at their upcoming
93 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.

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

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

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

164 Mike Woodard suggested moving #33 (Holloway Street sidewalks) on the Bicycle/Pedestrian
165 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.

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

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

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

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

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

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

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

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

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

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

246 Alice Gordon stated that Orange County's position is that highway widening should be HOV/HOT
247 lanes to encourage carpooling and transit. We need to seriously discuss the section of I-40 between NC-
248 54 and US 15-501 being put back into the 2035 LRTP. Ms. Gordon stated that air quality conformity
249 consequences are not as critical time-wise. The TAC needs to be able to get their questions answered
250 before making a decision.

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

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

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

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

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

264 Mark Ahrendsen provided an introduction for the Congestion Mitigation Air Quality (CMAQ) FY
265 2009 Fast-Track Projects, along with the attachments.

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

269 Bill Strom just wanted to make sure we are going to get full funding requiring no local match.

270 John Hodges-Copple stated it is a one-time deal.

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

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

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

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

285 **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

310 Mark Ahrendsen had nothing to report.

311 **NCDOT Report (Attachment 14 and 14A)**

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

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

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

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

336 **INFORMATIONAL ITEMS**

337 **Recent News Articles and Updates (Attachment 15)**

338 The recent news articles and updates are attached for review.

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

341
342 The letter to the DCHC MPO Federal Legislative Delegation re Rescission of Metropolitan
343 Planning Funds (PL Funds) – December 9, 2008 is attached.

344 **Adjournment**

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

Suggested Changes to Minutes of January 14, 2009 TAC Meeting

From Alice Gordon

Line 153 (page 6)

Ms. Gordon wants them separate due to the differences between the transportation needs of urban and rural areas, and staff can bring back concerns.

Line 156 (page 6)

Ms. Gordon stated that the sidewalks are important in the town but not in the rural buffer, and the bicycle lanes may be done later.

Line 197-198 (page 8)

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

Lines 231 -232 (page 9)

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

Lines 246-249 (page 10)

Alice Gordon stated that Orange County's position is that highway widening should be HOV lanes to encourage carpooling and transit. We need to seriously discuss the HOV section of I-40 between NC-54 and US 15-501 being put back into the 2035 LRTP. Ms Gordon stated that the air quality conformity consequences of delayed approval are not as critical time-wise as we originally thought.

Line 286 (page 12)

A motion was made by Alice Gordon and seconded by Eric Hallman to approve the resolution...

From Lydia Lavelle

Line 161 (page 6)

Ms. Lavelle asked for clarification of the methodology used on the projects for environmental justice

Line 173 (page 7)

Lydia Lavelle stated that Carrboro is concerned about #14 ... When this project comes around, they will need to have more discussion with Chapel Hill.

TRANSPORTATION ADVISORY COMMITTEE

December 10, 2008

MINUTES OF MEETING

The Transportation Advisory Committee met on December 10, 2008, 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 – TAC Chair
**Eric Hallman	Town of Hillsborough
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
**Lydia Lavelle	Town of Carrboro
**George Lucier	Chatham County
*Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit
**Mike Woodard	City of Durham – TAC Vice-Chair
**Voting Member	
*Alternate or Non-Voting Members	
Mark Ahrendsen	City of Durham - Transportation
Ellen Beckmann	City of Durham - Transportation
David Bonk	Town of Chapel Hill
Jimmy Dodson	N.C. State University
Rhonda Dotsey	Citizen, 415 Bill Poole Road, Rougemont
Barry Goldfarb	N.C. State University
Kevin Harward	City of Durham - Transportation
Andy Henry	City of Durham - Transportation
John Hodges-Copple	Triangle J COG
Joey Hopkins	NCDOT – Division 5 Engineer
Sally Kost	Chatham County
Karen Lincoln	Orange County
Debbie McCarthy	Resident, Trenton Neighborhood & HARP
Patrick McDonough	Triangle Transit
Lee McIlwain	Resident, 8 Gooseneck Road, Chapel Hill
Dale McKeel	City of Durham - Transportation
Adena Messinger	Town of Carrboro
E. Michelson	Resident, Trenton Properties
Ryan Mickles	Town of Chapel Hill
Felix Nwoko	City of Durham – Transportation
Dawn Qiu	City of Durham – Transportation
Brian Rhodes	City of Durham – Transportation
John Saddath	Metro Magazine

44 Linda Huff Smith Citizen, 1905 Old Red Mt. Rd., Rougemont
 45 Mike Smith Durham Co. EMS – 402 Stadium Drive
 46 Jill Stark FHWA
 47 Casey Steinbacher Greater Durham Chamber of Commerce
 48

49 Alice Gordon, TAC Chair, called the meeting to order at 9:10 a.m. and the Roll Call was
 50 conducted.

51 **PRELIMINARIES:**

52 **Adjustments to the Agenda**

53 Mark Ahrendsen stated that a handout was distributed at the beginning of the meeting for the
 54 TAC and TCC 2009 meeting schedule that needs to be approved during the action items.

55 **Public Comments**

56 Mike Smith, a Durham County EMS employee, 402 Stadium Drive, spoke regarding the bridge
 57 replacement on State Forest Road. They support the replacement of the bridge as they need a safe way
 58 to respond quickly.

59 Linda Smith, a resident of 1905 Old Red Mt. Road, Rougemont, spoke regarding the bridge
 60 replacement on State Forest Road. NCDOT told Ms. Smith that the bridge was not maintained properly
 61 and that is why it is washed out. She supports the replacement of the bridge as well.

62 Rhonda Dotsey, a resident of 415 Bill Poole Road, Rougemont, spoke regarding the bridge
 63 replacement on State Forest Road. Ms. Dotsey uses this bridge to reach recreational points. She
 64 supports the replacement of the bridge as well.

65 Barry Goldfarb, with N.C. State University, spoke on behalf of the College of Natural Resources
 66 which manages Hill Forest in northern Durham County which is primarily a teaching and research forest
 67 but is extensively used by the public for recreation. He is also in support of replacing the bridge because
 68 of the safety aspect for the students, public, and the fire risk.

69 Becky Heron wants to encourage the TAC to support the bridge replacement; if for no other
 70 reason than safety.

Joey Hopkins, NCDOT Division 5 Engineer, stated they have not heard from N.C. State University regarding the bridge since December 3, 3008. Mr. Hopkins stated further that there is low volume on the bridge and it is difficult to maintain. He stated it will cost approximately \$250,000 to replace and the funds are not available. Perhaps there are other avenues that can be used.

Alice Gordon referred this to staff to bring back a recommendation at the next TAC meeting. Ms. Gordon agrees this is urgent; but it can't be resolved today.

Directives to Staff (Attachment 4)

There were no comments regarding the Directives to Staff.

ACTION ITEMS:

November 12, 2008 TAC Meeting Minutes (Attachment 5)

A motion was made by Mike Woodard and seconded by Becky Heron to approve the November 12, 2008 TAC Meeting Minutes. The motion carried unanimously.

2035 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachments 6, 6A, and 6B)

Andy Henry provided an introduction and update on the 2035 Long Range Transportation Plan and Comprehensive Transportation Plan, along with the attachments.

Andy Henry went through the deleted highway projects. Becky Heron asked if we have cut out the HOV lanes that were recommended by the study. Mark Ahrendsen stated that the study included HOV lanes to NC 86, but staff cut out the section between NC 54 and NC 86 because of the lack of congestion.

John Hodges-Copple stated when we release the air quality conformity report for public comment in February it does have to be the full report.

Bill Strom asked if the model has been run using this scenario and Andy Henry stated it was run but they changed the bus transit scenario from what was in the model run. Mark Ahrendsen stated that the model run included the highway network and the more intensive bus transit network. Afterwards,

97 minor refinements were made to the bus transit service. In terms of model results, there were very
98 little differences. Bill Strom asked if we will meet the air conformity with the plan. John Hodges-
99 Copple stated that we will not know if we meet it until we run the air quality model. Mark Ahrendsen
100 stated when the TAC adopts this plan it is subject to the air quality analysis.

101 Debbie McCarthy, a resident of Trenton Neighborhood and HARP, stated that the
102 neighborhoods appreciate the deletion of the I-40/Farrington Road interchange from the 2035 LRTP; but
103 they do not want it deferred to the CTP. Twenty years ago this was a bad idea and now with the
104 development, it is even a greater concern. It has been reviewed several different times through
105 different scenarios and each time has been found wanting. The solution to the mess at I-40/Farrington
106 Road lies in re-engineering that interchange. Take the \$26 million dollars that is earmarked for
107 Farrington Road and put it to work where the problem truly exists. There may need to be flyovers, turn
108 lanes; there needs to be a solution at the source of the problem. Ms. McCarthy and the residents want
109 the TAC to take an additional stand and remove the I-40/Farrington Road interchange permanently.

110 Bill Bell asked why it was necessary to put the bullet in the Powerpoint about "no deviation to
111 NCCU and Durham Tech." Andy Henry stated it was because of the costs of the deviation. Mark
112 Ahrendsen stated one benefit of the Light Rail Transit is the ability to deviate from the NCRR corridor,
113 however there are greater costs associated with the deviation. Bill Bell stated the bullet raises attention
114 to the issue.

115 Alice Gordon stated if there are no concerns with the introduction, the financial plan is next on
116 the agenda.

117 Mark Ahrendsen spoke regarding the deficit of \$46 million on page 2-7. Mr. Ahrendsen stated
118 that the final cost associated with the recommended plan compared to the anticipated traditional
119 revenue plus the revenue from the new sources of a ½ cents sales tax and the \$10 vehicle registration
120 fee results in about a \$316 million difference. We are already considering an additional revenue source

of \$10 million per year over a 27 year period that came out to \$270 million. Staff feels that is not an unreasonable expectation for new unidentified, undetermined new state and federal revenue to meet the needs of a growing metropolitan area. This could close the financial gap between what we feel are the needs and the projected revenue based on the current revenue stream. The \$10 million per year for 27 years still left us \$46 million short and at this time staff suggests that we close the gap. If the TAC does not change any other cost aspects, including additional projects, we would increase the state and federal transportation infrastructure program to \$316 million so the costs equal the anticipated revenue.

Ellen Reckhow asked a couple of questions on 2-5. Under Bus Transit we have Private-Capital (Duke and NCCU) for \$21 million and Private- Operating (Duke and NCCU) for \$175 million. Ms. Reckhow asked what this is and Mark Ahrendsen stated they are the transit services that they operate and pay for. Ms. Reckhow asked what the Rail Transit – Local for \$100 million is for and Andy Henry stated that is \$5 million a year we are estimating that would be generated through things such as tax increment financing and any special tax districts around the transit stations once the transit system is in place for rail transit. Patrick McDonough stated it could be contributions from the university or ad valorem based. Bill Strom asked to include private contributions from developers.

Patrick McDonough stated the dollar figure was plugged in to balance the books, but the local officials would have to make the decision on implementation.

Becky Heron asked if we are competing with other revenue for other county needs. How will we balance this? Bill Bell stated we will have to work with NCLM and NCACO to implement. George Lucier stated this will have to be voted on by voters and they are going to want to know how much and where the funds are going.

Lydia Lavelle stated she has a concern about the local source of funding for rail transit beginning in 2009. Patrick McDonough stated it will actually begin in 2016 at \$5 million a year for 20 years. Mark

145 Ahrendsen stated an asterisk will be added on the table indicating the \$5 million per year beginning
146 2016.

147 Diane Catotti asked if staff had the breakdown by county for the new revenue sources on page
148 2-6. Andy Henry stated that for Chatham County, the sales tax is \$36 million and \$20 million for vehicle
149 tax; Durham is \$568 million for sales tax and \$58 million for vehicle tax; Orange County is \$151 million
150 for sales tax and \$28 million for vehicle tax.

151 Becky Heron asked what about impact fees on new developments. Mark Ahrendsen stated that
152 could be in the local/private revenue.

153 Lydia Lavelle asked how often is the LRTP updated and Mark Ahrendsen stated it is updated
154 every four years; but it can be amended every couple of years. There is a complete re-evaluation every
155 four years.

156 Alice Gordon stated the TAC will now discuss the 2035 LRTP Highway Projects.

157 Becky Heron stated that the I-40/Farrington Road interchange needs to be taken out due to
158 distance between the interchanges. Ms. Heron has a resolution to remove it from the 2035 LRTP, CTP,
159 and NC-54 Corridor Study.

160 Bill Strom wants additional information on the park-and-ride light rail station access. Patrick
161 McDonough stated there is a station site in the area of the I-40/Farrington Road interchange. If you had
162 a large transit facility there, there would be a need for park and ride. If you are trying to relieve
163 pressure on the I-40/NC 54 interchange, you may want to provide access to the park-and-ride lot from I-
164 40 without using the local road network.

165 Ellen Reckhow asked how the NC-54 corridor study would play into this, being as the TAC gave a
166 strong policy direction that we support transit in this area. Mark Ahrendsen stated there has been a
167 pre-proposal conference yesterday and gave that direction stating that our current long range plans call
168 for intense transit service in this corridor and fixed guideway service. The charge of the study is to

169 develop a transportation system that supports the development that we would like to see in this area
170 and emphasizes some of the alternative modes that we proposed. Ms. Reckhow stated the study should
171 be able to help us support land use development with transit. Mark Ahrendsen stated we did not want
172 to preclude the interchange from our options to be considered in the study. Mike Woodard stated that
173 staff would like to keep the I-40/Farrington Road interchange in as option for the study but the
174 neighborhood wants it removed. George Lucier asked if it being removed would help clarify the NC-54
175 land use issue because then you would know what you have to do to address congestion in that area. It
176 could create a framework in which a study could be more definitive. Mark Ahrendsen stated it means
177 that you are removing some of your transportation options before you do the study. The TAC can do
178 that, but the study is intended to identify a transportation system that can support development. By
179 removing it, you might be removing something that we need to support land use.

180 Ed Harrison stated that the Town of Chapel Hill passed a resolution in opposition of the
181 interchange. Mr. Harrison asked if the corridor study is capable of analyzing the induced growth that a
182 new interchange would have on Ephesus Church Road. Mark Ahrendsen stated the study could look at
183 redistribution of traffic that would occur as a result of an interchange.

184 Ellen Reckhow stated she is worried that without clear policy direction to staff, we may not get
185 what we want from the NC-54 corridor study.

186 Diane Catotti stated she thinks the resolution is premature because it needs to be included in
187 the corridor study. The decision to remove it can be made later when we are fully informed.

188 Becky Heron stated that the area has undergone considerable change as there is an elementary
189 school, senior center, environmentally sensitive areas, the historic Lee Farm Park, and a cemetery. The
190 interchange does not have to be at I-40/Farrington Road. Ms. Heron has a lot of concerns with keeping
191 the interchange in consideration.

192 Ellen Reckhow asked the schedule for the NC-54 Corridor Study and Mark Ahrendsen stated
193 staff hopes to select a consultant in late January or early February 2009. It is about a six to eight month
194 process. Becky Heron stated the consultant needs to consider the public comments. Mike Woodard
195 thinks the interchange should be kept in consideration and stated the neighbors will have to stay
196 involved for the next year so it can be studied in the NC-54 corridor study and the CTP. Ellen Reckhow
197 stated the study needs to review comments and consider "no interchange" at I-40/Farrington Road.
198 Mark Ahrendsen stated that the consultant will be informed of the public comments, along with the
199 guidance from the TAC.

200 George Lucier with Chatham County is very concerned that all Chatham County projects have
201 been deleted for three reasons: environmental impact, rural character, and the lack of congestion. Mr.
202 Lucier stated that Chatham County will increase 244% in population. Chatham County is experiencing
203 the fastest growth. There are other projects near Jordan Lake but they were not deleted. It appears
204 that rural character is only relevant to Chatham County. We have worked to improve ordinances to
205 protect the environment. Mr. Lucier stated that Chatham County has not reviewed the model, but he
206 does think the model is accurate. Mark Ahrendsen stated a lot of time and effort was put into
207 developing the best model. George Lucier thinks there is something wrong with the model.

208 Alice Gordon asked if widening Jack Bennett Rd/Lystra Road from three lanes to four lanes is a
209 top priority to add back in because of the high school. George Lucier stated that the widening can't end
210 there because it is all tied into the Farrington Road corridor. George Lucier stated that Jack
211 Bennett/Farrington/Stagecoach/751 offers an alternative to NC-54/I-40 interchange.

212 Mike Woodard asked if the MPO staff has met with Chatham County on the plan and model.
213 Mark Ahrendsen stated there has not been a lot of dialogue about the specifics of the model, but there
214 has been a lot of coordination with staff of Chatham County trying to develop the growth projections in

215 the county and inputting it into the model. Andy Henry stated they notified the planning staff of
216 Chatham County.

217 Lydia Lavelle asked George Lucier which projects are the Chatham County's priorities. George
218 Lucier stated that 19/20/21/50.1/101(\$97 million) are all related to bringing traffic from US 15-501 in
219 Chatham County into Durham, Wake, RDU, and Orange County and are the highest priority. Mark
220 Ahrendsen stated that projects 76/78/85.2 (\$82 million) are related. Mark Ahrendsen stated the cost
221 for all the projects is \$179 to \$180 million. Mark Ahrendsen stated that I-540 offers an alternative to
222 NC-751. Mark Ahrendsen stated to add the Chatham County projects back in would require that other
223 projects be deleted or there would be a need to raise more funds to maintain the fiscal balance. Bill Bell
224 asked if Chatham County could increase the sales tax to ½ cents to provide more revenue. George
225 Lucier indicated it would be a hard sell.

226 Eric Hallman stated that the Town of Hillsborough did not see the need for the widening of I-40
227 from NC-86 to I-85 (project 44) and that will free up \$121 million. In regards to the transit, they
228 recognize that while Hillsborough would be better served by commuter rail, light rail may be better for
229 the region as a whole.

230 Ed Harrison asked why the HOV lanes on I-40 from NC 86 to I-85 were removed from the
231 recommended plan. Mark Ahrendsen stated that the HOV study determined that there have been no
232 successful HOV lanes with only two general purpose lanes. There is not enough traffic volume.

233 Ellen Reckhow stated that the current legislation for the sales tax and car registration provides
234 funds only for transit so it could not be used for roads in Chatham County. Bill Bell stated we could ask
235 for the legislation to add ¼ cent for roads in addition to ¼ cent for transit in Chatham County.

236 Ellen Reckhow is concerned about the impact of widening from two lanes to four lanes on
237 Farrington Mill, Farrington, and Stagecoach Roads in Durham County. She wants to have a greater
238 conversation regarding this.

239 George Lucier suggested only smoothing curves on NC-751 to improve safety. Mark Ahrendsen
 240 stated there is funding for TSM and it could include NC-751. Alice Gordon asked if this could be
 241 earmarked for TSM funds and Mark Ahrendsen stated yes.

242 David Bonk thinks US 15-501 is a logical terminus for the HOV lanes. The widening of I-40 from
 243 I-85 to NC-86 can be held off until 2040. The funds can be used to build HOV lanes to US 15-501 and
 244 meet the deficit.

245 Mike Woodard asked if this has been reviewed by the TCC and Mark Ahrendsen stated this is
 246 first time the TCC is hearing of this request. The TCC recommendation is what is before you.

247 Alice Gordon asked what the implication of delay is and John Hodges-Copple stated there is no
 248 practical affect except for projects that are different in the 2035 plan than 2030 plan. There is a one
 249 year grace period that allows you to use the 2030 plan.

250 Alice Gordon stated that the TAC has flagged highway projects and asks staff for the pros and
 251 cons of all changes and bring it back to the TAC in January. Mike Woodard asked if it should go to the
 252 TCC or the local jurisdictions. It was decided it would go to the TCC. George Lucier asked that both he
 253 and Commissioner Kost be notified of the TCC meeting.

254 Diane Catotti stated she would have trouble supporting widening in Southwest Durham County
 255 and Chatham County. She is very supportive on transit and bus.

256 George Lucier stated there are other funding problems and that maybe Chatham County should
 257 work with the RPO to get roads.

258 Diane Catotti stated that perhaps by January we may have a better idea of the funds that
 259 Obama is suggesting in terms of infrastructure improvements.

260 Alice Gordon wants a better explanation of bus routes on the transit list. Diane Catotti and
 261 George Lucier stated it would be helpful to have funds separated by county.

262 **2009 Job Access Reverse Commute and New Freedom Call for Projects (Attachments 7, 7A, and 7B)**

A motion was made by Diane Catotti and seconded by Mike Woodard to release the 2009 Job Access Reverse Commute and New Freedom Call for Projects. The motion carried unanimously.

FY 2009-2015 Metropolitan Transportation Improvement Program – Administrative Modification #2 (Attachment 8)

A motion was made by Diane Catotti and seconded by Mike Woodard to approve the resolution to adopt Administrative Modification #2 to the FY 2009-2015 MTIP. The motion carried unanimously.

FY 2008-2009 Unified Planning Work Program – Amendment #3 (Attachments 9 and 9A)

A motion was made by Mike Woodard and seconded by Diane Catotti to approve the resolution to adopt Amendment #3 to the FY 2008-2009 UPWP and change the STPDA spreadsheet accordingly. The motion carried unanimously.

Election of Officers for 2009

Becky Heron and Eric Hallman were appointed as the nominating committee at the last TAC meeting. Their nomination for TAC-Chair is Mike Woodard and Lydia Lavelle for TAC Vice-Chair.

A motion was made by Diane Catotti and seconded by Becky Heron to elect Mike Woodard as the TAC-Chair and Lydia Lavelle as the TAC Vice-Chair. The motion carried unanimously.

2009 TAC and TCC Meeting Calendar

A motion was made by Mike Woodard and seconded by Diane Catotti to approve the 2009 TAC and TCC meeting calendar. The motion carried unanimously.

REPORTS:

Report from the TAC Chair

Alice Gordon stated it has been an honor to serve as TAC Chair for the past two years. A lot of projects have been accomplished and a newsletter has been issued. One of the great projects was the joint effort by the DCHC MPO TAC and the CAMPO TAC with the formation of the STAC. Everyone thanked Alice Gordon for her service as the TAC Chair for the past two years.

288 George Lucier announced that Sally Kost will be the TAC representative for Chatham County and
289 he will serve as the alternate.

290 **Adjournment**

291 There being no further business before the Transportation Advisory Committee, the meeting
292 adjourned at 12:05 p.m.

Suggested Changes to Minutes of the December 10, 2008 TAC Meeting

From Alice Gordon

Line 140 (Page 5)

Change to NCLM and NCACC (not NCACO)

Lines 247-248 (Page 10)

Change as follows:

Alice Gordon asked what is the implication of delay in approving the 2035 LRTP with respect to a federal planning lapse. John Hodges-Copple stated that there is no practical effect except for projects that are different in the 2035 plan from the 2030 plan. After a lapse, there is a one year grace period that allows you to use the 2030 plan.

Lines 256-257 (Page 10)

Change as follows:

George Lucier stated that there are other funding problems because Chatham County must get MPO approval to fund roads within the MPO area in northern Chatham County, even though they are in a different DOT division. He said that maybe Chatham County should work with the RPO to get funding for roads.

Lines 285-286 (Page 11)

Change as follows:

One of the great accomplishments was the successful joint effort by the DCHC MPO TAC and the CAMPO TAC to form the Special Transit Advisory Commission (STAC) and to work together in formulating their 2035 LRTPs, using a regional perspective to create a coordinated regional transportation plan.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

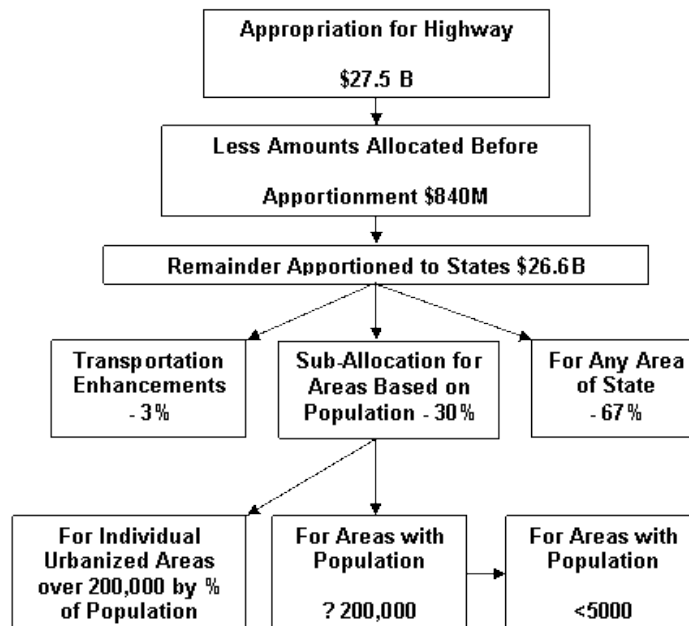
DATE: March 11, 2009

SUBJECT: American Recovery and Reinvestment Act of 2009

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009 on February 17, 2009. The legislation provides funding for transportation projects including highways, transit, rail, airports, enhancements, etc. The transportation funds are being distributed through the agencies within the U.S. Department of Transportation. The following memo describes the legislation and how the transportation funding will be implemented. The DCHC MPO will need to act quickly to meet the obligation deadlines in the legislation.

Federal Highway Administration Funds

The Federal Highway Administration funds are provided to the states and urbanized areas through the Surface Transportation Program (STP). Sixty-seven percent of the funds will be distributed to the states to be used anywhere. Three percent of the funds will be distributed to the states to be used for enhancements. Thirty percent of the funds will be distributed to the urbanized areas through the Surface Transportation Program Direct Allocation (STPDA) program.



The ARRA funds are subject to the State equity formula for the distribution of funds. The funding is up to 100 percent federal. Fifty percent of the funds must be obligated within 120 days of the date of apportionment to the State. All funds must be obligated by September 30, 2010. Any funds not obligated by the deadlines will be redistributed to other states. Priority is to be given to projects that are located in economically distressed areas (the definition of these areas is not clear) and that will be completed within three years. These funds must supplement, not supplant, existing funding, meaning that there is no advance construction.

There are specific reporting requirements that the states and MPOs must meet. If the state is unable to maintain a level of effort meeting these reporting requirements then the state will be prohibited from receiving the redistribution of unobligated funds in 2011. The following policies apply to ARRA projects:

- Davis Bacon wage laws
- National Environmental Protection Act (NEPA)
- Disadvantaged Business Enterprise (DBE)
- Buy America

State Funds

The funds are distributed through the Surface Transportation Program (STP) and thus the STP eligibility requirements apply. STP funds are relatively flexible and can be used for highway, bicycle, pedestrian, and transit projects. Highway projects must be on the federal-aid system. Bicycle, pedestrian, and transit projects do not need to be on the federal-aid system.

The NCDOT Highway Divisions have identified a set of projects to be funded by the first wave of stimulus funding. Attachment 8A is a list of NCDOT's projects in Division 5, 7, and 8 scheduled to be let March to June funded by traditional let funds (TL), Garvee bonds (GV), and economic stimulus funds (ES). This first wave of projects will meet the requirement that fifty percent of funds be obligated within 120 days of the date of apportionment to the State. For the DCHC MPO, there are six Durham County projects included on this list. These six projects are scheduled to be let in May and June 2009. The DCHC MPO and NCDOT will be evaluating these resurfacing/widening projects for opportunities to add bicycle facilities. NCDOT has also identified two statewide projects using the economic stimulus funding. The DCHC MPO needs to adopt an administrative modification to the 2009-2015 MTIP to incorporate these eight projects (Attachment 8B). Attachment 8C is a cover letter for the resolution that requests that the second wave of projects include projects in Orange, Chatham, and Durham Counties.

The NCDOT is developing a second wave of stimulus projects that will likely include some unfunded TIP projects. The LPA Staff and the TCC have begun discussions with NCDOT staff regarding the second wave of stimulus projects. The TCC plans to bring a recommendation to the TAC in April. The State Board of Transportation will be approving the second wave of projects within the next couple of months.

STPDA Funds

Thirty percent of the funding is sub-allocated to the urbanized area through the Surface

Transportation Program Direct Allocation (STPDA) program. The DCHC MPO will receive \$7,889,430 of STPDA funding through the ARRA. Unlike regular STPDA funds, these funds will not require a local match. The DCHC MPO has a policy for the use of STPDA funds that prioritizes projects that do not expand highway capacity.

The TCC has begun discussions regarding the allocation of the STPDA funds. The TCC subcommittee has recommended distributing the funding to all of the MPO's jurisdictions by percentage of 2000 Census population in the MPO boundary, and is proceeding with identifying projects to use these funds. The 2000 Census population is used to distribute the funds to the urbanized areas. The funding distribution is as follows:

Jurisdiction	2000 Population in the MPO	%	ARRA STPDA
City of Durham	187,035	57%	\$ 4,498,066
Town of Chapel Hill	48,715	15%	\$ 1,171,563
Town of Carrboro	16,782	5%	\$ 403,596
Town of Hillsborough	5,446	2%	\$ 130,973
Durham County	34,401	10%	\$ 827,321
Orange County	25,475	8%	\$ 612,657
Chatham County	10,198	3%	\$ 245,255
TOTAL	328,052		\$ 7,889,430

LPA staff and the TCC will be developing internal deadlines and checkpoints to ensure that projects will be obligated by the deadlines. Any funding that cannot be obligated by a jurisdiction by the deadline will be considered for transit projects. Transit projects are good contingency projects because they generally do not involve design work or right-of-way acquisition and can be obligated quickly.

Due to the tight timeframe, the TCC is proceeding with identifying projects according to the above distribution of funds. The TAC will receive a list of proposed projects in April and will be asked to approve projects in May.

Federal Transit Administration Funds

The ARRA funds that are distributed through the Federal Transit Administration will be distributed through the following programs:

- Urbanized area formula program (Section 5307) and growing states formula program (Section 5340)
- Formula grants for other than urbanized areas (Section 5311)
- Capital investment grants for existing new starts and small starts (Section 5309)
- A new discretionary energy program.

The Section 5307/5340 funds are provided to the urbanized areas while the Section 5311 funds are provided to the State for distribution to the rural transit systems. The Section 5309 funds are only provided to existing new starts and small starts projects so the DCHC MPO transit operators are not eligible. Eligibility requirements and guidance on the new discretionary energy program is still being developed by FTA.

The funding can only be used for capital projects and administrative expenses associated with a capital project. Funding can be used for preventative maintenance and preliminary engineering. Funding cannot be used for operating expenses. The funding is up to 100 percent federal.

Fifty-percent of the state and urbanized area funds must be obligated within 180 days of the date of the published apportionments. Not meeting these deadlines results in the funds being redistributed to other states or other urbanized areas. All funds must be obligated by September 30, 2010. Obligation occurs on the date of the grant award. ARRA funds cannot be used to substitute for funds in an existing grant – even if the funds have not yet been expended. ARRA funds must be in a separate grant from other FTA program funds.

Priority is to be given to projects that are located in economically distressed areas (the definition of these areas is not clear) and that will be completed within three years. These funds will supplement not supplant existing funding, meaning that there is no advance construction. There are specific reporting requirements that the states, MPOs, and transit operators must meet. The following policies apply to ARRA projects:

- Davis Bacon wage laws
- National Environmental Protection Act (NEPA)
- Disadvantaged Business Enterprise (DBE)
- Buy America

Section 5307/5340 Funds

The DCHC MPO will receive \$8,377,719 in Section 5307/5340 funds through the ARRA. The TCC subcommittee has recommended that the DCHC MPO use the regular distribution formula for Section 5307/5340 funds to distribute the ARRA funds among the MPO's three transit operators. This formula uses the same factors as the federal formula that distributes the funds to the urbanized areas. The funding distribution is as follows:

Operator	ARRA Section 5307/5340
Durham Area Transit Authority	\$4,257,465
Chapel Hill Transit	\$2,714,867
Triangle Transit	\$1,405,387
TOTAL	\$8,377,719

The DCHC MPO must send a letter to the FTA Regional Administrator regarding this distribution. Attachment 8D is the proposed letter. The FTA requires that one percent of the funds be set aside for transit enhancements and security.

Due to the tight timeframe, the TCC is proceeding with identifying projects according to the above distribution of funds. The TAC will receive a list of proposed projects in April and will be asked to approve projects in May.

TIP and LRTP Administrative Modifications

ARRA funded projects must be in the DCHC MPO's FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) and 2030 Long Range Transportation Plan (LRTP). The 2035 LRTP does not have standing until the air quality conformity determination is complete and has been federally approved. Projects must also be in the FY 2009-2015 State TIP (STIP). The first wave of stimulus projects has already been approved by the State Board of Transportation in March.

The DCHC MPO can only do administrative modifications to the MTIP at this time since we do not have a SAFETEA-LU compliant LRTP. Any project that is exempt from the air quality conformity process can be added, deleted, advanced, delayed, etc., through an administrative modification. Non-exempt projects can only be modified through administrative modifications if the project is already listed in the first four funding years (2009-2012) of the TIP and does not cross the project's air quality horizon year in the LRTP. Non-exempt projects cannot be added to the MTIP or advanced from post-2012 to pre-2012 through an administrative modification. In general, highway capacity increases are considered non-exempt projects, and bicycle, pedestrian, transit, enhancement, maintenance, ITS, and safety improvements are considered exempt projects. The eight resurfacing and enhancement projects in the 2009-2015 MTIP administrative modification #3 are exempt projects.

If the DCHC MPO's 2035 LRTP and air quality determination is not federally approved by June 15, 2009, the DCHC MPO will not be able to do any TIP administrative modifications for any projects until it is approved. Hopefully, this will not be an issue or it will only be a couple of months delay at the most. To avoid this issue, the DCHC MPO will complete all necessary MTIP administrative modifications by June.

The 2030 LRTP cannot be amended at this time since it is not SAFETEA-LU compliant. However, this should not be an issue for the ARRA projects. Since any non-exempt project must be in the first four years of the MTIP, these projects should already be in the 2030 LRTP. Exempt projects are also likely already in the 2030 LRTP. If a specific bicycle, pedestrian, or transit project is not listed in the 2030 LRTP, the FHWA has advised that these projects will not require a LRTP amendment because the MPO will still be fulfilling the intent of the LRTP to expand bicycle, pedestrian, and transit facilities. Highway preventative maintenance, resurfacing, intelligent transportation systems, and transportation system management projects are in the 2030 LRTP as general categories and thus are flexible.

Public Involvement

The DCHC MPO Public Involvement Plan includes the following statement regarding public involvement for MTIP amendments:

Amendments to MTIP will be available for public review and comment, if they make a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of

the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.

The minimum notification period for MTIP amendments is 21 days.

The TCC recommends that the TAC approve the 2009-2015 MTIP administrative modification #3, waiving the public comment period, to ensure that the first wave of State projects can be obligated by the deadline. The TCC plans to bring a recommended 2009-2015 MTIP administrative modification #4 to the TAC in April that will program the second wave of State funds, the STPDA funds, and the Section 5307/5340 funds. The TAC can release the modification for public comment in April, and hold a public hearing and approve it in May.

Schedule

Action	Date
TCC discuss process for ARRA funding TCC recommendation for MTIP administrative modification for first wave of stimulus projects	2/25/2009
TCC subcommittee meetings and meetings with NCDOT staff on potential projects	February-March
TAC discuss process for ARRA funding TAC approval of MTIP administrative modification #3 for first wave of stimulus projects TAC approval of Section 5307/5340 funding split.	3/11/2009
TCC recommendation for Section 5307/5340 projects. TCC recommendation for STPDA projects. TCC recommendation for 2009-2015 MTIP administrative modification #4 for second wave of stimulus projects, STPDA projects, and Section 5307/5340 projects (and contingency projects).	3/25/2009
TAC release 2009-2015 MTIP administrative modification #4 for public comment.	4/8/2009
TCC update	4/22/2009
TAC hold public hearing and approve 2009-2015 MTIP administrative modification #4 for second wave of stimulus projects, STPDA projects, and Section 5307/5340 projects (and contingency projects). TAC approval of transfer of STPDA funds to FTA (if needed)	5/13/2009
Final opportunity for the TAC to approve MTIP administrative modifications before LRTP plan lapse.	6/10/2009
50% of STP funds must be obligated	Early July
Transit operators report to TCC on projects that have a grant awarded in FTA TEAM system.	7/22/2009
50% of Section 5307/5340 funds must be obligated	Early September
Municipal agreements in place for all projects	September 2009
Transit projects - grant awarded in FTA system Highway/Bicycle/Pedestrian projects – project let TCC makes a recommendation for any funds not obligated	December 2009
TAC approval of projects to use un-obligated funds	January 2010
All funds must be obligated	9/30/2010

TCC Recommendation: That the TAC approve Administrative Modification #3 to the FY 2009-2015 Metropolitan Transportation Improvement Program, waiving the public comment period.

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

TAC Action: Approve Administrative Modification #3 to the FY 2009-2015 Metropolitan Transportation Improvement Program, waiving the public comment period. Approve the distribution formula for Section 5307/5340 funds and authorize the Chair to send a letter to NCDOT regarding this distribution.

MARCH TO JUNE PROPOSED LET LIST - DRAFT

TAC 3/11/09 Attachment 8A

DIV	COUNTY	ROUTE	FROM	TO	TIP #	PROJECT DESCRIPTION	LENGTH	EST. COST	MARCH	APRIL	MAY	JUNE	ITEM N JAN 09
5	Warren	SR 1100	Bridge #20		B-3706	Replace Bridge		\$1,000,000		TL			
5	Warren	SR 1600	Bridge #45		B-3921	Replace Bridge		\$1,600,000				TL	
5	Franklin	SR 1146	Bridge #151		B-4114	Replace Bridge		\$800,000	TL				
5	Wake	SR 1301	Bridge #336		B-4302	Replace Bridge		\$2,100,000			TL		
5	Wake	SR 2217	Bridge #143		B-4304	Replace Bridge		\$1,750,000		TL			
5	Warren	US 401	Bridge #4		B-4307	Replace Bridge		\$1,650,000				TL	
5	Granville	SR 1307	Bridge #164		B-4523	Replace Bridge		\$1,350,000				TL	
5	Granville	SR 1309	Bridge #193		B-4524	Replace Bridge		\$850,000				TL	
5	Wake	I-40 and I-440	I-40: Wade Avenue to I-440/US 64	I-440: I-40/US 1/64 to I-40	I-4902	Signing Revisions and Upgrades		\$2,000,000		ES			X
5	Wake	I-40	Wade Ave	I-540	I-5112	Mill, strengthen, resurface		\$10,000,000		GV			X
5	Person	SR 1322	Bridges #59 and #86		R-4906	Replace Bridges		\$1,200,000			TL		X
5	Wake	I-440	Glen Eden	US 1		Bridge Painting		\$1,200,000		ES			
5	Wake	I-440	I-40 (Exit 301)	US 64/264 Bypass (Exit 14)		Replace Bonded Overlay		\$7,000,000			ES		X
5	Wake	I-440	I-40 Interchange	I-40/US 1/64		Install ITS Devices		\$400,000				ES	
5	Wake	I-440	Wake Forest Rd	Wade Ave		Mill, resurface		\$4,000,000		ES			X
5	Wake	I-540	I-40	US 70		Mill, Resurface	4.00	\$4,000,000			ES		
5	Durham	NC 98	SR 1838 (Junction Road)	SR 1811 (Sherron Road)		Mill, resurface	3.80	\$1,500,000				ES	
5	Durham	SR 1004 (Old Oxford Highway)	US 501 Business (N. Roxboro Street)	Granville County Line		Widening, Resurfacing	10.10	\$1,950,000				ES	
5	Durham	SR 1321 (Hillandale/Fulton St.)	I-85	SR 1320 (Erwin Road)		Mill, resurface	1.32	\$350,000				ES	
5	Durham	SR 1973 (Old Page Road)	SR 1926 (Angier Avenue)	SR 1815 (Mineral Springs Road)		Patch, Resurface	0.99	\$150,000				ES	
5	Franklin	US 1	Wake County Line	Vance County Line		Mill, Resurface	12.20	\$4,500,000				ES	
5	Granville	US 158 BYP	US 15	US 158 BUS		Patch, Resurface	3.00	\$500,000				ES	
5	Wake	US 264	US 64	Nash County Line		Mill, Resurface	3.00	\$2,500,000		ES			
5	Durham	US 501 Byp	SR 1443 (Horton Road)	Hudson St.		Mill, resurface	1.90	\$900,000				ES	
5	Wake/Franklin	US 64	US 64/264 Bypass	Nash County Line		Mill, Resurface	11.69	\$7,900,000		ES			
5	Wake	I-40	Wade Ave	I-440/US 1/US 64	I-4744	Widen Mainline to 6 lanes, widen Structures to 8 lanes	6.23	\$49,200,000				GV	X

MARCH TO JUNE PROPOSED LET LIST - DRAFT

TAC 3/11/09 Attachment 8A

DIV	COUNTY	ROUTE	FROM	TO	TIP #	PROJECT DESCRIPTION	LENGTH	EST. COST	MARCH	APRIL	MAY	JUNE	ITEM N JAN 09
7	Alamance	SR 1306/SR 1363 (Mebane St)	SR 1158 (Huffman Mill Road)	NC 54 (Chapel Hill Road)	U-3303	Widen to Multi-lanes	2.40	\$18,600,000	ES				X
7	Guilford	I-85	Concrete US 29-70 Interchange	Groometown Road		Mill & Resurface	1.40	\$4,000,000				ES	X
7	Guilford, Alamance	I-40/85	SR 3056 (Rock Creek Dairy Road)	SR 1311 (University Drive)		Mill & Resurface	5.30	\$10,000,000			ES		X
7	Rockingham	US 29	Guilford County	Troublesome Creek		Concrete Rehab, Shoulder Reconstruct	1.80	\$4,000,000			ES		X

MARCH TO JUNE PROPOSED LET LIST - DRAFT

TAC 3/11/09 Attachment 8A

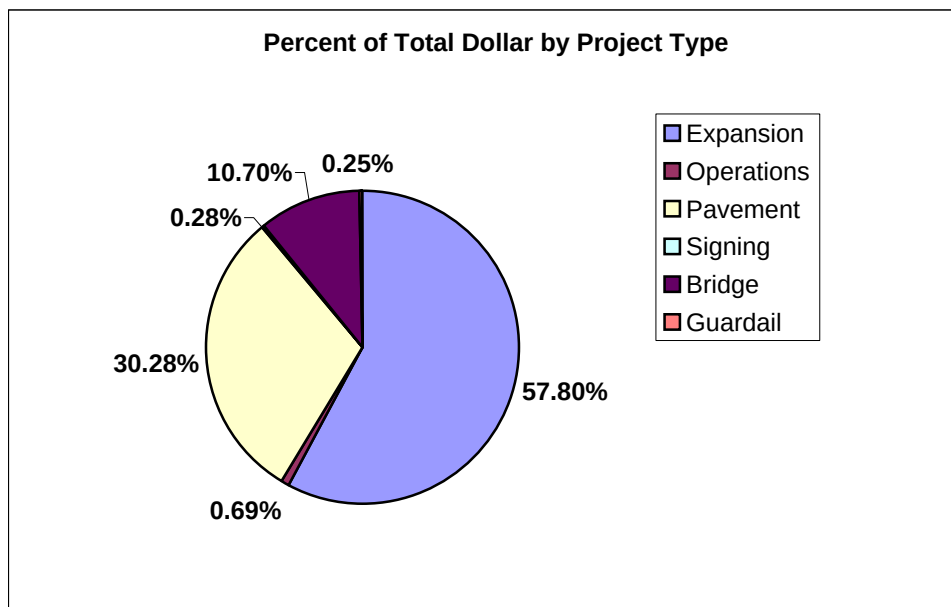
DIV	COUNTY	ROUTE	FROM	TO	TIP #	PROJECT DESCRIPTION	LENGTH	EST. COST	MARCH	APRIL	MAY	JUNE	ITEM N JAN 09
8	Moore	NC 22/24/27	Bridge #43		B-4207	Replace Bridge		\$3,250,000			TL		
8	Richmond	SR 1321	Bridge #129		B-4247	Replace Bridge		\$675,000	TL				
8	Montgomery	NC 24/27	US 220A	US 220 in Biscoe	R-2107B	Widen to Multi-lanes		\$6,000,000	ES				X
8	Scotland	SR 1674 - Lauchwood Drive	US 501	US 15/401 Business	U-5027	Widen, Resurface and Improve		\$3,950,000	ES				X
8	Lee	US 1	US 1 Bus.	SR 1423		Resurface, rehab		\$3,000,000				ES	X
8	Moore	US 1	SR 1309	SR 2175		Paved Shoulders		\$3,000,000				ES	X
8	Lee	NC 78	US 1	SR 1001		Widen to 3 lanes		\$7,000,000				ES	X
8	Moore	NC 24/27	NC 705	Montgomery Co		Widen, Strengthen, add turn lanes		\$5,000,000				ES	X

MARCH TO JUNE PROPOSED LET LIST SUMMARY - DRAFT

TAC 3/4/09 Attachment 8A

Division	Total Trad. Let	Total Economic Stimulus	Total GARVEE	GRAND TOTAL
1	\$2,850,000	\$30,841,000	\$0	\$33,691,000
2	\$4,600,000	\$64,300,000	\$60,200,000	\$129,100,000
3	\$5,820,000	\$30,021,000	\$0	\$35,841,000
4	\$15,875,000	\$22,100,000	\$0	\$37,975,000
5	\$12,300,000	\$38,850,000	\$59,200,000	\$110,350,000
6	\$5,515,000	\$63,400,000	\$0	\$68,915,000
7	\$0	\$36,600,000	\$0	\$36,600,000
8	\$3,925,000	\$27,950,000	\$0	\$31,875,000
9	\$4,150,000	\$23,100,000	\$0	\$27,250,000
10	\$0	\$38,600,000	\$0	\$38,600,000
11	\$3,250,000	\$20,400,000	\$0	\$23,650,000
12	\$0	\$25,200,000	\$7,300,000	\$32,500,000
13	\$2,800,000	\$30,000,000	\$15,000,000	\$47,800,000
14	\$34,875,000	\$16,435,000	\$0	\$51,310,000
Total	\$95,960,000	\$467,797,000	\$141,700,000	\$705,457,000

Project Type	Total Projects	Total Cost	% of Total
Expansion	20	\$407,765,000	57.80%
Operations	2	\$4,900,000	0.69%
Pavement	53	\$213,582,000	30.28%
Signing	1	\$2,000,000	0.28%
Bridge	32	\$75,450,000	10.70%
Guardrail	1	\$1,760,000	0.25%
Total	109	\$705,457,000	100.00%



**RESOLUTION TO MODIFY THE
2009-2015 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**ADMINISTRATIVE MODIFICATION #3
March 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 Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

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

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

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

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

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to modify the FY 2009-2015 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on August 13, 2008; and

WHEREAS, the DCHC MPO certifies that this TIP modification is consistent with the intent of the DCHC MPO 2030 LRTP; and

WHEREAS, exempt projects as identified in 40 CFR part 93 can be funded with Economic Recovery Funds and are too small to warrant inclusion in the LRTP, but are by this resolution being included in as part of this TIP modification; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby modifies the FY 2009-2015 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on August 13, 2008, and as described in the “Attachment to Resolution for Administrative Modification #3 to DCHC 2009-2015 MTIP” provided here on this, the 11th day of March, 2009.

TAC Chair

STATE of: North Carolina

COUNTY of: _____

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

Notary Public

(Seal)

My commission expires _____

DCHC MPO 2009-2015 MTIP Administrative Modification #3 - March 11, 2009

TABLE 1

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
I-5116	Durham	I-540, I-40 to US 70 (4.00 miles)	ARRA (STP)	C	4,000
	Wake	Mill, Resurface	TOTAL		4,000

TABLE 2

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
U-5122	Durham	NC 98, SR 1838 (Junction Road) to SR 1811 (Sherron Road) (3.80 miles)	ARRA (STP)	C	1,500
		Mill, Resurface	TOTAL		1,500

TABLE 3

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
R-5135	Durham	SR 1004 (Old Oxford Road), US 501 Business (N. Roxboro Street) to Granville County Line (10.10 miles)	ARRA (STP)	C	1,950
		Widening, Resurfacing	TOTAL		1,950

TABLE 4

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
U-5127	Durham	SR 1321 (Hillandale/Fulton Street), I-85 to SR 1320 (Erwin Road) (1.32 miles)	ARRA (STP)	C	350
		Mill, Resurface	TOTAL		350

TABLE 5

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
U-5124	Durham	SR 1978 (Old Page Road), SR 1926 (Angier Avenue) to SR 2095 (Page Road Extension) (0.99 miles)	ARRA (STP)	C	150
		Patch, Resurface	TOTAL		150

TABLE 6

Add

I. D. No.	County	Location/ Description	Funding		FY 2009
U-5126	Durham	US 501 Bypass (Duke Street), SR 1443 (Horton Road) to Hudson Street (1.90 miles)	ARRA (STP)	C	900
		Mill, Resurface	TOTAL		900

TABLE 7

Add to Statewide TIP

I. D. No.	County	Location/ Description	Funding		FY 2009
EB-5118	Statewide	Statewide Bicycle and Pedestrian Facility Development.	ARRA (STP)	C	2,000
			TOTAL		2,000

TABLE 8

Add to Statewide TIP

I. D. No.	County	Location/ Description	Funding		FY 2009
ER-5100	Statewide	Roadside Environmental Projects and Tree Plantings	ARRA (STP)	C	5,500
			TOTAL		5,500



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
Member Governments

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

March 11, 2009

Secretary Eugene A. Conti, Jr.
 North Carolina Department of Transportation
 1501 Mail Service Center
 Raleigh, North Carolina 27699-1501

Subject: Administrative Modification # 3 to the FY 2009-2015 Durham-Chapel Hill-Carrboro Urban Area Transportation Improvement Program

Dear Mr. Conti,

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) approved the enclosed resolution to adopt Administrative Modification #3 to the FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) on March 11, 2009. This modification adds six resurfacing projects in Durham County and two statewide projects to the MTIP using economic stimulus funds provided to the State through the American Recovery and Reinvestment Act of 2009. These projects were identified by NCDOT's Division staff for the first wave of stimulus funding due to the ability to let these projects quickly.

We are pleased to have these six projects in Durham County funded. However, we are disappointed that no projects in Orange County or Chatham County were included in the first wave of stimulus projects. We hope that the State's stimulus funding will be distributed equitably across the State and within each Division. The DCHC MPO staff has begun working with NCDOT staff to identify projects for the second wave of stimulus projects. We look forward to programming projects in Orange, Chatham, and Durham County in the second wave of projects.

If you have any questions regarding this modification, please contact Mark Ahrendsen at mark.ahrendsen@durhamnc.gov or (919) 560-4366.

Sincerely,

J. Michael Woodard, Chair
 Transportation Advisory Committee

Enclosure

cc: Mike Bruff, Transportation Planning Branch
 Calvin Leggett, Program Development Branch

Mike Stanley, TIP Development Unit
Mike Mills, NCDOT Division 7
Wally Bowman, NCDOT Division 5
Tim Johnson, NCDOT Division 8
DCHC MPO TAC



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

March 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: American Recovery and Reinvestment Act Section 5307/5340 Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the American Recovery and Reinvestment Act (ARRA) apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$8,377,719.00. Distribution of the ARRA 5307/5340 apportionment in the Durham UZA includes apportionments to three transit operators and is shown in the table below.

<u>Transit System</u>	<u>ARRA Apportionment</u>	<u>Transit Enhancement (1%)</u>	<u>Safety and Security (1%)</u>
Chapel Hill	\$2,714,867	\$27,149	\$27,149
Durham	4,257,465	42,574	42,574
TTA	<u>1,405,387</u>	<u>14,054</u>	<u>14,054</u>
	\$8,377,719	\$83,777	\$83,777

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 ARRA FTA Section 5307 and 5340 grant application in accordance with the amounts apportioned. Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko at 919-560-4366.

Sincerely,

J. Michael 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
Bill Barlow, NCDOT PTD

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: March 11, 2009

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

This memo presents the Draft 2009-10 Unified Planning Work Program (UPWP) for the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO).

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also part of the UPWP document.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and are sub-allocated to the City of Durham, Town of Carrboro and Town of Chapel Hill. Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The City of Durham uses these funds to support the LPA planning functions. These funds are also used for MPO special projects, such as the congestion Management Systems, Collector Street Plan, Land use model, GIS/Data integration and automation, Regional model update and enhancement, Travel behavior

surveys and update of the ITS deployment plan and regional architecture, support of the Regional Model Service Bureau, 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 the Triangle Transit Authority (TT), 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 2009-10 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 2009-10 is \$355,661.

Federal (PL funds)	\$355,661
Local (20% match)	<u>\$ 88,915</u>
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 2008-09UPWP and re-obligated or carried over to FY 2009-10:

Federal (STP-DA)	\$2,660,818
Local (20% match)	<u>\$ 665,205</u>
Total	\$3,826,023

FY 2009-10 STP-DA Funds will cover special projects and continuation major emphasis projects. These are summarized as follows:

Special Projects

- Follow-up Planning studies for the Special Transit Advisory Commission – STAC
- Commercial vehicle survey and counts for the Triangle Regional Model (TRM)

- Parking survey, inventory and study for the TRM
- NC 54/I40 Corridor/Sub-Area Study
- 2040 LRTP data collection
- MPO freight planning
- MPO safety and security plan
- Model data collection
- MPO Congestion Management Plan and process
- Integration of 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 TTA use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 10% local match, which is provided by the City of Durham, the Town of Chapel Hill, and

TTA; and 10% State match provided the Public Transportation Division of NCDOT

	CHT	DATA	TTA	MPO Total
Federal	\$ 0	\$306,665	\$478,000	\$784,665
State	\$ 0	\$ 38,333	\$ 59,750	\$ 98,083
Local	\$0	\$ 38,333	\$ 59,750	\$ 98,083
Total	\$0	\$383,331	\$ 577,500	\$980,831

DCHC MPO – UPWP Funding Sources (FY 2009-2010)

Funding Type	Federal	State	Local	Total
Section 104(f)	\$355,661		\$88,915	\$444,576
STP-DA	\$2,660,818		\$665,205	\$3,326,023
FTA 5303	\$226,719	\$28,340	\$28,340	\$283,399
FTA 5307	\$784,665	\$98,083	\$98,083	\$980,831

Special-Major Project Summary

Introduction

The main emphases of the current (FY 2008-09) Unified Planning Work Program (UPWP) were the enhancement and 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 Special Projects and Emphasis Area - Continuation of FY 2009 Initiatives

The update, improvement and refinement (including sub-area capability) of the Triangle Regional Model, development of the MPO Congestion Management Process (CMP) plan update, and initiation of the 2040 LRTP will be the 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, follow up studies for the STAC transit recommendations, and implementation of SAFETEA-LU requirements. The following summarizes proposed special projects and emphasis areas for 2009-10 work program.

- a. Development of the work plan for the 2040 LRTP and conformity determination.
- b. Comprehensive Transportation Plan
- c. Data collection for the 2040 LRTP
- d. NC 54/I40 Corridor Sub- Area study
- e. ITS Strategic Deployment Plan
- f. Parking inventory and survey
- g. Congestion Management Process (CMP)
- h. Commercial vehicles (freight) survey and counts
- i. Travel time/speed survey
- j. Model sub-area enhancement
- k. TRM model improvement
- l. Transportation surveillance of change (data update and maintenance)
- m. Continuation of the MPO Collector Street Plan
- n. Continuation of the Land Use modeling
- o. Continuation of the GIS Warehouse & Automation
- p. Continuation of the Farrington/Stagecoach Rd study
- q. Continuation of the Non-motorized trip modeling
- r. Development of the 2011-17 MTIP regional Priority List/MTIP
- s. 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 2009-10 UPWP is presented below. The proposed FY 2009-10 UPWP does not contain any new initiative rather continuation of the FY 2008-09 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 2009-2010 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**



FINAL

2009-2010
Unified Planning Work Program (UPWP)

March 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, J. Michael Woodard, 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.

J. Michael Woodard, TAC Chair

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

(Notary seal)

Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

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

RESOLUTION (PTD-FTA)

Approving the FY 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, J. Michael Woodard, 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
Chair, Transportation Advisory Committee

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

(Notary seal)

My commission expires _____

Notary Public
101 City Hall Plaza
Durham, NC 27701

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 11th day of March, 2009.

Chair, Transportation Advisory Committee

Clerk/Secretary/Planner

Metropolitan Planning Self-Certification Process

CFR 450.334

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

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

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

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]
4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus? 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?
5. Does the area have a valid transportation planning process? 23 CFR 450.322
 - a. Is the transportation planning process continuous, cooperative and comprehensive?
 - b. Is there a valid LRTP?
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption?
 - d. Does it address the 8-planning factors?
 - e. Does it 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)?

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332
 - a. Is it consistent with the LRTP?
 - b. Is it fiscally constrained?
 - c. Is it developed cooperatively with the state and local transit operators?
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor?

7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP?
 - b. Was it used for the development of the TIP?
 - c. Is it monitored and reevaluated to meet the needs of the area?

8. Does the area have a process for including environmental mitigation discussions in the planning process? (SAFETEA-LU)
 - a. How _____
 - b. Why not _____

9. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898?
 - a. Title VI
 - i. Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)]
 - b. Environmental Justice (Executive Order 12898)
 - i. Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?
 - 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]

10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
 - a. Did the public participate in the development of the PIP?
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Does the PIP include criteria for measuring the effectiveness of PIP?
 - g. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - h. Are plans/program documents available in an electronic accessible format, i.e. MPO website?

- i. Has the MPO employed visualization tools in LRTP, TIP and planning projects?
 - j. Does the PIP include visualization tools?
 - k. Is the EJ community given the adequate and meaningful opportunity to provide comments on the planning process?
- 11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? (SAFETEA-LU)
 - a. How _____
 - b. Why not _____
- 12. Has the UPWP been checked for effectiveness to see if it is further meeting the goals of the LRTP?
- 13. Does the UPWP meet SAFETEA-LU requirements? If not, what is the timeline to update the UPWP?
- 14. Do the selected work items reflect the planning priorities facing the MPO?
- 15. 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?
- 16. How is safety consideration reflected in the MPO planning process?
- 17. What steps have you taken to incorporate freight concerns in the planning process? Is freight considered in the project selection and prioritization process?
- 18. Are freight providers included in the MPO's boards, advisory groups, task forces? If no, what steps are being taken to incorporate these groups?
- 19. Has the MPO developed methodology to measure the impact freight on the transportation system?
- 20. 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?
- 21. 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?
- 22. How is the annual self-certification provided to the Federal agencies—as part of the TIP/STIP or UPWP, or in a separate submittal?
- 23. Does the MPO have processes, procedures, guidelines, and/or policies that address Title VI, ADA, DBE, lobbying, and other regulatory requirements?
- 24. How are these documented and applied?
- 25. Are there any specific strategies in place to reach the Hispanic community?
- 26. 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?
- 27. For projects identified in the LRTP, do you develop Purpose & Need Statements? If so, how detailed are these P&N statements?
- 28. How was the public involved in the development/update of your CMP?
- 29. Is the CMP current? Does the CMP meet SAFETEA-LU requirements? If not, what is the timeline to update the CMP?

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

The DCHC MPO is required by federal regulations to prepare an annually Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also part of the UPWP document.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Section 104(f) funds are designated for MPO planning and are sub-allocated to the City of Durham, Town of Carrboro and Town of Chapel Hill. Section 133(b)(3)(7) funds are the portion of STP-DA funds used in MPO planning. The City of Durham uses these funds to support the LPA planning functions. These funds are also used for MPO special projects, such as the congestion Management Systems, Collector Street Plan, Land use model, GIS/Data integration and automation, Regional model update and enhancement, Travel behavior surveys and update of the ITS deployment plan and regional architecture, support of the Regional Model Service Bureau, 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 the Triangle Transit Authority (TTA), is the Federal Transit Administration's Section 5303 (formerly Section 8) funds. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 (formerly Section 9) capital and operating funds for planning. These funds must be approved by the TAC as part of the UPWP approval process.

FY 2009-10 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 2009-10 is \$355,661.

Federal (PL funds)	\$355,661
Local (20% match)	<u>\$ 88,915</u>
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 2008-09UPWP and re-obligated or carried over to FY 2009-10:

Federal (STP-DA)	\$2,660,818
Local (20% match)	\$ 665,205
Total	\$3,826,023

FY 2009-10 STP-DA Funds will cover special projects and continuation major emphasis projects. These are summarized as follows:

Special Projects

- Follow-up Planning studies for the Special Transit Advisory Commission – STAC
- Commercial vehicle survey and counts for the Triangle Regional Model (TRM)
- Parking survey, inventory and study for the TRM
- NC 54/I40 Corridor/Sub-Area Study
- Initiation of the 2040 LRTP
- MPO Freight planning
- MPO Safety and security Plan
- Model data collection
- MPO Congestion Management Plan and process
- 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	TTA	MPO Total
Federal	\$111,092	\$115,627		\$226,719
State	\$ 13,887	\$ 14,453		\$ 28,340
Local	\$ 13,887	\$ 14,453		\$ 28,340
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Section 5307 funds can be used for planning as well as other purposes, and are distributed by the formula by FTA. The DATA, CHT, and TTA use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 10% local match, which is provided by the City of Durham, the Town of Chapel Hill, and TTA; and 10% State match provided the Public Transportation Division of NCDOT

	CHT	DATA	TTA	MPO Total
Federal	\$ 0	\$306,665	\$478,000	\$784,665
State	\$ 0	\$ 38,333	\$ 59,750	\$ 98,083
Local	\$0	\$ 38,333	\$ 59,750	\$ 98,083
Total	\$0	\$383,331	\$ 577,500	\$980,831

DCHC MPO – UPWP Funding Sources (FY 2009-2010)

Funding Type	Federal	State	Local	Total
Section 104(f)	\$355,661		\$88,915	\$444,576
STP-DA	\$2,660,818		\$665,205	\$3,326,023
FTA 5303	\$226,719	\$28,340	\$28,340	\$283,399
FTA 5307	\$784,665	\$98,083	\$98,083	\$980,831

Special-Major Project Summary

Introduction

The Main emphases of the current (FY 2008-09) Unified Planning Work Program (UPWP) were the enhancement and 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 Special Projects and Emphasis Area - Continuation of FY 2009 Initiatives

The update, improvement and refinement (including sub-area capability) of the Triangle Regional Model, development of the MPO Congestion Management Process (CMP) plan update, and initiation of the 2040 LRTP will be the 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, follow up studies for the STAC transit recommendations, and implementation of SAFETEA-LU requirements. The following summarizes proposed special projects and emphasis areas for the 2009-10 work program.

- a. Development of the work plan for the 2040 LRTP and conformity determination.
- b. Comprehensive Transportation Plan
- c. Data collection for the 2040 LRTP
- d. NC 54/I40 Corridor Sub- Area study
- e. ITS Strategic Deployment Plan
- f. Parking inventory and survey
- g. Congestion Management Process (CMP)
- h. Commercial vehicles (freight) survey and counts
- i. Travel time/speed survey
- j. Model sub-area enhancement
- k. TRM model improvement
- l. Transportation surveillance of change (data update and maintenance)
- m. Continuation of the MPO Collector Street Plan
- n. Continuation of the Land Use modeling
- o. Continuation of the GIS Warehouse & Automation
- p. Continuation of the Farrington/Stagecoach Rd study
- q. Continuation of the Non-motorized trip modeling
- r. Development of the 2011-17 MTIP regional Priority List/MTIP
- s. 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.

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 2009-2010 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 2009-2010 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

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 3/5/2009 10:21			
	Receiving Agency	SPR Highway		STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
		20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	10%	10%	80%				
	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	59,750	59,750	478,000	0	0	0	59,750	59,750	478,000	597,500
	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	\$98,083	\$98,083	\$784,665	\$0	\$0	\$0	\$873,581	\$145,290	\$4,075,482	\$5,094,353

		Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Detail Funding Source Tables - FHWA/FTA Funds																		MPO Summary 3/5/2009 10:17					
		MPO Detail Funding Tables (FHWA/FTA Funds)																							
	Task Description	SPR		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary								
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total					
II A	Surveillance of Change																								
II A	1 Traffic Volume Counts	0	0	10,250	41,000	0	0	0	0	0	0	0	0	0	0	0	10,250	-	41,000	51,250					
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-					
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-					
	4 Traffic Accidents	0	0	500	2,000	0	0	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500					
	5 Transit System Data	0	0	7,500	30,000	0	0	9,453	9,453	75,627	7,120	7,120	56,957	0	0	0	24,073	16,573	162,584	203,230					
	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																								
II 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	8,000	8,000	64,000	0	0	0	161,135	10,100	684,940	856,175					
	4 Travel Surveys	0	0	25,000	100,000	0	0	0	0	0	5,000	5,000	40,000	0	0	0	30,000	5,000	140,000	175,000					
	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 Future Travel Patterns	0	0	1,250	5,000	2,500	10,000	0	0	0	0	0	0	0	0	0	3,750	-	15,000	18,750					
	8 Capacity Deficiency Analysis	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250					
	9 Highway Element of th LRTP	0	0	875	3,500	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	3,061	3,061	24,486	0	0	0	158,761	3,936	650,786	813,483					
	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	3,500	3,500	28,000	0	0	0	6,438	3,813	41,000	51,250					
	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																								
II C	1 Short Range Transit Planning	0	0	22,500	90,000	300	1,200	1,875	1,875	15,000	30,000	30,000	240,000				54,675	31,875	346,200	432,750					
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	Civil Rgts. Cmp./Otr. Reg. Reqs.																								
III-C	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.																								
III-D	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	5,000	5,000	40,000	0	0	0	70,348	6,000	305,390	381,738					
	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																								
III-E	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	\$98,083	\$98,083	\$784,665	\$0	\$0	\$0	\$880,148	\$138,723	\$4,075,482	\$5,094,353					

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 Future Travel Patterns	1,250	5,000	6,250	2,500	10,000	12,500	3,750	15,000	18,750
8	Capacity Deficiency Analysis	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250
9	Highway Element of the L RTP	875	3,500	4,375	1,375	5,500	6,875	2,250	9,000	11,250
10	Transit Element of the L RTP	151,625	606,500	758,125	3,200	12,800	16,000	154,825	619,300	774,125
11	Bicycle & Ped. Element of the L RTP	9,500	38,000	47,500	2,700	10,800	13,500	12,200	48,800	61,000
12	Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0
13	Collector Street Element of L RTP	7,000	28,000	35,000	75	300	375	7,075	28,300	35,375
14	Rail, Water or other mode of L RTP	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	<u>Surveillance of Change</u>																						
II	A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	10,250	41,000	51,250	0	0	0	10,250	41,000	51,250	
	2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	500	2,000	2,500	0	0	0	500	2,000	2,500	
	5	Transit System Data	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	<u>Long Range Transp. Plan</u>																						
II	B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	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 Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	3,750	15,000	18,750	0	0	0	3,750	15,000	18,750	
	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	2,500	10,000	12,500	500	2,000	2,500	0	0	0	3,000	12,000	15,000		
II	C	<u>Short Range Transit Planning</u>																						
	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	
III-A		<u>Planning Work Program</u>	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	
III-B		<u>Transp. Improvement Plan</u>	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	
III-C		<u>Civil Rgts. Comp./Otr. Reg. Reqs.</u>																						
		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	
III-D		<u>Incidental Pkg./Project Dev.</u>																						
	1	Transportation Enhancement Pkg.	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 Pkg.	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	800	3,200	4,000	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		<u>Management & Operations</u>																						
	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	

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 data 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. The MPO will develop a freight plan and strategies for integration freight into the MPO planning process

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

The MPO will develop safety plan and implement procedures for integrating safety and security into the MPO planning process.

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

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

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

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

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-use 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-use 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	

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	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

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	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
	<i>Developing, calibration of UrbanSim</i>	<i>Calibration and Validation of PhaseII UrbanSim Land-use model</i>	<i>Application and update of UrbanSim Land-Use Modfel</i>	<i>Application and update of UrbanSim Land-Use Modfel</i>	<i>Application and update of UrbanSim Land-Use Modfel</i>
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	<i>ITS Strategic Deplyment Plan Update</i>	<i>Update of architecture,Turbo architecture & IDAS</i>	<i>Update of architecture,Turbo architecture & IDAS</i>	<i>Update of architecture,Turbo architecture & IDAS</i>	<i>Update of architecture,Turbo architecture & IDAS</i>
	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
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	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
	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations 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

Appendices

Agency Project Descriptions and Funding Source Tables

		Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Proposed Funding Source Tables												Durham 3/5/2009 10:07				
City of Durham/LPA																		
	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	0	0	0	10,250	-	41,000	51,250
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	4 Traffic Accidents	500	2,000	0	0	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500
	5 Transit System Data	1,250	5,000	0	0	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	0	0	0	7,250	-	29,000	36,250
	7 Air Travel	0	0	500	2,000	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9 Travel Time Studies	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	10,000	40,000	2,500	10,000	0	0	0	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	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	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	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	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	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	0	0	0	153,085	-	612,340	765,425
	4 Travel Surveys	25,000	100,000	0	0	0	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	0	0	0	-	-	-	-
	6 Community Goals & Objectives	0	0	1,000	4,000	0	0	0	0	0	0	0	0	0	1,000	-	4,000	5,000
	7 Forecast of Future Travel Patterns	1,250	5,000	2,500	10,000	0	0	0	0	0	0	0	0	0	3,750	-	15,000	18,750
	8 Capacity Deficiency Analysis	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
	9 Highway Element of th LRTP	875	3,500	1,250	5,000	0	0	0	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	772,483
	11 Bicycle & Ped. Element of the LRTP	9,500	38,000	2,500	10,000	0	0	0	0	0	0	0	0	0	12,000	-	48,000	60,000
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	13 Collector Street Element of LRTP	7,000	28,000	0	0	0	0	0	0	0	0	0	0	0	7,000	-	28,000	35,000
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	15 Freight Movement/Mobility Planning	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	2,000	8,000	0	0	0	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	0	0	0	500	-	2,000	2,500
II C	Short Range Transit Planning																	
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-A	Planning Work Program	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	Civil Rgts. Comp./Otr. Reg. Reqs.																	
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Environmental Justice	0	0	1,500	6,000	0	0	0	0	0	0	0	0	0	1,500	-	6,000	7,500
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4	Planning for the Elderly & Disabled	0	0	750	3,000	5,000	5,000	40,000	0	0	0	0	0	0	5,750	5,000	43,000	53,750
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
6	Public Involvement	2,500	10,000	5,500	22,000	0	0	0	5,271	5,271	42,165				13,271	5,271	74,165	92,706
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Incidental Plng./Project Dev.																	
1	Transportation Enhancement Plng.	0	0	0	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	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	0	0	0	64,548	-	258,190	322,738
4	Regional or Statewide Planning	5,750	23,000	1,250	5,000	0	0	0	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	81,014	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-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds																		
Durham Area Transit Authority DATA				Durham 3/5/2009 10:04														
	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
5	Transit System Data	0	0	0	0	9,453	9,453	75,627	1,120	1,120	8,957				10,573	10,573	84,584	105,730
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
7	Air Travel	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
8	Vehicle Occupancy Rates	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		-	-	-	-
10	Mapping	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
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		-	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
7	Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
9	Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
10	Transit Element of the LRTP	0	0	0	0	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	0	0		-	-	-	-
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
13	Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
16	Financial Planning	0	0	0	0	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	0	0		-	-	-	-
II C	Short Range Transit Planning																	
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
III-A	Planning Work Program	0	0	0	0	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	Civil Rgts. Cmp./Otr. Reg. Reqs.																	
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
4	Planning for the Elderly & Disabled	0	0	0	0	5,000	5,000	40,000	0	0	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	0	0		-	-	-	-
6	Public Involvement	0	0	0	0	0	0	0	5,271	5,271	42,165				5,271	5,271	42,165	52,706
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0				-	-	-	-
III-D	Incidental Ping./Project Dev.																	
1	Transportation Enhancement Ping.	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
2	Enviro. Analysis & Pre-TIP Ping.	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
3	Special Studies	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
4	Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-
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

	MPO	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	TAC 3/11/09	Attachment 10A	
2-	FTA Code	442100	442500	442400	442100	442100	442400	442301		442301	
3-	Task Code	III-A	III-B	III-C-4	III-C-6	III-E	II-A-5	II-B-10		II-B-17	
4-	Title of Planning Task	Planning Work Program	Transportation Improvement Plan	Planning for the Elderly & Disabled	Public Involvement	Management & Operations	Transit System Data	Transit Element of the LRTP		Congestion Mgmt. Strategies	TOTALS
		To identify task areas and staff hours needed to complete each task.	To continue developing plans for improving transportation locally.	To conduct reviews to improve cancellations and no shows and revise policies in these areas to prevent frequent occurrences.	To prepare a marketing plan that will outline how we will promote the transit system to the public. To conduct marketing surveys and seek new advertising mediums.	To prepare all required reports, and attend technical meetings relating to transit.	To conduct FTA required passenger counts. Continue to conduct systemwide surveys and studies for the purpose of service improvement.	Transit survey (Boarding and Alighting, On-Board Surveys) Input at the TCC level on matters related to the transit element of the LRTP		Surveys conducted by the DATA TDM coordinator. Seminars provided by TDM Coordinator. Regional congestion management team member	
5-	Task Objective	Annual Planning Work Program outline of tasks and costs associated with them.	Continue to seek ways to improve service for customers locally.	Continued certification and re-certification of ACCESS clients and enhancement of service in the most cost efficient manner.	Positive customer view of the transit system and increased ridership from non traditional users.	The Transportation Division will compile all required federal reports; prepare technical reports for Board of Directors, Council and public. The division will attend Board, regional and national meetings.	Ridership and Route Recommendation Report.	Transit-on-board and transit boarding & alighting survey results. Current and future transit network.		TDM Survey Reports	
6-	Tangible Product Expected										
7-	Expected Completion Date of Product(s)	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09	Jun-09		Jun-07	
8-	Previous Work			Earlier mapping of ACCESS user trips and certification of ACCESS clients.	Significant marketing efforts have been undertaken to improve service and the dissemination of information to the public.	Earlier efforts included creation of internal procedures to monitor and report grant data.	FTA passenger counts are required every 3 years. Last one was performed in the 2005.				
9-	Prior FTA Funds			0	0	0	0	0		0	
10-	Relationship To Other Activities		This work is identified in Task III-A			Data retrieved from Transit System Data task, II-A-5, relevant also to this task.	Data retrieved is used to disseminate performance information to the Board under task III-E.				
11-	Agency Responsible for Task Completion	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Department of Public Works (Transportation).	City of Durham, Public Works Department (Transportation)	City of Durham, Department of Public Works (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)		City of Durham, Public Works Department (Transportation)	
12-	HPR - Highway - NCDOT 20%										\$0.00
13-	HPR - Highway - FHWA 80%										\$0.00
14-	Section 104 (f) PL Local 20%										\$0.00
15-	Section 104 (f) PL FHWA 80%										\$0.00
16-	Section 5303 Local 10%						\$9,453				\$9,453.00
17-	Section 5303 NCDOT 10%						\$9,453				\$9,453.00
18-	Section 5303 FTA 80%						\$75,627				\$75,627.00
19-	Section 5307 Transit - Local 10%	\$3,494	\$243		\$3,538	\$26,174	\$1,205	\$832.00		\$1,586.00	\$37,072.00
20-	Section 5307 Transit - NCDOT 10%	\$3,494	\$243		\$3,538	\$26,174	\$1,205	\$832.00		\$1,586.00	\$37,072.00
21-	Section 5307 Transit - FTA 80%	\$27,953	\$1,946		\$28,304	\$209,388	\$9,635	\$6,652.00		\$12,688.00	\$296,566.00
22-	Additional Funds - Local 100%										\$0.00

ATTACHMENT #4
FTA TASK NARRATIVE TABLE
CITY OF DURHAM FY2009-2010 (FY 2010) UPWP

1- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-A
4- Title	Planning Work Program
5- Task Objective	To identify task areas and staff hours needed to complete each task.
6- Tangible Product Expected	Annual Planning Work program outline and costs associated with them.
7- Expected Completion Date of Products	June-09
8- Previous Work	2007-08 Planning Work Program.
9- Prior FTA Funds	\$33,181
10- Relationship	The Planning Work Program is intended to support various planning efforts throughout the City of Durham's transit system.
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	3,486
20- Section 5307 Transit - NCDOT 10%	3,486
21- Section 5307 Transit - FTA 80%	27,886
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442500
3- Task Code	III-B
4- Title	Transportation Improvement Plan
5- Task Objective	To continue the program of developing plans for improving transportation locally.
6- Tangible Product Expected	More efficient plans for improving service and routes locally.
7- Expected Completion Date of Products	June-09
8- Previous Work	Short Range Transportation Development Plan.
9- Prior FTA Funds	\$2,276
10- Relationship	These activities support local transportation planning.
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	239
20- Section 5307 Transit - NCDOT 10%	239
21- Section 5307 Transit - FTA 80%	1,912
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442400
3- Task Code	III-C-4
4- Title	Planning for the Elderly & Disabled
5- Task Objective	To conduct reviews to improve cancellations and no shows and revise policies in these areas to prevent frequent occurrences.
6- Tangible Product Expected	Continued certification and re-certification of ACCESS clients and enhancement of service in the most cost efficient manner.
7- Expected Completion Date of Products	June-09
8- Previous Work	Earlier mapping of ACCESS user trips and certification of ACCESS clients.
9- Prior FTA Funds	\$50,000
10- Relationship	
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	5,000
17- Section 5303 NCDOT 10%	5,000
18- Section 5303 FTA 80%	40,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-C-6
4- Title	Public Involvement
5- Task Objective	To seek out untapped ridership through aggressive marketing tactics. To conduct market surveys and seek new advertising mediums.
6- Tangible Product Expected	Positive customer view of the transit system and increased ridership from non traditional users.
7- Expected Completion Date of Products	June-09
8- Previous Work	Significant marketing efforts have been undertaken to improve service and the dissemination of information to the public.
9- Prior FTA Funds	\$49,932
10- Relationship	This information is used in conjunction with Task III-A.
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	5,271
20- Section 5307 Transit - NCDOT 10%	5,271
21- Section 5307 Transit - FTA 80%	42,165
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-E
4- Title	Management and Operations
5- Task Objective	To prepare all required reports, to attend technical meetings and to continue oversight of the Transit operation.
6- Tangible Product Expected	To remain in compliance with all reporting requirements, to ensure the efficient operation of the transit system and to ensure that public funds are spent in a responsible manner.
7- Expected Completion Date of Products	June-09
8- Previous Work	Creation of internal procedures to monitor and report transit data and new procedures to monitor financial operations.
9- Prior FTA Funds	\$244,816
10- Relationship	Data retrieved from Transit System Data task II-A-5 also relevant to this task.
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	25,794
20- Section 5307 Transit - NCDOT 10%	25,794
21- Section 5307 Transit - FTA 80%	206,351
22- Additional Funds - Local 100%	

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

I- MPO	City of Durham
2- FTA Code	442301
3- Task Code	II-B-10
4- Title	Transit Element of the LRTP
5- Task Objective	Transit survey (Boarding and Alighting, On-Board Surveys). Input at the TCC level on matters related to the transit element of the LRTP.
6- Tangible Product Expected	Transit on-board and transit boarding and alighting survey results. Current and future transit network.
7- Expected Completion Date of Products	Jun-09
8- Previous Work	The on board surveys and conducting on a regular basis.
9- Prior FTA Funds	\$7,682
10- Relationship	
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	811
20- Section 5307 Transit - NCDOT 10%	811
21- Section 5307 Transit - FTA 80%	6486
22- Additional Funds - Local 100%	

I- MPO	City of Durham
2- FTA Code	442301
3- Task Code	II-B-17
4- Title	Congestion Management Strategies
5- Task Objective	Surveys conducted by the DATA TDM coordinator. Seminars are provided by the TDM coordinator.
6- Tangible Product Expected	TDM Survey Results.
7- Expected Completion	
Date of Products	Jun-09
8- Previous Work	Ongoing
9- Prior FTA Funds	\$15,242
10- Relationship	
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	1,616
20- Section 5307 Transit - NCDOT 10%	1,616
21- Section 5307 Transit - FTA 80%	12,928
22- Additional Funds - Local 100%	

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
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

		Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Proposed Funding Source Tables												Carrboro 3/5/2009 10:02				
Town of Carrboro																		
	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit						
		Local 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 Future 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																	
C	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										-	-	-	-
	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.																	
	1 Transportation Enhancement Plng.	0	0	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																	
E	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

Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Proposed Funding Source Tables																	Town of Chapel Hill 3/5/2009 9:33			
Town of Chapel Hill																				
	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary					
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total		
II A	Surveillance of Change																			
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	5 Transit System Data	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																			
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0				-	-	-	-		
	10 Transit Element of the LRTP	0	0	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																			
II C	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	Civil Rgts. Comp./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		
	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																			
III-E	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		

Durham-Chapel Hill-Carrboro Urban Area																		
FY 2009-2010 Unified Planning Work Program																		
Proposed Funding Source Tables - FTA Transit Funds																		
Chapel Hill Transit (CHT)																		
Town of Chapel Hill																		
3/5/2009 10:05																		
	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2	Vehicle Miles of Travel	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	-	-	-
4	Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
5	Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
7	Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
9	Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10	Mapping	0	0	0	0	2,500	2,500	20,000	0	0	0	0	0	0	0	2,500	2,500	20,000
11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2	Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
3	Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
7	Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
9	Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
10	Transit Element of the LRTP	0	0	0	0	875	875	7,000	0	0	0	0	0	0	0	875	875	7,000
11	Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
13	Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
15	Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
16	Financial Planning	0	0	0	0	313	313	2,500	0	0	0	0	0	0	0	313	313	2,500
17	Congestion Management Strategies	0	0	0	0	2,500	2,500	20,000	0	0	0	0	0	0	0	2,500	2,500	20,000
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning	0	0	0	0	1,875	1,875	15,000	0	0	0	0	0	0	0	1,875	1,875	15,000
III-A	Planning Work Program	0	0	0	0	161	161	1,288	0	0	0	0	0	0	0	161	161	1,288
III-B	Transp. Improvement Plan	0	0	0	0	250	250	2,000	0	0	0	0	0	0	0	250	250	2,000
III-C	Cvli Rgts. Cmp./Otr. Reg. Reqs.																	
III-C	1 Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2	Environmental Justice	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
4	Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
6	Public Involvement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
III-D	Incidental Plng./Project Dev.																	
III-D	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2	Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
3	Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
4	Regional or Statewide Planning	0	0	0	0	1,250	1,250	10,000	0	0	0	0	0	0	0	1,250	1,250	10,000
III-E	Management & Operations																	
III-E	1 Management & Operations	0	0	0	0	4,163	4,163	33,304	0	0	0	0	0	0	0	4,163	4,163	33,304
Totals		\$0	\$0	\$0	\$0	\$13,887	\$13,887	\$111,092	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,887	\$13,887	\$111,092

FY 2009-2010 UPWP Funding Table Tasks for Chapel Hill Narrative

Task II-A-5: Transit System Data

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.

Objectives:

1. Identify strengths and weaknesses of service by route routes; prepare route schedules; and
2. Analyze ridership and travel data,

Previous Work:

1. Collection and analysis of transit system ridership and operating information.

Proposed Activities:

1. Monitoring of information collected from transit system APCs and Nextbus.

Products:

1. Ridership data and route analysis.

Completion Date:

June 2010.

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

Tasks will be completed by staff.

CHT Staff hours - 2,000 hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	0	0	0	Chapel Hill	0	0	0	0	Chapel Hill	25,000	6,250	31,250
Total	0	0	0	Total	0	0	0	0	Total	25,000	6,250	31,250

Funding Commitments from Other Entities:

None.

Task II-A-10: Mapping

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.

The Town will continue to update GIS mapping databases and prepare maps for various initiatives. The mapping will include highway, transit, bicycle and pedestrian data.

Objectives:

1. Improve routes and scheduling; and
2. Increase ridership
3. To maintain GIS databases to ensure accuracy of mapping; and
4. To prepare maps for various local and regional transportation projects.

Previous Work:

1. Mapping related to development of 2035 DCHC LRTP
2. Preparation of mapping for Chapel Hill Transit
3. Maps for various local and regional projects

Proposed Activities:

1. Update transit system maps.
2. Update GIS database.
3. Prepare maps as necessary.

Products:

1. Updated transit system maps.
2. Mapping for local and regional projects.

Relationship to Other Plans and MPO Activities:

This mapping will be used to support the recommendations of the 2035 Long Range Transportation Plan and the Chapel Hill Transit Short Range Transit Plan.

Completion Date:

June 2010.

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

Tasks will be completed by staff.

CHT Staff hours – 2,250 hours

FHWA Funds			
	Federal	Local	Total
Chapel Hill	10,000	2,500	12,500
Total	10,000	2,500	12,500

FTA Transit/Highway Funds				
	Federal	State	Local	Total
Chapel Hill	20,000	2,500	2,500	25,000
Total	20,000	2,500	2,500	25,000

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	10,000	2,500	12,500
Total	10,000	2,500	12,500

Funding Commitments from Other Entities:

None.

Task II-B-10: Transit Element of Long Range Plan

The Town will continue to implement the recommendations of the STAC, 2035 DCHC LRTP and the Chapel Hill Long Range Transit Plan to implement expanded transit services. Additional planning will be necessary to implement higher capacity transit services such as bus rapid transit and light rail.

Objectives:

5. Refine the adopted transit elements of the DCHC LRTP and related plans;
6. Work with Triangle Transit and MPO staff to initiate next steps
7. Update projections of ridership using TRM.

Previous Work:

4. Development of 2035 LRTP transit element.
5. Development of Chapel Hill Long Range Transit Plan
6. Staff assistance to STAC

Proposed Activities:

4. Work with Triangle Transit and MPO staff to identify next steps
5. Refine projections of transit ridership for BRT and LRT corridors using TRM.
6. Coordinate recommendations of Chapel Hill Long Range Transit Plan and NC 54 Study with transit elements of DCHC LRTP.

Products:

3. Revised ridership projections
4. Implementation plan for BRT and LRT.

Relationship to Other Plans and MPO Activities:

Refinement of the transit element of the DCHC LRT and development of the NC54 Corridor Study.

Completion Date:

June, 2010

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

Tasks will be undertaken by Chapel Hill planning staff.

CH Planning Staff hours – 700 hours

FHWA Funds

	Federal	Local	Total
Chapel Hill	7,000	1,750	8,750
Total	7,000	1,750	8,750

FTA Transit/Highway Funds

	Federal	State	Local	Total
Chapel Hill	7,000	875	875	8,750
Total	7,000	875	875	8,750

STP-DA Funds

	Federal	Local	Total
Chapel Hill	0	0	0
Total	0	0	0

Funding Commitments from Other Entities:

None.

Task II-B-16: Financial Planning

The Town will work with the DCHC MPO and Triangle Transit to refine adopted financial plans for the implementation of elements of the adopted 2035 LRTP, Chapel Hill Transit Plan and other related transportation plans.

Objectives:

1. To update and expand the financial analysis included in the 2035 DCHC LRTP; and,
2. To refine financial plans for implementation of the Chapel Hill Long Range Transit Plan and NC 54 Corridor Study.

Previous Work:

1. Development of DCHC 2035 Financial Plan
2. Development of STAC Plan
3. Development of Orange County Transit Plan Financial element.

Proposed Activities:

1. Continue coordination with DCHC MPO and Triangle Transit to revise and update financial assumptions and cost estimates.
2. Develop final financial plan for implementation of the Chapel Hill Long Range Transit Plan.
3. Participate in the development of a financial implementation plan for the NC54 Corridor Study.

Products:

1. Revised financial implementation plan for 2035 DCHC LRTP
2. Final financial plan for Chapel Hill Long Range Transit Plan,
3. Financial Plan for NC54 Corridor Study.

Relationship to Other Plans and MPO Activities:

Financial planning will support development of 2035 Vision Plan and NC54 Corridor Study.

Completion Date:

June 2010.

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

Tasks will be undertaken by Chapel Hill staff.

CH Planning Staff hours – 250 hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	2,500	625	3,125	Chapel Hill	2,500	313	313	3,125	Chapel Hill	0	0	0
Total	2,500	625	3,125	Total	2,500	313	313	3,125	Total	0	0	0

Funding Commitments from Other Entities:

None.

Task II-B-17: Congestion Management Strategies

The DCHC MPO will begin work to develop a MPO wide Congestion Management Plan. Chapel Hill will work with MPO staff to develop a scope of work for this Plan, provide ongoing project support and related data. The Town will also continue to support the development and implementation of regional TDM activities.

Objectives:

1. To define the scope of work for a MPO Congestion Management Plan; and,
2. Collect data and provide staff support to the development of the Congestion Management Plan.
3. Support the development and implementation of TDM programs and policies.

Previous Work:

1. 2005 Chapel Hill/Carrboro Mobility Report Card;
2. 2007 Chapel Hill Transportation Management Plan Survey

Proposed Activities:

1. Prepare Congestion Management Plan scope of work
2. Provide Chapel Hill data for the development of the Plan
3. Provide support for the completion of the Plan.
4. Develop and revise TDM plans for Chapel Hill.

Products:

1. CMS scope of work
2. 2009 Transportation Management Plan Survey.

Relationship to Other Plans and MPO Activities:

The CMS plan supports the implementation of the 2035 DCHC LRTP, Chapel Hill Long Range Transit Plan and other local plans. These activities will also support regional TDM implementation.

Completion Date:

June, 2010

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

Tasks will be undertaken by Chapel Hill Transit and Planning staff.

CH Staff hours – 2,000 hours

FHWA Funds

	Federal	Local	Total
Chapel Hill	17,000	4,250	21,250
Total	17,000	4,250	21,250

FTA Transit/Highway Funds

	Federal	State	Local	Total
Chapel Hill	20,000	2,500	2,500	25,000
Total	20,000	2,500	2,500	25,000

STP-DA Funds

	Federal	Local	Total
Chapel Hill	5,050	1,263	6,313
Total	5,050	1,263	6,313

Funding Commitments from Other Entities:

None.

Task II-C-1: Short Range Transit Plan

To develop and monitor the annual planning work program. To gather system performance data, conduct and analyze system development of a 5-7 year plan in consideration with the Long Range Transit Plan, including financial and capital projections.

Various internal management studies will be performed throughout the year to guide CHT in efficiently managing the transit system and increasing ridership.

Objectives:

1. To support various regional planning efforts, and
2. To develop financial and capital projections.

Previous Work:

1. Annual gathering of system performance data.

Proposed Activities:

1. Annual service and route evaluation.
2. Provide staff support for the implementation of transit capital projects.
3. To provide continued staff support for ongoing TIP and the LRTP.

Products:

1. 2010-2011 Planning Work Program.
2. Short Range Transit Plan.

Relationship to Other Plans and MPO Activities:

The Planning Work Program supports various regional planning efforts.

Completion Date:

June 2010.

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

The task will be undertaken by CHT staff.

Staff effort – 4,000 person hours

FHWA Funds

	Federal	Local	Total
Chapel Hill	0	0	0
Total	0	0	0

FTA Transit/Highway Funds

	Federal	State	Local	Total
Chapel Hill	15,000	1,875	1,875	18,750
Total	15,000	1,875	1,875	18,750

STP-DA Funds

	Federal	Local	Total
Chapel Hill	90,000	22,500	112,500
Total	90,000	22,500	112,500

Funding Commitments from Other Entities:

None.

Task III-A: Planning Work Program

Town staff will monitor implementation of the adopted Planning Work Program and prepare the 2010-2011 Planning Work Program.

Objectives:

1. To monitor implementation of the adopted Planning Work Program; and

Previous Work:

1. Development of the 2009-10 PWP.

Proposed Activities:

1. Monitor elements of the adopted 2009-10 PWP..
2. Prepare 2010-11 PWP.

Products:

1. 2010-11 PWP.

Relationship to Other Plans and MPO Activities

Support all other planning activities.

Completion Date:

June, 2010.

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 260 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	1,000	250	1,250	Chapel Hill	1,288	161	161	1,610	Chapel Hill	3,000	750	3,750
Total	1,000	250	1,250	Total	1,288	161	161	1,610	Total	3,000	750	3,750

Funding Commitments from Other Entities:

None.

Task III-B-Transportation Improvement Program

Chapel Hill will monitor the implementation of the 2011-2017 TIP and prepare a revised 5 year Transit Capital Program.

Objectives:

1. To monitor implementation of 2011-2017 TIP
2. Prepare amendments to the adopted TIP as necessary
3. Prepare revised five year Transit Capital Program

Previous Work:

1. Development of the 2011-2017 TIP.

Proposed Activities:

1. Prepare TIP amendments
2. Develop revised five year Transit Capital Program.

Products:

1. Revised five year Transit Capital Program

Relationship to Other Plans and MPO Activities:

The TIP supports the implementation of the adopted 2035 Long Range Transportation Plan.

Completion Date:

June, 2010

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 250 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	1,000	250	1,250	Chapel Hill	2,000	250	250	2,500	Chapel Hill	2,000	500	2,500
Total	1,000	250	1,250	Total	2,000	250	250	2,500	Total	2,000	500	2,500

Funding Commitments from Other Entities:

None.

Task III-C: Civil Rights Compliance/Other Regulations and Requirements

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.

Objectives:

1. Title VI evaluation and update;
2. To continually review certification procedures for the EZ Rider service;
3. Review No Show and Cancellation policies for possible changes;
4. Evaluate minority business enterprise regulations; and
5. Review service levels and identify need for additional service for the elderly and disabled.
6. Evaluate drug control programs and monitor transit safety efforts.

Previous Work:

1. Annual review of elderly and disabled transit services.
2. Review of certification procedures.
3. Development of the EZ Rider Committee.

Proposed Activities:

1. Prepare environmental justice assessment of current Chapel Hill Transit service.
2. Certify compliance with Title VI.
3. Determine compliance with minority business enterprise regulations.
4. Identify opportunities for minority businesses.
5. Evaluate transit safety programs.
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; and,
8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the CH service area.

Products:

1. Chapel Hill Transit Title VI compliance.
2. Title VI approved program.

Relationship to Other Plans and MPO Activities:

Completion Date:

June, 2010.

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 250 person hours

FHWA Funds			
	Federal	Local	Total
Chapel Hill	0	0	0
Total	0	0	0

FTA Transit/Highway Funds				
	Federal	State	Local	Total
Chapel Hill	0	0	0	0
Total	0	0	0	0

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	40,000	10,000	50,000
Total	40,000	10,000	50,000

Funding Commitments from Other Entities:

None.

Task III-D-4: Regional or Statewide Planning

Chapel Hill will support various regional planning initiatives, including the development of the Orange County Transit Plan, NC54 Corridor Study, implementation of the Chapel Hill Long Range Transit Plan and DCHC 2035.

Objectives:

1. To provide information and staff support to the development of various regional planning projects.

Previous Work:

1. Support to STAC.

Proposed Activities:

1. Provide data as necessary to support the NC54 Corridor Study
2. Refine elements of the Orange County Transit Plan
3. Coordinate implementations of Chapel Hill Long Range Transit Plan

Products:

1. NC 54 Corridor Study
2. Orange County Transit Plan

Relationship to Other Plans and MPO Activities

Support all other planning activities.

Completion Date:

June, 2010.

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 2,800 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	4,468	1,117	5,585	Chapel Hill	10,000	1,250	1,250	12,500	Chapel Hill	52,974	13,244	66,218
Total	4,468	1,117	5,585	Total	10,000	1,250	1,250	12,500	Total	52,974	13,244	66,218

Funding Commitments from Other Entities: None.

Task III-E: Management and Operations

Chapel Hill will continue to assist, support and facilitate an open comprehensive, cooperative and continuing transportation planning and programming process at all levels of government in conformance with application federal and state requirements and guidelines.

Objectives:

1. To support various regional planning projects.
2. Management of PL fund account and other federal funds.

Previous Work:

1. Attend TAC, TCC and related regional committee meetings.
2. Provide staff support to regional task forces and subcommittees.
3. Preparing quarterly progress reports.
4. Documenting expenditures for various planning work tasks.
5. Filing for reimbursement of expenditures from the PL fund account.
6. Filing for reimbursement and management of State and federal funds.
7. Coordination with NCDOT and other agencies.

Proposed Activities:

1. Attend TAC, TCC and related regional committee meetings
2. Provide staff support to regional task forces and subcommittees.
3. Preparing quarterly progress reports.
4. Documenting expenditures for various planning work tasks.
5. Filing for reimbursement of expenditures from the PL fund account.
6. Filing for reimbursement and management of State and federal funds.
7. Coordination with NCDOT and other agencies.

Products:

1. State and federal quarterly reports.
2. Reimbursement requests to the State and federal agencies.
3. Operating Statistics report.
4. NTD annual report.

Relationship to Other Plans and MPO Activities

Support all other planning activities.

Completion Date:

June, 2010.

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 5,900 person hours

FHWA Funds			
	Federal	Local	Total
Chapel Hill	20,000	5,000	25,000
Total	20,000	5,000	25,000

FTA Transit/Highway Funds				
	Federal	State	Local	Total
Chapel Hill	33,304	4,163	4,163	41,630
Total	33,304	4,163	4,163	41,630

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	160,000	40,000	200,000
Total	160,000	40,000	200,000

Funding Commitments from Other Entities:

None.

Attachment # 7
Anticipated DBE Contracting Opportunities for FY10

Name of MPO: Town of Chapel Hill

Person Completing Form: David Bonk/Carmen Cole

Telephone Number: 919-969-4911

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

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		Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Proposed Funding Source Tables												Orange County 3/5/2009 10:06				
	Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
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										-	-	-	-
	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

NCDOT		Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Proposed Funding Source Tables												NCDOT 2/20/2009 15:36				
	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												-	-	-	-
II A 2	Vehicle Miles of Travel	0	0												-	-	-	-
II A 3	Street System Changes	0	0												-	-	-	-
II A 4	Traffic Accidents	0	0												-	-	-	-
II A 5	Transit System Data	0	0						0	0					-	-	-	-
II A 6	Dwelling Unit, Pop. & Emp. Change	0	0												-	-	-	-
II A 7	Air Travel	0	0												-	-	-	-
II A 8	Vehicle Occupancy Rates	0	0												-	-	-	-
II A 9	Travel Time Studies	0	0												-	-	-	-
II A 10	Mapping	0	0												-	-	-	-
II A 11	Central Area Parking Inventory	0	0												-	-	-	-
II A 12	Bike & Ped. Facilities Inventory	0	0												-	-	-	-
II A 13	Bike & Ped. Counts	0	0												-	-	-	-
II B	Long Range Transp. Plan																	
II B 1	Collection of Base Year Data	0	0												-	-	-	-
II B 2	Collection of Network Data	0	0												-	-	-	-
II B 3	Travel Model Updates	2,100	8,400												-	2,100	8,400	10,500
II B 4	Travel Surveys	0	0												-	-	-	-
II B 5	Forecast of Data to Horizon year	0	0												-	-	-	-
II B 6	Community Goals & Objectives	0	0												-	-	-	-
II B 7	Forecast of Future Travel Patterns	0	0												-	-	-	-
II B 8	Capacity Deficiency Analysis	0	0												-	-	-	-
II B 9	Highway Element of th LRTP	0	0												-	-	-	-
II B 10	Transit Element of the LRTP	0	0												-	-	-	-
II B 11	Bicycle & Ped. Element of the LRTP	0	0												-	-	-	-
II B 12	Airport/Air Travel Element of LRTP	0	0												-	-	-	-
II B 13	Collector Street Element of LRTP	200	800												-	200	800	1,000
II B 14	Rail, Water or other mode of LRTP	0	0												-	-	-	-
II B 15	Freight Movement/Mobility Planning	0	0												-	-	-	-
II B 16	Financial Planning	0	0												-	-	-	-
II B 17	Congestion Management Strategies	800	3,200												-	800	3,200	4,000
II B 18	Air Qual. Planning/Conformity Anal.	200	800												-	200	800	1,000
II C	Short Range Transit Planning																	
II C 1	Short Range Transit Planning	0	0												-	-	-	-
III-A	Planning Work Program	400	1,600												-	400	1,600	2,000
III-B	Transp. Improvement Plan	400	1,600												-	400	1,600	2,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
III-C 1	Title VI	0	0												-	-	-	-
III-C 2	Environmental Justice	0	0												-	-	-	-
III-C 3	Minority Business Enterprise	0	0												-	-	-	-
III-C 4	Planning for the Elderly & Disabled	0	0												-	-	-	-
III-C 5	Safety/Drug Control Planning	0	0												-	-	-	-
III-C 6	Public Involvement	0	0												-	-	-	-
III-C 7	Private Sector Participation	0	0												-	-	-	-
III-D	Incidental Ping./Project Dev.																	
III-D 1	Transportation Enhancement Ping.	100	400												-	100	400	500
III-D 2	Enviro. Analysis & Pre-TIP Ping.	1,000	4,000												-	1,000	4,000	5,000
III-D 3	Special Studies	1,000	4,000												-	1,000	4,000	5,000
III-D 4	Regional or Statewide Planning	2,100	8,400												-	2,100	8,400	10,500
III-E	Management & Operations																	
III-E 1	Management & Operations	4,000	16,000												-	4,000	16,000	20,000
Totals		\$12,300	\$49,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,300	\$49,200	\$61,500

Triangle Transit Authority (TTA) Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Proposed Funding Source Tables TTA 3/5/2009 10:01																		
	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	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				6,000	6,000	48,000				6,000	6,000	48,000	60,000
	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				8,000	8,000	64,000				8,000	8,000	64,000	80,000
	4 Travel Surveys			0	0				5,000	5,000	40,000				5,000	5,000	40,000	50,000
	5 Forecast of Data to Horizon year			0	0				0	0	0				-	-	-	-
	6 Community Goals & Objectives			0	0				0	0	0				-	-	-	-
	7 Forecast of Future Travel Patterns			0	0				0	0	0				-	-	-	-
	8 Capacity Deficiency Analysis			0	0				0	0	0				-	-	-	-
	9 Highway Element of the LRTP	0	0	0	0				0	0	0				-	-	-	-
	10 Transit Element of the LRTP	0	0	0	0				2,250	2,250	18,000				2,250	2,250	18,000	22,500
	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				3,500	3,500	28,000				3,500	3,500	28,000	35,000
	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				30,000	30,000	240,000				30,000	30,000	240,000	300,000
III-A	Planning Work Program			0	0				0	0	0				-	-	-	-
III-B	Transp. Improvement Plan			0	0				0	0	0				-	-	-	-
III-C	Civil Rgts. Cmp./Otr. Reg. Reqs.																	
	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 Png./Project Dev.																	
	1 Transportation Enhancement Png.			0	0				0	0	0				-	-	-	-
	2 Enviro. Analysis & Pre-TIP Png.			0	0				0	0	0				-	-	-	-
	3 Special Studies			0	0				5,000	5,000	40,000				5,000	5,000	40,000	50,000
	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	\$59,750	\$59,750	\$478,000	\$0	\$0	\$0	\$59,750	\$59,750	\$478,000	\$597,500

[illegible]

FTA TASK NARRATIVE TABLE TRIANGLE TRANSIT FY 2009-20010 UPWP

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442400
3- Task Code	II-A-5
4- Title	Transit System Data
5- Task Objective	To collect highway and transit travel time data for use in calibration of regional model travel times for the TRM.
6- Tangible Product Expected	Survey data to be utilized by TRM model team, Route Planning Staff
7- Expected Completion Date of Products	June-10
8- Previous Work	Continued and ongoing TRM development of TransCad application
9- Prior FTA Funds	\$80,000
10- Relationship	Data is used to calibrate the travel times in the regional model. Data will inform route planning decisions.
11- Agency	Triangle Transit and ITRE
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%	12,000
20- Section 5307 Transit - NCDOT 10%	12,000
21- Section 5307 Transit - FTA 80%	96,000
22- Additional Funds - Local 100%	

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442301
3- Task Code	II-B-3
4- Title	Travel Model Updates
5- Task Objective	Ongoing support of TRM service bureau
6- Tangible Product Expected	Updated Triangle Regional Model
7- Expected Completion Date of Products	June-10
8- Previous Work	Ongoing support of TRM service bureau
9- Prior FTA Funds	\$100,000
10- Relationship	Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.
11- Agency	Service Bureau/ITRE responsible for task – Triangle Transit is a funding partner
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%	16,000
20- Section 5307 Transit - NCDOT 10%	16,000
21- Section 5307 Transit - FTA 80%	128,000
22- Additional Funds - Local 100%	

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442301
3- Task Code	II-B-4
4- Title	Travel Surveys
5- Task Objective	Customer Satisfaction Survey
6- Tangible Product Expected	To conduct a full on-board customer satisfaction survey to evaluate TTA customers' level of satisfaction for a broad range of TTA characteristics
7- Expected Completion Date of Products	June-10
8- Previous Work	Baseline satisfaction survey for TTA customers was conducted in 2003.
9- Prior FTA Funds	\$32,000
10- Relationship	Provides customer feedback and input to assist in development of TTA service programs and plans.
11- Agency	Triangle Transit
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%	10,000
20- Section 5307 Transit - NCDOT 10%	10,000
21- Section 5307 Transit - FTA 80%	80,000
22- Additional Funds - Local 100%	

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442301
3- Task Code	II-B-10
4- Title	Transit Element of the LRTP
5- Task Objective	To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOG
6- Tangible Product Expected	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.
7- Expected Completion Date of Products	June-10
8- Previous Work	Continued and ongoing regional corridor analysis for LRTP and other projects
9- Prior FTA Funds	\$96,000
10- Relationship	This supports regional transit planning for capital investments.
11- Agency	Triangle Transit (with joint sponsorship by TJCOG and MPOs, NCDOT)
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%	2,500
20- Section 5307 Transit - NCDOT 10%	2,500
21- Section 5307 Transit - FTA 80%	20,000
22- Additional Funds - Local 100%	

I- MPO	Durham Chapel Hill Carrboro MPO	
2- FTA Code	442400	
3- Task Code	II-C-1	
4- Title	Short Range Transit Planning	
5- Task Objective	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	
6- Tangible Product Expected	On-going staff salaries	
7- Expected Completion		
Date of Products	June-10	
8- Previous Work	Ongoing staff salaries	
9- Prior FTA Funds	\$224,800	
10- Relationship	Provides staff support to carry out TTA planning activities related to service planning and capital development	
11- Agency	Triangle Transit	
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%	60,000	
20- Section 5307 Transit - NCDOT 10%	60,000	
21- Section 5307 Transit - FTA 80%	480,000	
22- Additional Funds - Local 100%		

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442302
3- Task Code	III-D-3
4- Title	Special Studies
5- Task Objective	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	RFP and/or Technical Report
7- Expected Completion Date of Products	June-10
8- Previous Work	Development of Transit Blueprint products for Special Commission
9- Prior FTA Funds	\$160,000
10- Relationship	This task will follow from the transit infrastructure planning conducted for the LRTP.
11- Agency	Triangle Transit
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%	10,000
20- Section 5307 Transit - NCDOT 10%	10,000
21- Section 5307 Transit - FTA 80%	80,000
22- Additional Funds - Local 100%	

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442301
3- Task Code	II-B-16
4- Title	Financial Planning
5- Task Objective	Project cost estimates, studies of new and alternative funding sources, and public-private partnerships
6- Tangible Product Expected	Financial model, cost estimates of facilities
7- Expected Completion Date of Products	June-10
8- Previous Work	Estimates from Phoenix and Associates; model from Jeff Parker & Associates
9- Prior FTA Funds	\$75,000
10- Relationship	This task will follow from the transit infrastructure planning conducted for the LRTP.
11- Agency	Triangle Transit
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%	7,000
20- Section 5307 Transit - NCDOT 10%	7,000
21- Section 5307 Transit - FTA 80%	56,000
22- Additional Funds - Local 100%	

UNIFIED PLANNING WORK PROGRAM FOR TRIANGLE TRANSIT AGENCY

Table 5. ANTICIPATED DBE CONTRACTING OPPORTUNITIES FOR FY09-10

Section 5307

Name of MPO: Durham Chapel Hill Carrboro Metropolitan Planning Organization

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-A-5	Transit System Data	Triangle Transit	Consultant	\$ 60,000	\$ 75,000
Task II B 4	Travel Surveys	Triangle Transit	Consultant	\$ 80,000	\$ 100,000
Task II-C-1	Short Range Transit Planning	Triangle Transit	Consultant	\$ 56,000	\$ 70,000
Task III-D-3	Special Studies	Triangle Transit	Consultant	\$ 80,000	\$ 100,000
Task II-B-16	Financial Planning	Triangle Transit	Consultant	\$ 56,000	\$ 70,000

Triangle J COG		Durham-Chapel Hill-Carrboro Urban Area FY 2009-2010 Unified Planning Work Program Proposed Funding Source Tables												TJCOG 3/5/2009 10:08				
	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts														-	-	-	-
	2 Vehicle Miles of Travel														-	-	-	-
	3 Street System Changes														-	-	-	-
	4 Traffic Accidents														-	-	-	-
	5 Transit System Data								0	0					-	-	-	-
	6 Dwelling Unit, Pop. & Emp. Change														-	-	-	-
	7 Air Travel														-	-	-	-
	8 Vehicle Occupancy Rates														-	-	-	-
	9 Travel Time Studies														-	-	-	-
	10 Mapping														-	-	-	-
	11 Central Area Parking Inventory														-	-	-	-
	12 Bike & Ped. Facilities Inventory														-	-	-	-
	13 Bike & Ped. Counts														-	-	-	-
II B	Long Range Transp. Plan																	
B	1 Collection of Base Year Data														-	-	-	-
	2 Collection of Network Data														-	-	-	-
	3 Travel Model Updates														-	-	-	-
	4 Travel Surveys	0	0	0	0										-	-	-	-
	5 Forecast of Data to Horizon year	0	0	0	0										-	-	-	-
	6 Community Goals & Objectives														-	-	-	-
	7 Forecast of Future Travel Patterns														-	-	-	-
	8 Capacity Deficiency Analysis														-	-	-	-
	9 Highway Element of th LRTP														-	-	-	-
	10 Transit Element of the LRTP	0		0	0										-	-	-	-
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0										-	-	-	-
	12 Airport/Air Travel Element of LRTP														-	-	-	-
	13 Collector Street Element of LRTP			0	0										-	-	-	-
	14 Rail, Water or other mode of LRTP														-	-	-	-
	15 Freight Movement/Mobility Planning														-	-	-	-
	16 Financial Planning														-	-	-	-
	17 Congestion Management Strategies														-	-	-	-
	18 Air Qual. Planning/Conformity Anal.	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														-	-	-	-
	4 Planning for the Elderly & Disabled														-	-	-	-
	5 Safety/Drug Control Planning														-	-	-	-
	6 Public Involvement														-	-	-	-
	7 Private Sector Participation														-	-	-	-
III-D	Incidental Ping./Project Dev.														-	-	-	-
	1 Transportation Enhancement Ping.														-	-	-	-
	2 Enviro. Analysis & Pre-TIP Ping.														-	-	-	-
	3 Special Studies	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 2009-10 UPWP

Task II-B-18: Air Quality Planning

TJCOG will continue to work with DCHC MPO, CAMPO, NCDOT, ITRE, FHWA, RPOs and DENR on air quality related issues, focusing on TIP and LRTP conformity and the development of SIP emissions budget for the forthcoming redesignation of the Triangle as an ozone non-attainment area.

Objectives:

1. To ensure a consistent and coordinated regional approach to air quality requirements across geographic and institutional boundaries.
2. To provide information and support on air quality issues.

Previous Work:

1. Unified conformity reports for the currently designated Ozone Maintenance 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, 2009-15 TIP and 2035 LRTPs (in process).
2. Information was provided to all partners on the framework for the previous round of development of SIP motor vehicle emission budgets.
3. The triangleair.org website was created as a vehicle to share technical documents.

Proposed Activities:

1. Oversee the Conformity Process associated with any amendments to the 2009-15 TIP and begin the process for the 2011-17 TIP.
2. Collect and disseminate information on air quality issues and ensure that conformity concerns are represented in transportation planning and modeling efforts.
3. Work with MPOs on responding to proposals for development of the Ozone SIP for the forthcoming Triangle non-attainment area.
4. Prepare memos and reports documenting activities.
5. Work with individual MPO members as needed on regional-scale air quality issues.

Products:

1. Conformity Reports for any LRTP or TIP amendments, including all related materials such as schedule/responsibility spreadsheet and Pre-Analysis Consensus Plan.
2. Memos or reports, as needed, addressing MPO concerns and options in the development of new SIP Motor Vehicle Emission Budgets.
3. Clear documentation of all methods, assumptions and data.

Relationship to Other Plans and MPO Activities:

Air quality conformity is a requirement for TIPs and LRTPs.

Completion Date:

Air quality work schedules are determined by the timing of TIP and LRTP amendments and can overlap MPO fiscal years. Air quality work associated with SIP development is determined by federal and state schedules and can overlap MPO fiscal years.

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, which is also providing funding. TARPO funding for TJCOG staff time is also allocated to this task.

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 addressing the intersection of land use development and transportation investments and on related regional-scale efforts, including coordination issues related to the use and improvement of the Triangle Regional Model.

Objectives:

1. To promote consistency and coordination in matching land use decisions with transportation investments; especially investments that transcend MPO boundaries.
2. To provide information and support on the relationships between land use and transportation.
3. To assist the MPOs and their members with SE data development and tracking.

Previous Work:

1. Working with the MPOs on a single, consistent 2035 LRTP document.
2. Helping in the development of Chatham County SE data.
3. Working on regional transportation planning efforts, including the Special Transit Advisory Commission.
4. Provided facilitation of the quarterly meetings of the TRM Executive Committee.
5. Manage and provide technical support and GIS services for MPO planning efforts.

Proposed Activities:

1. Work with partners on revising TAZ structures and updating land use data to better model land use as adopted in the 2035 LRTPs, especially in transit corridors and activity

centers and around proposed transit stations.

2. Collect and disseminate information on land use and development issues and ensure that land use concerns are represented in transportation planning and modeling efforts.
3. Continue facilitation of ITRE Model Service Bureau Executive Committee and support coordination between the service bureau and users of the TRM.
4. Begin to build a well-documented, GIS-based repository for land use and SE data for MPO and local transportation planning.
5. Continue to participate in regional and statewide transportation planning efforts such as Joint MPO TAC, TriMAP, the DCHC land use model, the development of transit financial plans, TTA projects, the NC54/I-40 plan and any transit planning efforts for the RTP/RDU area.
6. Prepare memos and reports documenting activities.
7. Work with individual MPO members as needed on regional-scale land use and transportation issues.

Products:

1. Memos and reports, as needed, related to land use and land use scenarios, SE data and project-level consistency across boundaries.
2. GIS data layers related to land use, SE data and transportation projects, including related natural resource conditions and governmental boundaries.
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 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, although some tasks may carry over into FY10-11 depending on schedules set by other partners.

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 may also be allocated to this task.

Draft FY 2009-2010 Unified Planning Work Program (UPWP) for the DCHC MPO

TAC Meeting
March 11, 2009

1

FY 2009-10 Unified Planning Work Program (UPWP)

- Attachment 10:
 - Staff memo providing background information on this agenda item.
- Attachment 10A:
 - A copy of the FY 2009-10 UPWP, including adopting resolutions and self-certification of the MPO Transportation Planning Process.

2

FY 2009-10 UPWP - Overview

- Federal regulations mandate that the MPO develop an annual work program known as the Unified Planning Work Program (UPWP).
- The annual program must identify transportation planning tasks to be undertaken with the use of federal transportation funds during the upcoming fiscal year.
- The UPWP must detail technical work program for continuing, cooperative and comprehensive (3C) transportation planning in the DCHC MPO.

3

FY 2009-10 UPWP - Funding Sources

- Federal Highway Administration –FHWA (80%)
 - Section 104(f) Planning
 - Section 133(b)(3)(7) –STP-DA
- Federal Transit administration (FTA) –(80%)
 - Section 5303
 - Section 5307/5340
- NCDOT
 - 10% local match for transit planning
- Local Matching Funds
 - 10% local match for transit planning
 - 20% local match for FHWA funds

4

FY 2009-10 UPWP

- Funding tasks comes from the Prospectus approved by NCDOT and MPO statewide
- Prospectus Task broad areas
 - Surveillance of Change –data monitoring
 - Long range transportation plan activities
 - Short range transit planning
 - Planning Work Program
 - Transportation Improvement Program
 - Civil Rights
 - Administration

5

FY 2009-10 UPWP - Funding Broad Areas

- General (routine) planning funding
- Major emphasis projects – continuation of special projects approved by the TAC.
- New initiatives – No new initiative proposed for 2009-10 UPWP.

6

General/Routine Planning Areas

- Comprehensive Transportation Plan
- 2011-17 MTIP
- TIP Amendments
- UPWP amendments
- Transit planning
- Data collection, monitoring & maintenance
- Management and operation of transportation planning process
- Air quality planning –Motor Vehicle emissions budget for the new Ozone standards
- Project planning & development
- Environmental Justice/Limited English Proficiency planning

7

FY 2009-10 UPWP – Highlights of Planning Activities – (Cont'd)

- Administration, management and operation of the transportation planning process (also know as the 3-C process) as required by the federal regulations.
- Data monitoring and maintenance – Surveillance of Change (traffic, transit, bike/pedestrian counts, accidents, VMT, land use, development review, street mileage systems, etc).
- Development of the 2011-2017 MTIP.
- Freight movement planning – survey of freight companies, collect location and route data, create and maintain database, prepare issue statements for be addressed in the LRTP, etc.

8

FY 2009-10 UPWP – Highlights of Planning Activities – (Cont'd)

- Air quality planning, including working with to the Division of Air Quality (DAQ) for the State Implementation Plan (SIP) development and conformity analysis (task includes model analysis and provision of model data to DAQ).
- MPO Public Involvement consistent with the federal transportation legislation (SAFETEA-LU).
- Financial planning, including staff support to the joint DCHC/CAMPO TAC funding task force, regional funding initiatives, local revenue options initiatives, etc.

9

FY 2009-10 UPWP – Highlights of Planning Activities – (Cont'd)

- Environmental project planning/NEPA – Staff involvement in project development, engineering and environmental process (e.g., East End Connector, Hillandale Road, South Columbia, Elizabeth Brady Road, etc)
- State and Regional Coordination (Regional transit projects, Intelligent Transportation Systems, I-40 HOV, Triangle Parkway Toll projects, etc)

10

FY 2009-10 UPWP – Continuation of Special/Major Emphasis Projects

- ❑ MPO-wide Collector Street Plan.
- ❑ Non-Motorized Trip Model
- ❑ Model enhancement and update
- ❑ GIS warehouse
- ❑ NC 54/I-40 Corridor/Sub-Area Study
- ❑ ITS Deployment Plan
- ❑ Freight/Commercial Vehicle study
- ❑ Parking survey/Study
- ❑ Congestion Management Process (CMP) plan update
- ❑ Safety plan

11

FY 2009-10 UPWP – TAC Action

■ TCC Recommendation:

- ❑ That the TAC approve the FY 2009-2010 Unified Planning Work Program, including the adopting resolution, the FTA adopting resolution, and the self-certification resolution.

■ TAC Action:

- ❑ Hold the public hearing.
- ❑ Approve the FY 2009-2010 Unified Planning Work Program, including the adopting resolution, the FTA adopting resolution, and the self-certification resolution.

12

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 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 selected
- ✓ Contract negotiation underway
- 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
- ✓ Consultant selected
- ✓ Notice-to-Proceed issued
- ✓ Project underway

GIS/Data Integration and Automation

- ✓ Phase I in progress
- ✓ Initial Kick off 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
- ✓ 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.

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

TAC 3/11/09 Attachment 14

Contract Number: C200840 Physical Division: 5 Administrative Division: 5 Length: 6.363 miles Resident Engineer: Jeffrey D. Allen, PE 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	Route: NC-54 County: Durham TIP Number: R-2904, U-4026 Federal Aid Number: STP-54(5) RE Phone Number: (919)733-9499
Contract Number: C201439 Physical Division: 5 Administrative Division: 5 Length: 0.373 miles Resident Engineer: Cadmus Capehart, PE 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	Route: NC-98 County: Durham TIP Number: U-4010 Federal Aid Number: STP-98(21) RE Phone Number: (919)840-0914
Contract Number: C201487 Physical Division: 5 Administrative Division: 5 Length: 1.769 miles Resident Engineer: Chadwick D. Hinnant 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)	Route: US-15 County: Durham TIP Number: B-3450, U-4009, U-4012 Federal Aid Number: BRSTP-1116(6) RE Phone Number: (919)220-4680
Contract Number: C201642 Physical Division: 5 Administrative Division: 5 Length: 0.22 miles Resident Engineer: Jeffrey D. Allen, PE 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.	Route: SR-2957 County: Durham TIP Number: U-4410DB Federal Aid Number: RE Phone Number: (919)733-9499
Contract Number: C201783 Physical Division: 5 Administrative Division: 5 Length: 0.284 miles Resident Engineer: Cadmus Capehart, PE Location Description: CULVERT ON SYCAMORE CREEK AND APPROACHES ON SR-1839. Type of Work: GRADING, DRAINAGE, PAVING & STRUCTURE. Contractor Name: MOUNTAIN CREEK CONTRACTORS, INC.	Route: SR-1839 County: Durham TIP Number: B-3528 Federal Aid Number: BRZ-1839(1) RE Phone Number: (919)840-0914
Contract Number: C201834 Physical Division: 5 Administrative Division: 5 Length: 0.078 miles Resident Engineer: Cadmus Capehart, PE 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.	Route: SR-1303 County: Durham TIP Number: B-4109 Federal Aid Number: BRZ-1303(3) RE Phone Number: (919)840-0914



The North Carolina
Department of
Transportation

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

7/10/09 Attachment 14

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. =9.15% complete
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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

7/10/09 Attachment 14

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
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING 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

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Third volley for cleaner cars

N.C. legislator to introduce twice-scuttled move to adopt California-like rules

Wade Rawlins, Staff Writer

Cars run cleaner these days, but the coming year will likely bring more discussion about making them cleaner still.

Rep. Pricey Harrison, a Democrat from Greensboro, plans to reintroduce legislation calling for North Carolina to adopt clean air standards similar to California's legislation to reduce vehicles' emissions of greenhouse gases, primarily carbon dioxide.

"We have been fighting this fight forever, and the car lobby has been killing us," said Harrison, who has introduced similar bills in the two previous sessions that have gone nowhere. "I hope we will have some traction."

A lot remains unclear about how the standards would unfold in California, if they are allowed to proceed, and in other states that adopt them. But the California standards would require manufacturers to make vehicles with more efficient engines that would spew less pollution. And adopting them would probably alter the mix of vehicles sold to include more small fuel-efficient cars and alternative-fuel vehicles.

For decades, California has been at the forefront of requiring improvements to reduce automobile pollution, requiring such modifications as catalytic converters before the nation as a whole.

"California sets the standard and then EPA catches up with that three or four years later," said David Bookbinder, chief climate counsel for the Sierra Club in Washington. "That is what has been going on for 40 years."

Federal environmental regulators announced last week that they will reconsider a request by California and 13 other states to control greenhouse gases from motor vehicles. That may kick-start debates in other states about which is preferable, the so-called federal CAFE (Corporate Average Fuel Economy) standard or the more stringent California standard.

The Obama administration plans to set new federal standards for 2011 model-year autos as part of a 2007 law to require new cars and trucks to achieve 35 miles per gallon by 2020, a 40 percent increase. The California standard would yield an estimated fuel economy of 43 miles per gallon by 2020.

An analysis by the N.C. Division of Air Quality suggests that the California rules would be more effective at reducing greenhouse gases than the federal CAFE program. The agency estimates that adopting the California standards instead of the federal standards would reduce greenhouse gas emissions in the state by 40 percent between 2009 and 2020.

"Emissions is not something people talk about when they go buy a car," said Anne Tazewell, transportation program manager at the N.C. Solar Center at N.C. State University. "It's a big issue. Vehicles are a major source of our urban air quality problems."

Last year, the U.S. Environmental Protection Agency denied California's request for more stringent standards than the federal rules. But President Barack Obama has told the EPA to reconsider, and a June decision is expected.

Robert Glaser, president of the N.C. Automobile Dealers Association, said the group supports one nationwide standard so that car manufacturers don't face the expense of having to produce different cars for different markets.

Glaser said adopting the California standard would increase the price of a car by an estimated \$1,200.

The Washington-based Alliance of Automobile Manufacturers also supports a national fuel standard.

Charlie Territo, a spokesman for the Alliance, said the California standard would create a bureaucratic nightmare and send car buyers across state lines in search of better deals.

"North Carolina would be on an island," Territo said. "None of the states contiguous to North Carolina have adopted the standard. Dealers in surrounding states would still be allowed to sell consumers vehicles that dealers in North Carolina may or may not be allowed to sell."

Environment North Carolina said the standards would cut gasoline consumption in North Carolina by 4.5 billion gallons by 2020, saving North Carolinians \$8 billion at the pump.

"Lawmakers had been hesitant to move forward because of the roadblock put in place by the courts and Bush administration," said Margaret Hartzell of Environment North Carolina. "That road is now clear. This is a great opportunity to put a down payment on reducing global warming pollution in North Carolina."

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Durham transit center to open Feb. 22

Bruce Sicheloff, Staff Writer

DURHAM - Downtown Durham's next big opening will come Feb. 22, when city buses start rolling through the \$17.6 million Durham Station transit center.

But a city budget squeeze will delay the start of fare-free downtown circulator bus service. The service had been planned to start as the new center opened.

The two-story, 10,000-square-foot transit hub stands on the site of what was the Heart of Durham Hotel, at West Pettigrew and Chapel Hill streets. A dedication is planned for 10 a.m. Feb. 23.

The hub will be a roomy replacement for a cramped, dirty bus transfer center two blocks away.

"We'll have much more to offer our customers," said Steve Mancuso, Durham transit administrator. "The indoor waiting space is much larger, better lit and much more pleasant."

A proposed fare-free circulator bus, which would loop through downtown every 10 minutes, won't start rolling before July 1, Mancuso said. He cited tight city funding during the economic slowdown.

Meanwhile, he said, the Durham Area Transportation Authority hopes to work out terms with Duke University to expand the circulator route with a link between campus and downtown.

DATA buses will switch to Durham Station on a Sunday. They'll be joined Monday, Feb. 23, by Triangle Transit buses, which do not run on Sundays.

Route and schedule details are online at <http://gotriangle.org> or by phone at 485-7433.

Durham leaders expect Durham Station to strengthen public and private efforts to rebuild and repopulate the city center. The transit center is a short walk from the American Tobacco Campus and from an expanded Amtrak station that will open this summer.

Durham Station also will serve taxis and Greyhound/Trailways buses. It has bike racks and eventually will have lockers for cyclists, Mancuso said.

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Region officials OK \$8.1B 27-year transit plan

By Ray Gronberg : The Herald-Sun

gronberg@heraldsun.com

Feb 12, 2009

DURHAM -- Officials from Durham and Orange counties on Wednesday ratified a plan that calls for building \$8.1 billion in highway and transit improvements in the western Triangle over the next 27 years.

But they conceded that one of the document's key proposals, the construction of toll-financed carpool lanes on Interstate 40, is rather speculative and will spark a good deal more discussion over the coming few years, especially with officials in Wake County.

Planners figure the new lanes will cost \$579 million, but that figure's inclusion in the plan "is as much a placeholder as anything else," Durham city Transportation Manager Mark Ahrendsen said.

Real answers about the project's feasibility and revenue potential will have to wait on "a far more detailed I-40 corridor study" that takes into account the views of people on both sides of the Triangle, Ahrendsen said.

The so-called "long range transportation plan" exists to meet regulatory mandates and is supposed to spell out what highway and transit projects local officials are interested in building with state and federal aid. Local officials update it every five years.

The new plan looks to 2035. It calls for roughly \$4.2 billion in spending to build and maintain roads, \$1.9 billion to expand and operate the area's bus systems and \$1.9 billion to build and operate a new light-rail commuter system linking the Triangle's major cities.

The transit recommendations largely mirror those a group of citizens and business leaders suggested last year.

Officials are assuming that to help pay for an expanded transit system, they'll gain the authority from the General Assembly and voters to levy half-percent sales taxes surcharges in Durham and Orange counties and a quarter-percent sales tax surcharge in Chatham County.

But the question of running highways and transit to Chatham County and other outlying areas sparked the day's biggest debate, and a vote in opposition to the plan from Chatham County Commissioner Sally Kost.

Kost said the plan isn't offering much in the way of solutions to Chatham's traffic problems, save for improvements to a few key road intersections.

Planners looked at calling for widenings of several highways in northeastern Chatham, but backed off after deciding those projects would damage critical parts of the Jordan Lake watershed.

What's left has Chatham commissioners feeling the plan doesn't "represent bang for the buck," Kost said, adding that the transit tax would be a tough sell in Siler City and other parts of western Chatham.

She did not elaborate, but there is a longstanding political rivalry between western and eastern Chatham County. The economy of western Chatham is tied more closely to that of the Greensboro-High Point-Winston-Salem area than to the Triangle.

Kost's comments sparked a mini-debate Wednesday among other members of the regional Transportation Advisory Committee about the 2035 plan's call for linking towns like Burlington and Pittsboro to the Triangle's bus network.

Durham County Commissioner Ellen Reckhow said she'd like to see outlying communities that benefit from the plan "pay their fair share" for new routes.

"This collar-county issue is a big issue and [the region's leadership] needs to look at it systematically," she said. "I brought it up because I think they should be contributing."

But Chapel Hill Town Councilman Bill Strom cautioned against making that kind of assumption just yet. He and Durham City Councilman Mike Woodard noted that UNC Chapel Hill and Duke University each rely heavily on a labor force that commutes from other counties.

"It could be that UNC writes a check for the Burlington route and that's the in-kind contribution," Strom said. "And I do think the citizens of Durham and Chapel Hill and Chatham County are served by having this service."

On the other hand, Chapel Hill's own studies indicate that it could boost transit ridership more easily by beefing up in-town bus routes than by opening new routes to outlying communities, Strom said.

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\$30M-plus streetscape 'wish list' takes shape

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Feb 12, 2009

DURHAM -- Local officials on Wednesday took the first step in a bid to land state and federal subsidies for a \$30 million-plus "streetscape" renovation in the Fayetteville Street corridor near N.C. Central University.

The move came as officials from Durham, Orange and Chatham counties set their wish lists for next edition of the statewide transportation improvement program. The Fayetteville Street project went in as Durham's No. 13 priority.

Area governments routinely ask the N.C. Department of Transportation to subsidize sidewalk construction, but it's rare for them to request aid for streetscape projects that go beyond the bare-bones basics.

Durham and Chapel Hill have both in recent years used their own money to undertake downtown streetscape projects. In neither case did they seek state and federal support through the transportation improvement program.

But last month, an advocate for the Fayetteville Street project, Denise Hester, urged officials to consider asking DOT for help this time. Mayor Bill Bell responded by asking the city's transportation office to score the effort against other projects on the city's wish list.

"I don't think there's anything that prevents us from doing it other than precedent," Bell said after Wednesday's decision by the regional Transportation Advisory Committee. "If we can't do it [by law], that's another question."

The Fayetteville Street project is by far the largest of five streetscape initiatives city officials are considering to help promote business investment in run-down areas of Durham.

Streetscape work usually involves the wholesale renovation of a target area's sidewalks. Durham's downtown project also included renovations of key intersections, traffic signals and landscaping.

Durham's wish list for the next seven-year statewide construction plan includes 20 other projects. The only other things on it in the eight-figure price range involve widening roads or buying buses.

Other sidewalk-focused projects generally fall in the seven-figure range.

City Transportation Manager Mark Ahrendsen said streetscape-like projects are "one of the eligible uses" for federal subsidies.

He also said that while officials have never before asked DOT for help on a streetscape effort "like what's been proposed on Fayetteville Street," they have requested subsidies for projects that "that have had streetscape elements to them."

Ahrendsen singled out Chapel Hill's still-pending South Columbia Street renovation as one example. It will place bike lanes, sidewalks and special crosswalks on what's now a narrow two-lane road linking the UNC Chapel Hill campus to U.S. 15-501.

Officials from Orange and Chatham counties offered no criticism of Durham's move on Wednesday. Under the system the state uses to divide transportation money, their projects aren't in direct competition with Durham's.

The only complaint came from Durham City Councilwoman Diane Catotti, who fretted that the Fayetteville Street project's inclusion could lower the chances of securing funding for less-costly sidewalk projects like one on Cheek Road that are on the list for safety reasons.

She preferred stretching any subsidies DOT offers by targeting them on Fayetteville Street's sidewalks specifically, leaving some left over for other sidewalk-focused projects.

Bell said after the meeting that he thinks it possible that officials will pull off the Fayetteville Street project by combining subsidies with local money.

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DOT eager for stimulus dollars

By Ray Gronberg : The Herald-Sun

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Feb 12, 2009

DURHAM -- N.C. Department of Transportation engineers say the federal economic-stimulus bill will allow their agency to resume a lot of the construction work that's been on hold since state revenues tanked late last year.

Once money starts flowing from the federal government, "we are ready and we will deliver," said Wally Bowman, chief engineer for DOT's Division 5, the unit that controls roadwork in Durham, Wake and five other counties in this area.

Bowman and his counterpart from DOT's Division 7 office, Mike Mills, were on hand Wednesday for a meeting with Durham, Orange and Chatham county officials who serve on the regional Transportation Advisory Committee.

The DOT officials stressed that with limited exceptions, the agency stopped signing new construction contracts recently in response to shortfalls associated with falling collections of gasoline and vehicle-sales taxes.

The agency has mainly been carrying out only construction deals it signed before the crisis set in.

Mills, whose office controls road work in Orange County and four other counties, said new contracts have gone out recently only for low-dollar bridge replacements and safety work.

The stimulus package appeared likely as of Wednesday morning to channel anywhere from \$730 million to \$802 million to North Carolina for highway work, according to information Durham city Transportation

Manager Mark Ahrendsen distributed to elected officials.

The lower figure was tied to the Senate's version of the bill, the higher figure to the House's.

It was not clear as of early Wednesday evening whether the compromise version hammered out by congressional and White House negotiators and announced by Senate leaders came out on the high or low end of that range.

Both versions also promised aid for transit projects. The House's version would provide North Carolina with about \$111 million, the Senate's with about \$128 million.

Bowman said compared to other states, North Carolina and Florida "are leading as far as projects that are shovel-ready" for stimulus dollars. Both houses of Congress, and President Barack Obama, have made it clear they want agencies to spend quickly.

North Carolina's effort will be helped by the fact that a good number of contracts are ready to go and just need a signature from state Transportation Secretary Gene Conti, Bowman said.

"The stimulus, whether you like it or not, will help us for the next two to three years," he added.

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Officials seek local-option sales tax

By Ray Gronberg : The Herald-Sun

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Feb 13, 2009

DURHAM -- Area legislators have once again asked the General Assembly to give Triangle governments the same authority officials in Charlotte have to finance transit construction with a referendum-approved, local-option sales tax.

Supporters filed parallel bills in the House and Senate this week. The Senate version's local co-sponsors include state Sens. Floyd McKissick, D-Durham, Bob Atwater, D-Chatham, Ellie Kinnaird, D-Orange, and legislators from Wake County.

The House version has sponsors from Wake and Orange legislators but, so far, none from Durham. State Rep. Paul Luebke, D-Durham, and other members of Durham's House delegation are known to oppose the expanded use of sales taxes.

But supporters are optimistic about getting a bill through the General Assembly this year, in their second try.

"We're very far behind in our transit planning," said state Rep. Verla Insko, D-Orange. "This is an important bill to get us started, to make that commitment that we're really going to do this."

The bill is in most respects the same as the one supporters pushed for last year.

The major difference is that at the behest of freshman Sen. Josh Stein, D-Wake, this year's version includes language that requires local governments receiving subsidies from a proposed state "congestion relief" fund have to promote the development of low-cost housing near transit stations.

Planning for that should include the identification of resources to house any low-income residents displaced by transit construction, and an effort to see that at least 30 percent of the housing within half a mile of a station is affordable to families making below 60 percent of the region's median income, the bill says.

"The intent is to ensure that as we build transit systems, we factor in the increase in property values to ensure that schoolteachers, police officers, nurses and firefighters, people who are essential members of our society, are not priced out of the areas around transit centers," Stein said.

The housing language wouldn't apply to the use of any revenue from a local option tax, but as transit planners here have assumed that the state would have to help subsidize projects here, it would nonetheless have an effect.

It was not immediately clear how the bill's stipulations might play out in places like the Ninth Street district or Chapel Hill, where relatively high-cost homes already bracket station areas.

Old West Durham Neighborhood Association President John Schelp said his group would study the proposal.

"We've supported affordable housing in the past," Schelp said. "We need to look at the details and talk about it."

Chapel Hill-area officials like Kinnaird and Town Councilman Bill Strom indicated that they didn't see any problem with Stein's addition to the bill.

Strom, who's also chairman of Triangle Transit, noted that at least one private-sector developer in his town has already hit the target Stein is proposing.

He also said Cherokee Investment Partners, the company Triangle Transit will work with to develop stations, is willing to explore having low-cost housing be a part of its projects.

"It's doable if you get the right projects, if you get the right projects designed," Strom said.

But McKissick said it's possible that legislators will tinker with Stein's housing proposal.

"I could see where it could potentially be tweaked or revised to look at on a more system-wide basis," he said.

Like Insko, N.C. Sierra Club State Director Molly Diggins voiced optimism about the bill's chances of moving this year. She said her group is "agnostic" about the propriety of using sales taxes but to date hasn't seen any good alternatives.

"If legislators who are concerned about that funding mechanism have other, equally viable proposals to

put forward, we'd be equally happy to support those," Diggins said. "But nothing has emerged so far that would raise anywhere near as much money."

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Store's move may delay widening

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

DURHAM -- N.C. Department of Transportation officials may help the Los Primos grocery store move a few blocks north on Alston Avenue before they start a \$29 million widening of the road.

The effort will delay work on the widening by three to six months but comes because federal regulators agree with Durham officials that saving the grocery is a matter of "environmental justice," said Wally Bowman, chief engineer for DOT's Division 5.

Road designers will take one last look at whether it's possible to reroute the widening slightly to avoid having to bulldoze Los Primos, which stands at the corner of Alston Avenue and East Main Street, Bowman said.

But because the Alston corridor is so constricted that the odds are against saving the grocery's current home, officials also intend to open talks with a local church that controls an old Winn-Dixie grocery at the corner of Alston and Liberty Street.

"We're on the front end of making contacts," Bowman said, adding that DOT officials think the property might be available.

County land records show that the former Winn-Dixie, at 812 Liberty St., belongs to the Ecclesia House of Prayer.

Church leaders bought it in 1998 from the Durham Public Schools for \$10 and have said on several occasions they wanted it to become the site of a new sanctuary. The church now operates from a building on the next block south at 601 N. Alston Ave.

Bowman said he doesn't know what the cost would be to acquire the building or bring it up to code. DOT would also have to figure out an arrangement with Los Primos taking into account the need to assure its operation as a grocery and the possibility of a business failure.

The engineer warned local officials last week that while the federal government and DOT would subsidize a deal, it's not clear the money available would stretch far enough to cover all costs.

Federal officials "wouldn't commit to a specific number," he said, adding that to make things work there may have to be "some cost sharing among parties."

Ecclesia pastor Evelyn Gilchrist couldn't be reached Friday for comment.

City administrators are happy that DOT is working on the issue, which was one of the points that last year held up agreement on a design for the Alston widening.

They argued that the likely demolition of Los Primos was an environmental justice issue because there's no other grocery within easy walking distance of the Alston/Main intersection.

"It is positive that there's been a determination" by federal officials and DOT that the point had merit, city Transportation Manager Mark Ahrendsen said.

Federal stimulus to fund local transit systems

By Ray Gronberg : The Herald-Sun

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Feb 26, 2009

DURHAM -- Three bus systems in the western Triangle are in line to receive a total of \$8.3 million in federal economic-stimulus money, says a city official who's gotten the word from state and federal regulators.

The money will eventually flow to the Durham Area Transit Authority, Chapel Hill Transit and Triangle Transit, under the same formula that officials normally use to divide money among them, city Transportation Manager Mark Ahrendsen said.

The one-shot allocation "is more than what we'd [normally] get in a year" from the federal aid program that helps cities pay for bus purchases and other capital projects, Ahrendsen said.

Ahrendsen said the \$8.3 million figure is what he's been told to expect by officials from the N.C. Department of Transportation and the Federal Transit Administration.

Local officials will confer in the next month about what to use the money on, and relay their advice to the Durham-Chapel Hill-Carrboro Transportation Advisory Committee. That group meets monthly and has to approve spending decisions.

All three bus systems relayed spending suggestions to DOT late last year. Each sought money to buy new buses. They also offered an assortment of ideas for starting new routes or beefing up existing routes.

The systems got a bit more than \$6 million from the federal government in fiscal 2007-08, the most recent period for which full-year records are available.

DATA got half that money, Chapel Hill Transit almost a third and Triangle Transit the rest, said Ellen Beckman, a planner on Ahrendsen's staff.

Ahrendsen said officials have to figure out what they can pay for with the available stimulus money, while complying with federal deadlines, buy-American requirements and other strings Congress and the Obama administration have attached to the effort.

State Transportation Secretary Gene Conti attended the opening of Durham's new bus station on Monday and in comments during the ceremony hinted that decisions were coming soon on how the state would

allocate a bit more than \$100 million in transit aide.

DOT officials and aides to Gov. Beverly Perdue, meanwhile, this week announced another round of road projects the state will pay for using stimulus money.

The list included six paving projects in Durham, all but one of which had been on hold since state gasoline and vehicle-sales tax receipts tanked following the Wall Street meltdown, said Wally Bowman, chief engineer for DOT's Division 5.

DOT estimates the Durham paving projects will consume a combined \$8.9 million.

<http://www.newsobserver.com/news/growth/story/1423971.html>

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High-speed rail on faster track

N.C. can upgrade tracks, cut travel time, officials say, with federal stimulus money

Bruce Sicheloff and Steve Harrison, McClatchy Newspapers

As President Barack Obama prepares to spend billions on new high-speed train service across the country, North Carolina is positioning itself to be among the first states to get rolling.

If it wins a healthy share of new federal money, the state will open the throttle on a program of rail upgrades that have already paid dividends in faster travel times and some of the nation's most impressive growth in train ridership.

North Carolina is seen as a good candidate for federal high-speed rail money. But some rail advocates worry that Washington will spread the money among too many rail corridors, diluting its impact.

With Virginia as its partner, the state has laid groundwork since the early 1990s for trains that could speed Raleigh travelers to Charlotte in a little over two hours and to Washington in less than four.

State transportation officials say those speeds are attainable as soon as 2018. Much of the engineering and preliminary government review have been done.

Money has been the missing ingredient, until this year.

Last month, at Obama's urging, Congress added \$8 billion for high-speed and other intercity rail service to its \$787 billion economic recovery package.

Last week Obama said this money was a down payment on a federal commitment to make trains a fast, "practical and environmentally sustainable alternative to flying or driving." In his 2009-10 budget, Obama proposed an additional five-year, \$5 billion program to start building several high-speed train corridors across the United States.

The Southeast High-Speed Rail Corridor, roughly 450 miles from Charlotte to Washington, is one of 10 speedy train projects formally designated by the U.S. Department of Transportation since 1991. Others serve bigger urban centers, but transportation experts say few have advanced as far along the path from concept to construction as the North Carolina-Virginia plan.

Chunks of money for North Carolina

The federal stimulus program gives priority to projects that can start construction quickly.

"I think ours has more planning and environmental and design work done than most, and that's the point," said David King, a former state deputy transportation secretary who now runs Triangle Transit. "If and when the money shows up, we want to be at the front of the line to get it."

North Carolina has been spending \$4 million to \$5 million a year and working with railroads to upgrade tracks and stations and increase train speeds. It now faces the possibility of hundreds of millions of dollars to kick-start a fast-train program the Obama administration plans to continue.

"I don't think we will be able to say, 'Give us \$2 billion now,' " Gene Conti, the state transportation secretary, told a House committee last week. "We will have to go after specific chunks of the money. I think we are in a very good position to compete strongly for that."

The state is ready to spend money in several places along the line. They include a project to double-track 27 miles of rail between Charlotte and Greensboro and proposals to buy right-of-way for new tracks north of Raleigh.

A 1997 federal report said the Southeast corridor would generate more ticket revenue than any of the other high-speed proposals the department had reviewed at the time. The study predicted that the Charlotte-to-Washington train would cover its operating costs from farebox collections.

The target top speed is 110 mph, nothing like the speediest trains of Europe and Asia. But the project would include more trains every day and more tracks to accommodate freight expansion.

"You're not building a high-end, sexy bullet train," said Pat Simmons, the state Rail Division chief, who has spearheaded the southeast corridor project since 1994. "But you're building network capacity and reliability."

Competing projects

Transportation Secretary Ray LaHood is to outline his plans for distributing the rail stimulus money by mid-April. There will be fierce competition for the \$8 billion. Obama and LaHood are both from Chicago, and experts have assumed that some of the rail money will go there.

California could be in line for at least \$2 billion. Voters there approved \$9 billion in bond financing to start a network of trains that would run faster than 200 mph, rivaling rail speeds in Europe and Asia.

Joseph Vranich of Irvine, Calif., who served as president of the High-Speed Rail Association in the early 1990s, said Obama should pour the \$8 billion into the Washington-New York corridor, where Amtrak operates its lone high-speed train, the Acela.

The Acela is fast enough to compete with air travel, but it has room for improvement. The train tops out at 150 mph, but averages only 82 mph from Washington to New York.

"Let's focus the money in one place, make it a super-duper line," Vranich said. "Let's prove it as a concept. Then let's move forward [on other lines] in a judicious way."

David Carol, a project manager at the Charlotte Area Transit System, used to work at Amtrak. He's excited about the prospect of improving the Southeast High-Speed Corridor, but he says the trains won't attract riders unless they're faster than cars and planes. "For these corridors to work, you need to tap into the business travel," he said. "If you can't get the business travel, you can't get those premium tickets."

Emy Louie, a Raleigh architect, agrees. Louie is an advocate for high-speed service, but she has not boarded a train in the United States since a 1995 Florida trip -- "a nightmare because it took way too long," she said.

Louie figures a trip of more than three hours or 500 miles is likely to be quicker by air than by the fast trains envisioned now. But the trains should be very popular for shorter trips, she said.

"If it's faster and it's easy to ride it, then I will," Louie said. "I'd rather take a train than drive, any day, because I like to just walk around and read the paper. And you can do two trips in one day because of the speed."

Amtrak's Piedmont takes 3 hours and 12 minutes to get from Raleigh to the Charlotte station, several blocks north of the city center. When you consider the door-to-door time between downtowns, the travel time is more than three and a half hours.

Traveling by car downtown-to-downtown can take as little as 2 hours and 45 minutes -- and sometimes much longer, when interstate traffic is backed up. By plane, the door-to-door trip is about 2 hours and 15 minutes. (All these estimates assume no accidents and no backups.)

The DOT has trimmed nearly an hour from the Raleigh-to-Charlotte train time since 1990. The high-speed plan could cut the time another hour -- to 2 hours and 15 minutes, about the same as going by air.

Airlines set the pace

"I think it must be airline-competitive to be effective," said Scott Saylor, president of the N.C. Railroad. "My personal view is that if we're going to do it, let's do it right. There has to be significant capital investment to run at true high speed."

Vranich is skeptical about spending money on rail improvements in North Carolina and Virginia. He said a good way to measure demand for high-speed rail is to examine the number of nonstop flights between two cities that are candidates for high-speed rail.

"The puny improvements we're going to make in rail aren't going to eliminate one flight anywhere," Vranich said.

The Air Transport Association, which lobbies for airlines, said the high-speed money would be better spent making air traffic more efficient, by upgrading the air traffic control system.

"We have a 1950s system that needs to be replaced," said David Castelveter, a spokesman for the association. "We should focus on a next-generation air traffic control system."

North Carolina's years of work will finally pay off if the Southeast High-Speed Rail Corridor gets an injection of federal stimulus funds.

"I'm confident North Carolina will fare well in this," Simmons said last week before boarding the Amtrak Carolinian for a 5-hour, 50-minute trip to Washington. His high-speed plan would cut nearly two hours off the trip.

"We have labored long and hard in the trenches to understand whether this is a worthwhile investment," Simmons said. "And it is."

Steve Harrison is a reporter for The Charlotte Observer.

bruce.siceloff@newsobserver.com or 919-829-4527

THE SOUTHEAST HIGH-SPEED RAIL CORRIDOR

The corridor is a proposed fast-train route from Charlotte to Washington via Greensboro, Raleigh and Richmond.

It follows active rail lines between Charlotte and Raleigh and between Richmond and Washington. The route between Raleigh and Richmond would revive an abandoned CSX corridor through Norlina and South Hill, Va., where there is no train service now.

How fast would it be?

The proposal calls for top speeds of 110 mph and an average of 85 mph, with the prospect for faster trains in the future. Amtrak trains now in North Carolina have a top speed of 79 mph and an average of 48 mph.

How much would travel times improve?

Current times from Raleigh: 3 hours 12 minutes to Charlotte; 3 hours 30 minutes to Richmond; 5 hours 50 minutes to Washington.

Target high-speed times from Raleigh: 2 hours, 15 minutes to Charlotte; 2 hours to Richmond; 3 hours, 55 minutes to Washington.

Why not faster?

A 1997 USDOT study said that, at top speeds of 110 mph, the SEHSR trains would generate enough in fares to repay operating costs. Faster train service would be less cost-effective, requiring more straight tracks and more expensive electric trains.

How much would daily passenger service increase?

Now: Two round-trip trains each day between Raleigh and Charlotte (with a third planned to start this summer), and two daily between Raleigh and Washington.

Proposed by 2020: Eight daily round trips Raleigh-Charlotte, and four Raleigh-Washington. Some trains would stop at every station; others would be express runs.

What would it cost to build the whole thing?

Recent estimates put the capital cost at \$5 billion to \$6 billion. Most of this would be spent to buy right of way, replace curved tracks with straighter tracks, build passing sidings or double tracks where there are single tracks now, and build bridges over roads to eliminate at-grade crossings.

Partial funding will provide incremental improvement in train speed.

WWW.SEHSR.ORG, NCDOT RAIL DIVISION ([HTTP://WWW.BYTRAIN.ORG/](http://WWW.BYTRAIN.ORG/))

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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 13, 2009

Secretary Eugene A. Conti, Jr.
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, North Carolina 27699-1501

Dear Secretary Conti:

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) approved the attached resolution regarding NCDOT's proposed budget cuts for fiscal year 2010. While we understand that the department must make cuts to address the State's budget shortfall, we believe that the proposal disproportionately impacts transit funds and request that NCDOT distribute budget cuts proportionately across all funding programs.

We appreciate your consideration of this resolution. Please contact me at 919-560-4366 if you have any questions about the DCHC MPO's request.

Sincerely,

A handwritten signature in black ink, which appears to read "Mark Ahrendsen", is written over a horizontal line.

Mark Ahrendsen
TCC Chair

enclosure

Cc: Ken Spaulding, NCDOT, Division 5
Doug Galyon, NCDOT, Division 7
G.R. Kindley, NCDOT, Division 8
Calvin Leggett, NCDOT, TIP Unit
DCHC MPO TAC Members

**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 Bill Bell and seconded by TAC Member Alice Gordon 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 9.6% from 2007 to 2008; Chapel Hill Transit's ridership has increased 18.6% from 2007 to 2008; and Triangle Transit's ridership has increased 24.2% from 2007 to 2008; and

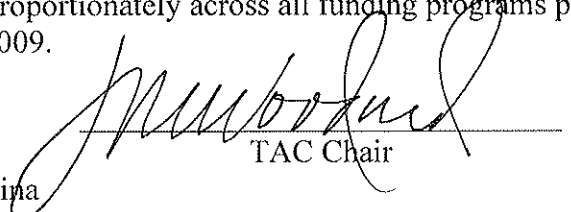
WHEREAS, public transportation systems provide a critical link to employment for many workers in North Carolina and provide employment for transit administrators, bus operators and mechanics; and

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 Metropolitan Planning Organization 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.

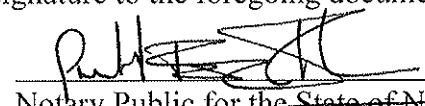
BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee strongly opposes the proposed cuts in public transportation funding and urges the North Carolina Department of Transportation to apply any budget cuts proportionately across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


TAC Chair

STATE of: North Carolina

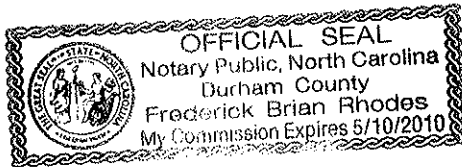
COUNTY of: DURHAM

I, FREDERICK BRIAN RHODES, a Notary Public of County, DURHAM North Carolina do hereby certify that personally J. Michael 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

My commission expires 5.10.10

(Seal)





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Member Governments

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

February 12, 2009

Secretary Eugene A. Conti, Jr.
 North Carolina Department of Transportation
 c/o Office of Governance
 Mail Service Center 1501
 Raleigh, NC 27699-1501

Dear Mr. Conti,

Thank you for your request for input from local governments, Metropolitan Planning Organizations (MPOs), and Rural Planning Organizations (RPOs) on the implementation of Executive Order Number Two issued by Governor Beverly Perdue. The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) reviewed the executive order at its February 11, 2009, meeting and is submitting the following comments for consideration.

The DCHC MPO supports 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. The design of the professional approval process is critical, and we urge the NCDOT to include input from local governments, MPOs, and RPOs in the process. The NCDOT should defer to the MPOs' adopted Long Range Transportation Plans and Transportation Improvement Programs when approving projects in urban areas, especially on the regional and subregional tiers.

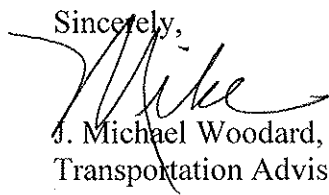
The DCHC MPO also requests that the NCDOT consider delegating some of the responsibility for the approval of projects and contracts and other decision-making to the NCDOT Division offices. The Division offices are often very familiar with local conditions, needs, and concerns and should have a significant role in the professional approval process. The NCDOT should also consider taking this opportunity to revise the geographies of the Highway Divisions to better align with the State's urban areas and economic regions. The DCHC MPO is currently in Highway Divisions 5, 7, and 8. While we have a good relationship with the three Divisions, we believe that revising the Division boundaries could result in increased efficiencies and better communication between local governments, MPOs, and RPOs, and the NCDOT.

The State Board of Transportation should maintain a role in setting the policy direction for the NCDOT including providing oversight on the department's budget, the rescission of federal funds, and general project design and fiscal

policies. The Board of Transportation members should continue to be a conduit for input and concerns from local governments, MPOs, and RPOs to the department. Members should be strongly encouraged to attend and participate in MPO and RPO meetings.

Thank for the opportunity to provide comment on the implementation of this executive order. We look forward to working with you and NCDOT staff on this matter. Please contact Mark Ahrendsen at 919-560-4366 or mark.ahrendsen@durhamnc.gov for more information.

Sincerely,



J. Michael Woodard, Chair
Transportation Advisory Committee

Cc: Wally Bowman, NCDOT Division 5
Mike Mills, NCDOT Division 7
Tim Johnson, NCDOT Division 8
Scott Walston, NCDOT Transportation Planning Branch
Ken Spaulding, State Board of Transportation, Division 5
Doug Galyon, State Board of Transportation, Division 7
G.R. Kindley, State Board of Transportation, Division 8
Thomas J. Bonfield, City of Durham
Mike Ruffin, Durham County
Eric Peterson, Town of Hillsborough
Steve Stewart, Town of Carrboro
Roger Stancil, Town of Chapel Hill
Laura Blackmon, Orange County
Charlie Horne, Chatham County
DCHC MPO TAC Members



• COUNTY COMMISSIONERS

George Lucier, Chair
Sally Kost, Vice Chair
Mike Cross
Carl Thompson
Tom Vanderbeck

• COUNTY MANAGER

Charlie Home

P. O. Box 1809, Pittsboro, NC 27312-1809 • Phone: (919) 542-8200 • Fax: (919) 542-8272

TO: NCDOT Office of Governance
Mr. Eugene A. Conti, Jr.

VIA: DOT.GOVernanceOffice@ncdot.gov

FROM: Sally Kost, Vice Chair, Chatham County Commissioner
Chatham Representative on the Durham/Chapel Hill/Carrboro (DCHC) Metropolitan Planning Organization

CC: DCHC MPO
Chatham County Board of Commissioners
Speaker Joe Hackney
Senator Bob Atwater

Date: February 13, 2009

Dear Mr. Conti,

Chatham County applauds the Department of Transportation and the new Administration for calling on transportation reform and improving the decision-making process.

In your January 28, 2009 letter requesting feedback from the transportation partners you indicate that a new approval process will be implemented in March 2009. Although I am sure minor changes can be made in that timeframe, the significant changes to make transportation planning efficient, effective and fair needs to be carefully studied and implemented.

It is our view that transportation planning in Chatham is fragmented and is therefore ineffective. Further, our participation in the DCHC MPO is not meeting the transportation needs of our community.

Chatham County is divided into three transportation planning organizations: The Rural Planning Organization, the DCHC Metropolitan Planning Organization, and Capital Area Metropolitan Planning Organization.

Chatham County is a large county geographically (704 square miles) with a population of about 61,000 residents. Over half of our residents live in northeast Chatham where transportation planning is partially done through the DCHC MPO.

In data prepared by the Triangle J Council of Government and presented to the DCHC MPO on September 12, 2007, northeast Chatham is projected to grow from 34,067 in 2005 to 117,130 by the year 2035, an increase of **83,063**, or 244 percent. Other jurisdictions within the MPO are projected to

TABLE 1.	2005-2035 Projected Population Growth	Percentage Increase
Durham	112,027	45%
Orange	12,745	28%
Chatham - northeast	83,063	244%
Chapel Hill	22,144	38%
Carrboro	7411	36%
Hillsborough	9942	80%
Total	245.447	59%

grow at a much slower rate. In fact of the **245,447** new residents projected for the entire planning area, 34 percent of that projected growth is in Chatham County.

Yet, the DCHC 2035 Long Range Transportation Plan includes 74 highway projects, none of which are in Chatham County. Chatham had requested significant improvements to Jack Bennett Road, a dangerous narrow two lane road that is the major connector of northeast Chatham to Research Triangle Park and to the Southpointe area. A new high school is slated to open within the next six years is located on this road. Further, near the intersection of Jack Bennett and Lystra Roads, is a K-8 school. Yet, the MPO did not recognize this as a priority/

Even with the strong supporting documentation to the need for road improvements in northeast Chatham our needs have been ignored. We are competing with Orange County, Chapel Hill, Durham City, Durham County, Hillsborough and Carrboro.

It is our conclusion that the North Carolina Department of Transportation needs to study the following:

- Realign the State Highway Districts to align with planning and funding.
- In our case, the lead agency is the City of Durham. Although the staff is professional and competent, there is the potential that Durham road improvements could be favored. The lead agencies for all 17 MPOs across the state should be housed in the council of government structure, therefore giving no jurisdiction an advantage over another.
- Funding for transportation planning should be given to ALL jurisdictions and not allocated through the MPO. Chatham receives NO planning dollars from the MPO.
- The decision making process should include a differentiation between Metropolitan Planning Organizations, Rural Planning Organizations and areas that are not included in one of those organizations. Across the board ranking used to compare transportation projects results in larger municipalities ranking higher than smaller jurisdictions.
- The decision making process should include economic development measures, such as the county rankings used by the Department of Commerce, to help determine need for projects. Additionally, regional recreational areas, such as Jordan Lake could be included in the evaluation.
- Provide a streamlined process for review of small project requests and allocate the funding at the district level.

- Ensure that the ranking methodology not only takes into account current population, but expected population growth, location of schools, environmental constraints, existing and expected traffic congestion, social equality, and ensure opportunities for all areas of the state to receive funds to maintain and build necessary transportation infrastructure.

Thank you for the opportunity to comment and to your commitment to improving the transportation planning process in North Carolina.



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Member Governments

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

March 3, 2009

Congressman David Price
 U.S. House of Representatives
 2162 Rayburn Building
 Washington, DC 20515

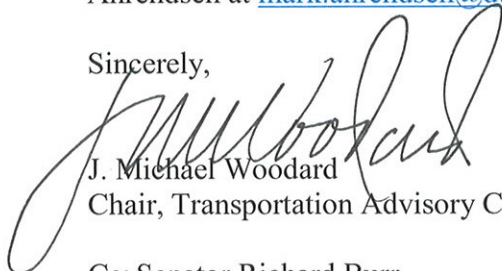
Dear Congressman Price:

Annually, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) receives Section 5307 transit funds from the Federal Transit Administration. These funds are provided to urbanized areas for transit capital and operating assistance and transit planning activities. Section 5307 is a critical funding source for the DCHC MPO's transit operators, the Durham Area Transit Authority, Chapel Hill Transit, and Triangle Transit.

For fiscal year 2009, the Federal Transit Administration has only provided a partial allocation of Section 5307 funds to the DCHC MPO. The partial fiscal year 2009 allocation is \$2,553,341. In comparison, in fiscal year 2008, the DCHC MPO received \$6,016,212. The reason for the partial allocation is because the Federal Transit Administration is operating under a continuing resolution until the passage of the transportation re-authorization legislation.

We strongly urge Congress to act quickly to pass this legislation. The DCHC MPO's transit operators depend upon this funding to operate transit service. If the full allocation is not provided soon, transit operators may need to cut service and cancel equipment purchases. This would have negative consequences for transit system employees, transit users, and equipment manufacturers. We appreciate your assistance in approving this legislation promptly. If you have any questions about this request, please contact Mark Ahrendsen at mark.ahrendsen@durhamnc.gov or 919-560-4366.

Sincerely,



J. Michael Woodard
 Chair, Transportation Advisory Committee

Cc: Senator Richard Burr
 Senator Kay Hagan
 DCHC MPO TAC
 Stephen Spade, Chapel Hill Transit
 Stephen Mancuso, Durham Area Transit Authority
 David King, Triangle Transit