

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

Member Governments

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

**April 14, 2010
9:00 AM**

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

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

ACTION ITEMS

**5. March 10, 2010 TAC Meeting Minutes
(Attachment 5)**

A copy of the March 10, 2010 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the March 10, 2010 TAC meeting.

**6. Draft FY 2010-2011 Unified Planning Work Program – Public Hearing
(Attachment 6, 6A)
Maricia Brown, 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 2010-2011 UPWP	2/24/10
TAC releases draft 2010-2011 UPWP for public comment	3/10/10
TAC holds public hearing on draft 2010-2011 UPWP	4/14/10
TAC approves final 2010-2011 UPWP	5/12/10

Attachment 6 is a memo summarizing the draft UPWP. Attachment 6A is the draft UPWP.

TAC Action: Hold a public hearing to receive public comment on the draft FY 2010-2011 Unified Planning Work Program.

7. “Living by the Popsicle Rule: The Market for Living in Vibrant Centers and Walkable Neighborhoods”

(Attachment 7)

John Hodges-Copple, Triangle J COG

A presentation of the “Living by the Popsicle Rule: The Market for Living in Vibrant Centers and Walkable Neighborhoods” report will be given at the TAC meeting. This report summarizes the market for vibrant, mixed-use centers and neighborhoods and how these neighborhoods can be served by transit in the Research Triangle region. Copies of the report will be handed out at the TAC meeting.

Triangle J Council of Governments and Triangle Transit are organizing the Land Use and Community Infrastructure Development (LUCID) effort which is focusing on how land use and infrastructure can support the implementation of regional transit service as envisioned in the 2035 Long Range Transportation Plan. Attachment 7 is a summary of this effort.

TAC Action: Receive presentation on the “Living by the Popsicle Rule” report

8. U-4716 (Hopson Road Grade Separation, Church Street Crossing Closure and Extension) - FY 2009-2015 MTIP Amendment #11; 2035 LRTP Amendment #1; and Air Quality Analysis and Determination Report

(Attachment 8, 8A, 8B, 8C, 8D, 8E)

Andy Henry, LPA Staff

Joey Hopkins, NCDOT Division 5

At their January 2010 meeting, the TAC conditionally approved amendment #1 to the 2035 Long Range Transportation Plan (2035 LRTP), amendment #11 to the 2009-2015 Transportation Improvement Program (TIP) and the related Air Quality Analysis and Determination Report. The condition was a signed agreement between the North Carolina Department of Transportation (NCDOT) and the local developer, Keystone Properties, to share the costs of extending Church Street to intersect with Hopson Rd. These amendments are related to TIP project U-4716, which makes rail and roadway improvements in the Hopson Road area, and are one-hundred percent funded by the American Recovery and Reinvestment Act (ARRA -- stimulus funding) for High Speed Rail projects.

There is no signed agreement. The NCDOT Rail Division plans to continue to work with Keystone to realize a signed agreement through June 1, 2010, at which time any further delay in the development process will delay construction completion. After that date, with no signed agreement, the NCDOT wants to move forward with the project, construct the Church Street extension to minimum NCDOT standards, and continue to make every effort to minimize the cost of the project to the public whether an agreement is eventually signed or not. Given the usual one-month processing time for Air Quality Conformity review, a TAC approval of the amendments after April 2010 will begin to delay project implementations.

Even though an agreement has not yet been signed, the TCC recommends that the TAC approve the amendments related to this project because the project provides a high level of benefits. The bridge will create a grade separation between Hopson Road and the railroad, and the closing of the Church Street at-grade rail crossing will greatly increase motorist safety. In addition, the easing of the rail curvature and construction of a side rail will provide operational efficiencies to high speed rail and freight operations.

The following attachments provide more detailed information. A short note in brackets indicates the extent of any changes to the document since they were most recently released, i.e., at the January 2010 TAC meeting.

- Attachment 8 is a memorandum that presents information on the project, developer commitments and the public involvement policy [a staff recommendation and the project U-4716 schedule have been added].
- Attachment 8A is a copy of the public review map for the Hopson Road project [no changes].
- Attachment 8B is the resolution and referenced amendment information for Amendment #1 to the 2035 LRTP [date change only].
- Attachment 8C is the resolution and referenced amendment for Amendment #11 to the FY 2009-2015 MTIP [date change only].
- Attachment 8D is a copy of the Air Quality Analysis and Determination Report [no change].
- Attachment 8E is the Air Quality Analysis and Determination Resolution for Amendment #1 to the 2035 LRTP and Amendment #11 to the FY2009-2015 MTIP [date change only].

TCC Recommendation: That the TAC approve the resolutions adopting amendment #1 to the 2035 Long Range Transportation Plan, amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program, and the Air Quality Analysis and Determination Report.

TAC Action: Approve the resolutions adopting amendment #1 to the 2035 Long Range Transportation Plan, amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program, and the Air Quality Analysis and Determination Report.

9. FY 2009-2015 Metropolitan Transportation Improvement Program Amendment #15 – STP-DA Funding for Local Projects

(Attachment 9, 9A, 9B)

Ellen Beckmann, LPA Staff

The Federal Highway Administration rescinded \$8.7 billion of unobligated contract authority as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) at the end of federal fiscal year 2009. North Carolina had approximately \$249.80 million rescinded, including \$47.5 million of Surface Transportation Program Direct Attributable (STP-DA), \$55.1 million of Congestion Mitigation Air Quality (CMAQ), and \$5.4 million of Metropolitan Planning. The Hiring Incentives to Restore Employment legislation, signed in March, restored the contract authority rescinded. There are certain limitations to the

MPO's ability to access and use these previously rescinded funds. Attachment 9 is a memo that describes the federal rescission and restoration from LPA staff.

The TCC developed a recommended schedule for STP-DA funded projects for FY 2010 through 2015 (Attachment 9A). The TCC's recommendation is to prioritize STPDA funding for already programmed projects in order to maintain project schedules. One project, the Old Durham-Chapel Hill Road bicycle and pedestrian project requires \$1.2 million of additional STP-DA funding (plus \$300,000 local match) for construction. The TAC is asked to approve the STP-DA funding for FY 2010 through FY 2015 through a FY 2009-2015 MTIP Amendment (Attachment 9B). Since the federal rescission has been restored the MPO will have additional funding available to program in FY 2012 through 2018. The TCC will discuss options for selecting and programming projects and provide a recommendation to the TAC at a future meeting.

A draft policy for the management and tracking of federal funding is in development by the TCC and LPA Staff. The MPO is working with NCDOT on determining the information they will be able to provide LPA staff on the obligation of projects. A final policy will be developed for TAC approval in the coming months.

TCC Recommendation: That the TAC approve the Resolution to Modify the FY 2009-2015 Metropolitan Transportation Improvement Program for the DCHC Urban Area.

TAC Action: Approve the Resolution to Modify the FY 2009-2015 Metropolitan Transportation Improvement Program for the DCHC Urban Area.

10. Joint MPO Legislative Agenda
(Attachment 10, 10A)
Mark Ahrendsen, TCC Chair

The Joint MPO Legislative Agenda adopted by the TACs of the Capital Area and Durham-Chapel Hill-Carrboro MPOs in 2006 is enclosed as Attachment 10. An update to this legislative agenda was discussed at the Joint TAC meeting on March 31, 2010 (Attachment 10A). This item was referred back to each TAC for review and approval. Since the NC General Assembly will only hold a short session this year and generally will not be considering approval of new legislation, approval of the legislative agenda could be deferred until later this year. This could allow time to develop supporting documentation for the agenda and allow for endorsement of the agenda by local jurisdictions before the 2011 long session.

TAC Action: Discuss the Joint MPO Legislative Agenda.

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

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

15. Recent News Articles and Updates
(Attachment 15)

Adjourn

Next meeting: May 12, 2010

Dates of Upcoming Transportation-Related Meetings:

4/13/2010, 7:30am	Regional Transportation Alliance 2010 Transportation Breakfast @ Research Triangle Park Headquarters
4/16/2010, 10:30am	Tri-MAP @ RDU Airport Authority
4/27/2010, 6:30pm	U-2803, Smith Level Road, NCDOT Public Workshop and Public Hearing @ Carrboro Town Hall
5/7/2010, 8:30am	Regional Transit Leadership Group @ TTA
5/11/2010, 8:00am	NCRR Forum: Rail and the New Economy @ Raleigh Convention Center
5/11/2010, 5:00pm	NC 54 Corridor Study Public Workshop #3 @ Friday Center
5/20/2010, 8:00am	Triangle J COG 50 th Anniversary Forum @ Sheraton Imperial Hotel and Convention Center

TAC Directives to Staff

06/11/03 – 12/31/08 (Pending/In Progress/On Going)

01/01/09 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
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	<u>In Progress:</u> TRM Executive Committee has taken up this project.
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<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.
3/12/08	Provide an update on the state's human services transportation plan	<u>In Progress:</u>
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.
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>Completed:</u> See Attachment 19 of 3/11/09 TAC Agenda.
4/08/09	Send a letter to the MPO's congressional delegation and member jurisdictions regarding S1001/H881	<u>Completed:</u> See Attachment 16 of 5/13/09 TAC Agenda.
5/13/09	Send a letter to Brier Creek shopping center management requesting bus shelters.	<u>In Progress:</u> LPA, CAT, and DATA staff are discussing transit access and passenger amenities.
5/13/09	Send a letter to the Town of Cary and Chatham County regarding trailhead parking areas for the American Tobacco Trail	<u>Completed:</u> See Attachment 15 of 8/12/09 TAC Agenda.
10/14/09	Present to the Durham City Council on the status of the Durham Walks Plan	<u>Completed:</u> Occurred 2/4/2010
10/14/09	Work with NCDOT and Durham City/County Planning to ensure that developers in the Hopson Road project area make contributions to the road improvements	<u>In Progress:</u> See Attachment 8 of 4/14/2010 TAC Agenda.

10/14/09	Present to the Orange County BOCC on MAB expansion	<u>Completed:</u> 11/17/2009
11/11/09	Meet with the Secretary of Transportation to discuss the East End Connector and the urban loop prioritization process	<u>Completed:</u> Meeting occurred 1/8/2010
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress:</u> Will be provided by the TAC Chair on an ongoing basis
11/11/09	Provide additional information to the TAC on the Complete Streets policy and legislation.	<u>In Progress:</u>
1/13/10	Send letter to Chatham County BOCC regarding MAB expansion	<u>Completed:</u> See Attachment 19 of 2/10/10 TAC Agenda.
1/13/10	Send letter to NCDOT describing the ranking of multi-modal projects in the DCHC MPO's FY 2012-2018 TIP Regional Priority List	<u>Completed:</u> See Attachment 28 of 3/10/10 TAC Agenda.
2/10/10	Provide a recommendation for how to proceed with programming funding for alternatives to U-3808, Elizabeth Brady Road.	<u>In Progress:</u> See 3/10/10 TAC Agenda.
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>

TRANSPORTATION ADVISORY COMMITTEE

March 10, 2010

MINUTES OF MEETING

The Transportation Advisory Committee met on March 10, 2010, at 9:00 a.m. in the Council

Committee Room on the second floor of Durham City Hall. The following attended:

**William "Bill" V. Bell	City of Durham
**Alice Gordon	Orange County
**Eric Hallman	Town of Hillsborough
*Ed Harrison	Town of Chapel Hill
**Mark Kleinschmidt	Town of Chapel Hill
**Sally Kost	Chatham County
**Lydia Lavelle	Town of Carrboro (TAC Vice-Chair)
**Ellen Reckhow	Durham County
**Mike Woodard	City of Durham (TAC Chair)
Mark D. Ahrendsen	City of Durham/Transportation
Ellen Beckmann	City of Durham/Transportation
Jeff Brubaker	Town of Carrboro
Bonnie Estes	City/County Planning
Melissa Guilbeau	Chatham County
John Hodges-Copple	Triangle J COG
Joey Hopkins	NCDOT – Division 5
Tom King	Town of Hillsborough
Karen Lincoln	Orange County
Patrick McDonough	Triangle Transit
Dale McKeel	City of Durham/Transportation
Ryan Mickles	Town of Chapel Hill
Felix Nwoko	City of Durham/Transportation
Pierre Osei-Owusu	City of Durham/DATA
Brian Rhodes	City of Durham/Transportation
Patrick Wilson	NCDOT – Division 7

**Voting Member

*Alternate or Non-Voting Member

Mike Woodard, TAC Chair, called the meeting to order at 9:05 a.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

Mark Ahrendsen stated there were no handouts. Staff is going to provide an update at the end of the meeting on the Hopson Road Grade Separation project.

Public Comments

There were no public comments.

Directives to Staff (Attachment 4)

The Directives to Staff is attached for review.

ACTION ITEMS:

January 13, 2010 TAC Meeting Minutes (Attachment 5)

A motion was made by Sally Kost and seconded by Mark Kleinschmidt to approve the January 13, 2010 TAC Meeting Minutes. The motion carried unanimously.

February 10, 2010 TAC Meeting Minutes (Attachment 6)

Ed Harrison stated line 177 and 178 needs to be changed to read "Ed Harrison stated this is the third decade of project development for the Old Durham-Chapel Hill Bicycle/Pedestrian Project." A motion was made by Alice Gordon and seconded by Lydia Lavelle to approved the February 10, 2010 TAC Meeting Minutes with the amendment noted above. The motion carried unanimously.

FY 2009-2015 Metropolitan Transportation Improvement Program – Amendment #13 – STP-DA Funding for the Unified Planning Work Program (Attachments 7 and 7A)

Ellen Beckmann provided an introduction for the FY 2009-2015 Metropolitan Transportation Improvement Program – Amendment #13 – STP-DA Funding for the Unified Planning Work Program, along with the attachments.

A motion was made by Lydia Lavelle and seconded by Mark Kleinschmidt to approve the Resolution to Modify the FY 2009-2015 Transportation Improvement Program for the DCHC Urban Area. The motion carried unanimously.

FY 2009-2010 Unified Planning Work Program – Amendment #1 (Attachments 8 and 8A)

Felix Nwoko provided an introduction for the FY 2009-2010 Unified Planning Work Program – Amendment #1, along with the attachments.

Sally Kost asked what is the special project in Chapel Hill and Mark Kleinschmidt stated it is for the Rams Plaza traffic study.

A motion was made by Mark Kleinschmidt and seconded by Alice Gordon to adopt the resolution regarding Amendment #1 to the 2009-2010 UPWP. The motion carried unanimously.

Draft FY 2010-2011 Unified Planning Work Program (Attachments 9, 9A, 9B, and 9C)

Felix Nwoko provided an introduction and update on the Draft FY 2010-2011 Unified Planning Work Program, along with the attachments.

Mr. Nwoko stated we have not received an allocation for FY 2010-2011. However, we were directed to use our last year's allocation. Mr. Nwoko described the funding sources. The TCC's recommendation is to release the draft FY 2010-2011 Unified Planning Work Program for public comment.

Lydia Lavelle asked if the bike map is for the whole MPO and Felix Nwoko stated yes it is for the entire MPO.

Alice Gordon asked if we are using last year's allocation and Felix Nwoko stated we are assuming the same amount with a different distribution to reflect our emphases.

Mark Ahrendsen stated there are de-obligated funds available from last year. Also, we are assuming we will get the same amount next year. Currently we only have a partial allocation of this year's funds.

Alice Gordon asked about the climate change plan and Karen Lincoln stated they have received the final report from the consultant. However, they have not had a final meeting where they discuss the setting of goals and adopt an action plan. Alice Gordon suggested that the MPO and/or local jurisdictions follow up on the progress of the plan.

89 Felix Nwoko stated staff will document our policies/guiding principles for the allocation of
90 funding and process for STP-DA, TIP, Bike/Pedestrian projects. Alice Gordon asked if there will be public
91 input and Felix Nwoko stated we advertise in libraries and have public hearings.

92 Mike Woodard stated the schedule is to have a public hearing at the next TAC meeting and then
93 take action at the May TAC meeting.

94 Lydia Lavelle asked if the bicycle/pedestrian access to schools project is MPO-wide and Felix
95 Nwoko stated yes it is MPO-wide.

96 Ed Harrison asked about the non-motorized trip model. Felix Nwoko stated staff is working with
97 the consultant, Cambridge Systematics, and it will be included in the 2040 LRTP model. Ed Harrison
98 asked if it will help with making the model more sensitive to parking and Felix Nwoko stated yes it will.

99 Sally Kost stated on Attachment 9, page 7, #17 states bicycle map for Durham. Felix Nwoko
100 stated it should say Bicycle Map for MPO.

101 Mike Woodard stated the schedule is correct on the agenda, not on Attachment 9.

102 Sally Kost asked about who pays the matching funds for the MPO. Felix Nwoko stated we are
103 not proposing a change in the match. Mark Ahrendsen stated whoever receives the funds provides the
104 match. There is no change in how we do this.

105 A motion was made by Alice Gordon and seconded by Ellen Reckhow to release the draft FY
106 2010-2011 Unified Planning Work Program for public comment. The motion carried unanimously.

107 **Farrington Road Study (Attachments 10 and 10A)**

108 Felix Nwoko provided an introduction for the Farrington Road Study, along with the
109 attachments.

110 The MPO initiated a study to look at development and traffic in northeast Chatham County. The
111 study was completed and folded into the 2035 LRTP for the transportation and land use scenarios. The
112 recommendation is to release the Farrington Road Corridor Study for public comment.

113 Sally Kost has a lot of concerns because the report is already outdated because a lot has already
114 happened. The progress that Chatham has made with land use coordination and planning with the
115 Town of Cary is much further along than it was before.

116 Sally Kost stated that all of the recommendations and scenarios seem to be based on business as
117 usual. The planning area encompasses from 64 north. It seems to Ms. Kost that NC-751 starts in
118 Durham County and doesn't include the rest of NC-751. If it was in the planning area, why was it
119 excluded? Sally Kost stated the study is light on transit, it is barely mentioned in the study. Felix Nwoko
120 stated the transit recommendations are in the 2035 LRTP and are not part of the scope of the project.
121 There were not enough funds to do a full detailed multi-modal study. The scope of the project was
122 developed with Chatham County.

123 Sally Kost stated the map is misleading. It didn't do a study of the whole area. There are no
124 traffic counts on NC-751 in Chatham County. Mark Ahrendsen stated the model included the area. Data
125 may not have been collected in the whole area based on the scope of the project and funds available.

126 Mike Woodard asked if we can set up a call with staff, KHA and Sally Kost to get her concerns
127 answered. Mark Ahrendsen suggested asking KHA to attend the next TAC meeting. Sally Kost wants her
128 concerns resolved before the draft is released for public comment. Mike Woodard stated we need to
129 get this on the April agenda. Sally Kost wants to coordinate with the Cary transportation plan.

130 Ed Harrison stated Senator Atwater understands traffic issues in this area. It is important that
131 Chatham understand the issues. We need alternatives to the NC-54 and I-40 interchange. All roads
132 through U.S. Army Corps property would be difficult to be widened.

133 Sally Kost stated this plan is out-of-date compared to the Joint Cary Land Use Plan. Ed Harrison
134 stated we need a set of recommendations that will work for Chatham County. The data is out-of-date,
135 and the Chapel Hill boundary used on the maps is old.

Alice Gordon asked about the functional classifications on pages 11 and 20. Felix Nwoko stated the difference between pages 11 and 20 is page 20 is the model functional classification and page 11 is the federal functional classification. The federal functional classification is used for funding purposes and the model functional classification is based on the function of the road.

Alice Gordon asked if the maps could be printed to show distinction between purple and blue. Alice Gordon asked what action is the TAC being asked to take and Mark Ahrendsen stated staff will clarify that at the next TAC meeting.

Ellen Reckhow stated she is disappointed that the plan has been held up for so long. On page 69, the key for land use type is not noted and should be throughout the document. The key point is that compact development will lessen the sprawl but there is no recommended tool in the text for controlling the development in the non-compact development areas. Conservation won't happen without the transfer of development rights or other measures. The conservation areas are not designated. The report is poor on the land use side.

Sally Kost stated there is a proposed new road extending to Scott King Road in an environmentally sensitive area and that it may be better to improve O'Kelley Chapel Road. Ms. Kost doesn't see where other options were considered.

Mike Woodard stated staff will provide an update in April. Sally Kost questions if this will be a useful tool. Ms. Kost thinks there are too many flaws in the study.

Safe Routes to School Infrastructure Grant (Attachments 11 and 11A)

Ellen Beckmann provided an introduction for the Safe Routes to School Infrastructure Grant, along with the attachments.

Ms. Beckmann stated the Town of Chapel Hill is receiving some Safe Routes to School for School funds to construct a sidewalk on Culbreth Road. These are Division funds that Chapel Hill applied for

and received \$50,000. They have received notice that they will be receiving the funds. They need the MPO endorsement of their application.

A motion was made by Bill Bell and seconded by Alice Gordon to approve the resolution to endorse applications from the Durham-Chapel Hill-Carrboro MPO Area for NCDOT Safe Routes to School Division Infrastructure Awards. The motion carried unanimously.

FY 2009-2015 Metropolitan Transportation Improvement Program – Amendment #14 (Attachment 12)

Ellen Beckmann provided an introduction for FY 2009-2015 Metropolitan Transportation Improvement Program – Amendment #14, along with the attachments.

NCDOT is providing funds for bridge replacement and safety in each Division across the state. It is \$2 million per year for bridge replacement. It is the intention of NCDOT to continue this in the future. It is part of a greater effort to accelerate the rate of bridge replacements in the state. The other projects are safety projects. The resolution is to add the six projects to our MTIP.

A motion was by Alice Gordon and seconded by Ellen Reckhow to approve the Resolution to Modify the FY 2009-2015 Transportation Improvement Program for the DCHC Urban Area. The motion carried unanimously.

Elizabeth Brady Road – Update (Attachments 13 and 13A)

Ellen Beckmann provided an update on the Elizabeth Brady Road – Update, along with the attachments.

Eric Hallman appreciates the MPO support. Mr. Hallman stated the Town of Hillsborough is scheduled to meet with Mike Mills and Mike Fox with NCDOT sometime this month.

Alice Gordon would like to see the projects in the regional priority list move forward. Ms. Gordon asked about Triangle Transit's participation. Ellen Beckmann stated there is a possibility that transit could help improve traffic. Alice Gordon suggested involving the RPO and perhaps Triangle J COG.

Job Access Reverse Commute and New Freedom – 2010 Call for Projects – Update (Attachments, 14, 14A, and 14B)

Ellen Beckmann provided an update on the Job Access Reverse Commute and New Freedom – 2010 Call for Projects – Update, along with the attachments.

Job Access Reverse Commute is to increase transit and accessibility for low income individuals to get to work and New Freedom is to increase the service for individuals with disabilities. These programs have a specific selection process associated with them as outlined in our coordinated plan. We haven't received our 2010 appropriation yet so for New Freedom we only have about \$10,000 available and for JARC we only have about \$72,000 available. The staff recommendation is to hold off on a Call for Projects until after receive our 2010 appropriation, probably later this year.

Sally Kost asked if the funds are allocated by district or to the MPO and Ellen Beckmann stated the MPO. Ms. Kost asked what happens if a project crosses the MPO and RPO. Ellen Beckmann stated they are they eligible for MPO funding as long as one end of the project serves the urbanized area of the MPO. A project like that would also be eligible for statewide funds as well.

A motion was made by Bill Bell and seconded by Ellen Reckhow to accept the staff recommendation for delaying the Job Access Reverse Commute and New Freedom Call for Projects until the FY 2010 allocation is made available.

NC 54 Corridor Study – Update (Attachment 15)

Mike Woodard commended the staff's effort on the project and workshops.

Felix Nwoko provided an update on the NC 54 Corridor Study – Update, along with the attachment.

Mark Ahrendsen stated this item is for information purposes only as no action is required. Mr. Ahrendsen stated that because land use is such an important part of this, we want to allow the land use part to go through the local jurisdiction review process.

Ed Harrison stated the proposed schedule reflects a July date for the report to be presented to the Chapel Hill Council and Mr. Harrison stated they will not meet after June 21 as they don't have a July or August council meeting. Mark Ahrendsen stated staff will try to provide the draft report earlier. Mr. Harrison stated there were 110 people at the workshop. Alice Gordon would like Orange County involved.

Mike Woodard stated the next workshop will be on May 11, 2010 at 5:00 p.m. at the Friday Center.

REPORTS:

Report from the TAC Chair

Mike Woodard stated they are continuing to work on transit plans. There will be a Regional Transit Leadership Group meet next Friday, March 19th to discuss transit plans. It was presented to the joint City/County meeting last week.

Mike Woodard worked with staff on a response to the urban loop prioritization and it is Attachment 24.

Mike Woodard stated the MPO received a response on the MAB expansion and it is Attachment 22. Secretary Conti approved the request to expand in Orange County and denied the request to expand in Chatham County.

Mike Woodard has been appointed by the National League of Cities to a transportation steering committee and will be in Washington, D.C. next week attending meetings. There will be a presentation on high speed rail.

Report from Staff (Attachment 17)

The Report from Staff is attached for review.

Report from the TCC Chair

Mark Ahrendsen stated that NCDOT is reviewing comments submitted by staff on the urban loop prioritization process. There is a considerable amount of work going on in regards to developing transit plans. There is a joint TAC meeting on March 31, 2010, and the major topic will be the transit plans. The Durham and Orange County managers met and will be coming to this body for approval.

NCDOT has released their Strategic Prioritization Results for non-loop projects for both highway and non-highway projects. The funds available will be critical. The NC 54 widening ranked #1 in the regional category in the state. The Fayetteville Road widening ranked #35 in the state. NCDOT is in the process of developing an investment scenario by goal and tier. A meeting was held a week or so ago discussing this issue and Ellen Beckmann attended the meeting. There is concern about the preliminary recommendation because it doesn't change the distribution of funding between non-highway and highway. We are not sure how the distribution breaks down between urban and rural areas. A majority of the funds goes to the statewide tier, leaving little for regional and sub-regional tiers. Staff plans to offer comments on this issue.

There will be a Transportation Oversight Committee meeting on April 6, 2010, at 2:00 p.m. and the equity formula will be discussed. Ed Harrison asked if a report was going to be sent to the session regarding the equity formula. Joey Hopkins stated the committee is looking at the equity formula but there has been no study at this point.

Joey Hopkins stated the summit was mostly a NCDOT staff exercise with a few non-NCDOT people attending. Unfortunately, the SPOT recommendations were the starting point so the results weren't that different. NCDOT is still limited when it comes to the equity formula, federal law, and project development. Hopefully, it is a step in the right direction towards moving to a quantitative method. There is a possibility of having three regional summits at some time, but it is still being discussed.

Alice Gordon asked what were the inputs and Joey Hopkins stated they were the projects that the MPOs, RPOs, Divisions, and NCDOT submitted. NCDOT submitted some projects unranked because they didn't have time to rank them. The purpose is to have a public document showing needs. Alice Gordon stated the MPO doesn't put forward as many highway projects as other areas. Ms. Gordon doesn't see how our MPO will make progress with the 85/15 split between highway and non-highway projects. How can we get these multi-modal projects funded? Joey Hopkins stated SPOT had to start somewhere. Mark Kleinschmidt asked are we throwing projects away by submitting them as non-highway. There are pages of unranked bicycle/pedestrian projects. Lydia Lavelle appreciates the letter that staff sent to the Secretary that addresses this issue. Mark Ahrendsen stated everyone needs to remember the targets are statewide.

Mark Ahrendsen stated the highway trust fund ran out of funding for a day. They suspended all payments to the state transportation partners and agencies because they were not able to agree on an extension after the previous extensions expired on March 1st. But, they have reached a thirty-day extension and will try to continue to work things out for another extension for six or eighteen months.

Joey Hopkins provided an update on the Hopson Road Grade Separation project. This project is now fully funded with stimulus funds. About that time, this body conditionally approved a MTIP amendment based on the desire that the Department continue to work with the developer to get an agreement signed so the developer would be responsible in some of the committed elements along the Church Street extension. Unfortunately, there hasn't been a lot of progress. The Department had a meeting with City staff to discuss some issues that came up during the hearing related to the volumes and congestion on Church Street cutting through the now built Keystone Crossing development. We have a couple of options that we can use to keep the speeds reasonable going through the residential area. The bigger issue is the schedule. It is fully funded but we can't move forward because we don't have matching TIPs. We hope to get the environmental assessment in May of this year and let the

project in April of next year. Right now the schedule is in jeopardy because we can't move forward without the signed agreement. After the meeting with the City, we did get comments back on the agreement from the developer. Mr. Hopkins hasn't reviewed the comments, but he understands they are still far apart on getting a signed agreement. The big issue from the developer is the right of way width needed for the Church Street extension because his property is fairly narrow and he has a site plan approval to put either two or three buildings there. He doesn't want the right of way so wide as to preclude him from building his buildings. His secondary issue is construction on the south side to the existing Church Street. NCDOT will continue working with the developer.

Joey Hopkins stated there is an option for the MPO to consider that would keep the project moving forward. If NCDOT built a minimal section, it would still leave the developer responsible for the additional upgrading of the road to the standard committed in the development plan.

This item needs to be added to the agenda for next month. We don't want to jeopardize the stimulus funding.

NCDOT Report (Attachment 19)

Patrick Wilson, NCDOT Division 7, provided an update on projects. The bridge on St. Marys Road in Hillsborough is going to be closed beginning Monday until September for a bridge replacement. The detour will be from St. Marys Road to Lawrence to US 70 back to St. Marys Road. The resurfacing project on South Columbia Street in Chapel Hill will begin on Monday and will be complete August 2010.

Joey Hopkins, NCDOT Division 5, provided an update on projects. At this time, NCDOT doesn't have the funds to replace the State Forest Road Bridge. There has been a lot of communication regarding the bridge, but at this time there are no funds available. Ellen Reckhow stated it is not expensive, and there is concern over safety and emergency response. Joey Hopkins stated it is not a high enough priority at this time. Ellen Reckhow asked if any of the stimulus funds can be used for the

bridge and Joey Hopkins stated all the stimulus funds are allocated. Mark Ahrendsen stated that perhaps we could apply for stimulus II funds.

Joey Hopkins stated there also seems to be a glitch in the 911 system because all the calls are going to Hampton Road or show up as Hampton Road not State Forest Road. NCDOT will respond to the County's letter.

Ed Harrison has concern with the New Hope Creek Bridge. It will have people walking on it and there is concern over space for pedestrians.

Mike Woodard stated the ARRA update is included in the packets for review. Joey Hopkins stated other MPOs have had issues with the locally managed projects, but the DCHC MPO has not.

There will be a Joint TAC meeting on March 31, 2010 beginning at 8:30 a.m. at the RDU Airport Authority Building Room 100A.

INFORMATIONAL ITEMS:

Recent News Articles and Updates (Attachment 20)

The recent news articles and updates are attached for review.

NCDOT Strategic Prioritization Results (Attachment 21)

The NCDOT Strategic Prioritization Results are attached for review.

Letter from NCDOT re MAB Expansion (Attachment 22)

A letter from NCDOT re MAB Expansion is attached for review.

Letter to State Legislative Delegation re Transportation Equity Formula (Attachment 23)

A letter to State Legislative Delegation re Transportation Equity Formula is attached for review.

Letter to NCDOT re Urban Loop Prioritization (Attachment 24)

A letter to NCDOT re Urban Loop Prioritization is attached for review.

Letter from NCDOT re Andrews Store Road Improvements (Attachment 25)

A letter from NCDOT re Andrews Store Road Improvements is attached for review.

325 **ARRA Update (Attachment 26)**

326 The ARRA Update is attached for review.

327 **Letter from Durham County to NCDOT re State Forest Road Bridge; Memo from NCDOT re State Forest**
328 **Road Bridge (Attachments 27 and 27A)**

329
330 The letter from Durham County to NCDOT re State Forest Road Bridge; memo from NCDOT re

331 State Forest Road Bridge is attached for review.

332 **Letter to NCDOT re FY 2012-2018 TIP Regional Priority List (Attachment 28)**

333 The letter to NCDOT re FY 2012-2018 TIP Regional Priority List is attached for review.

334 **Adjournment**

335 There being no further business before the Transportation Advisory Committee, the meeting
336 was adjourned at 11:27 a.m.

MEMORANDUM

**TO: Transportation Advisory Committee
 DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: April 14, 2010

SUBJECT: 2010-11 Unified Planning Work Program (UPWP)

This memo presents the Draft 2010-11 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 (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 2010-11 UPWP funding levels as well as the descriptions of funding sources is summarized below.

Planning (PL) Section 104(f) – These 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 2010-11 is as follows:

Federal (PL funds)	\$ 354,044
Local (20% match)	<u>\$ 88,511</u>
Total PL Funds	<u><u>\$ 442,555</u></u>

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 2010-2011 UPWP are shown below, including funds de-obligated from FY 2009-10 UPWP and re-obligated or carried over to FY 2010-11:

Federal (STP-DA)	\$ 1,205,108
Local (20% match)	<u>\$ 301,277</u>
Total	<u><u>\$ 1,506,385</u></u>

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 2010-2011 UPWP are as follows:

Federal	\$	57,600
NCDOT-TPB	\$	14,400
Total SPR funds	\$	72,000

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	\$ 109,341	\$ 113,803	\$ -	\$ 223,144
State	\$ 13,668	\$ 14,225	\$ -	\$ 27,893
Local	\$ 13,668	\$ 14,225	\$ -	\$ 27,893
Total				
Sect. 5303	\$ 136,677	\$ 142,253	\$ -	\$ 278,930

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 which is provided by the Public Transportation Division of NCDOT.

	CHT	DATA	TTA	MPO Total
Federal	\$ 88,024	\$ 306,665	\$ 956,000	\$ 1,350,689
State	\$ 11,003	\$ 38,333	\$ 119,500	\$ 168,836
Local	\$ 11,003	\$ 38,333	\$ 119,500	\$ 168,836
Total				
Sect. 5307	\$ 110,030	\$ 383,331	\$ 1,195,000	\$ 1,688,361

DCHC MPO – UPWP Funding Sources (FY 2010-2011)

Funding Type	Federal	State	Local	Total
PL (Sect. 104(f))	\$ 354,044	\$ -	\$ 88,511	\$ 442,555
STP-DA	\$ 1,205,108	\$ -	\$ 301,277	\$ 1,506,385
SPR	\$ 57,600	\$ 14,400	\$ -	\$ 72,000
FTA 5303	\$ 223,144	\$ 27,893	\$ 27,893	\$ 278,930
FTA 5307	\$ 1,350,689	\$ 168,836	\$ 168,836	\$ 1,688,361

Special-Major Project Summary**Introduction**

The Main emphases of the current (FY 2009-10) Unified Planning Work Program (UPWP) were the development of the 2035 Long Range Transportation Plan and Air Quality Conformity Determination, model, enhancement, calibration and validation of the Tranplan update of the Triangle Regional Model, the development of the MPO GIS Warehouse/Integration and Automation, the development of the Non-motorized Trip Model, the development of the MPO integrated land-use/transportation model, Intelligent Transportation Systems (ITS) Strategic Deployment Plan, Farrington/Stagecoach Road Corridor Study, MPO Collector Street Plan, Greenhouse Gas Emission Study, development of the regional transit plan, Chapel Hill Transit Master Plan study, and amendment of the 2030 Long Range Transportation Plan (LRTP). The MPO continued to fulfill State and federal transportation mandates and requirements, mainly the 3-C transportation process. The MPO made significant progress in these areas. Major milestones and accomplishments are summarized as follows:

The accomplishments for the 2009-10 UPWP are summarized as follows:

1. Greenhouse Gas (GHG) Emission Study Implementation: The MPO continues to work on the implementation of the GHG Emissions study, including the formation of an energy Team and providing start support for the Energy Team. One of the first year implementation focus areas is reducing transportation demand mainly SOV and encouraging alternative transportation modes.
2. NC 54/I-40 Corridor Study: The MPO initiated a consultant study for an integrated land use/transportation corridor study for the NC 54 corridor between the I-40 interchange in Durham and the US 15/501 interchange in Chapel Hill. The purpose of the study is to analyze short-term and long-term land use issues and multi-modal transportation problems, evaluate opportunities and challenges, and recommend short and long-range solutions and strategies along the corridor. A critical component of this study is public outreach and public involvement. In addition to traditional methods for obtaining public input the consultant team conducted focus group meetings and “hands-on” public workshops. The focus groups was used to gather information from specific topic areas ranging from policy, bicycle, pedestrian,

transit, neighborhoods, environment, business, development, and commuters. Also the first public workshop was help to collect public input and comments on the alternatives and evaluation measures.

3. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) and air quality conformity analysis: The MPO finalized the development of the 2009-15 MTIP. The DCHC MPO's Transportation Advisory Committee (TAC) approved the Fiscal Year 2009-2015 Metropolitan Transportation Improvement Program (MTIP) at their August 2008 meeting.
4. Administrative Modifications of the 2007-13 MTIP: The MPO processed several administrative modifications to the 2007-13 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.
5. Revision and enhancement of the MTIP Project Prioritization and Ranking Methodology for the 2011-2017 MTIP: The Lead Planning Agency continued work on the refinements and revision of the 20011-2017 MTIP project prioritization and ranking methodology. Draft methodology was made available to the public and local MPO agencies for review and comments. The project prioritization and ranking methodology was approved by the TAC in September 2008.
6. Development of the SPOT and the 5-year let plan (TIP fiscal constrained plan) and the 10-year SPOT priorities.
7. Stimulus Program (ARRA) Project Selection, monitoring and Reporting: The Lead Planning Agency worked on project selection, monitoring and reporting of the Economic Recovery Stimulus projects (ARRA). Staff coordinating with NCDOT in project selection consistent with the federal guidelines.
8. Triangle Regional Model (TRM) Update and Enhancement: The MPO continues to participate in the update and enhancement of the TRM at ITRE. The MPO is one of the funding partners of the modeling service bureau and continues to provide .5 FTE to ITRE Model Service Bureau..
9. The MPO continued work on several special and major emphasis projects: MPO Land-use model, MPO Non-Motorized Trip model, MPO GIS-T warehouse & Automation, Farrington Road/Stagecoach Road Corridor Study, MPO Collector Street Plan. Significant progress was made during the 2009-10 fiscal year.
10. Alston Avenue Widening & East-End Connector: The LPA worked on the project planning and NEPA for the Alston Avenue and the East End Connector projects. The LPA continued work in helping NCDOT in the public involvement and outreach for the East-End Connector planning and environmental (NEPA) study.
11. Other Project Development Planning and NEPA: the LPA participated on several NCDOT project planning and NEPA for projects within the MPO. These projects are summarized as follows: South Miami, Blvd widening, NC

98, Holloway Street widening, Alexander Drive widening project, Hopson Road grade separation, Alston Avenue, East End Connector, Hillandale widening, NC 98 (Holloway Street) widening, Weaver Dairy Road widening/improvement, South Columbia, Elizabeth Brady Rd, several bridge replacement projects, resurfacing projects, etc

12. ITS Strategic Deployment Plan (SDP). Work continues on the update of the Triangle Regional ITS SDP. The MPO is providing the contractual and administrative management of this project.
13. Farrington/Stagecoach Road study has been completed. Public involvement and recommendations are anticipated to be folded into the Comprehensive Transportation Plan (CTP).
14. The MPO Collector Street Plan is nearly complete. Public involvement and adoption will be streamlined with the CTP.

2010-2011 Proposed Work Program (Work Plan)

The development of the 2040 LRTP, update, improvement and refinement of the Triangle Regional Model and the MPO Congestion Management Process (CMP) will continue to be a top priority for the 2010-2011 UPWP. The MPO will continue to work with the Model Service Bureau in addressing TAC model concerns such as parking, the incorporation of non-motorized trips, link level calibration, better route-level transit ridership forecasts, integration of land-use and transportation,. Other top priorities include the development of the Comprehensive Transportation Plan, the development of the MPO climate change plan, regional transit initiatives, implementation of SAFETEA-LU requirements. The following summarizes proposed new initiatives and special areas for 2010-11 work program.

FY 2011 (FY 2010 - 2011) Transportation Planning Work Plan and Unified Planning Work Program (UPWP)	
Emphasis Transportation Planning Projects/Products	
1	2040 LRTP
2	CTP
3	Development of the MPO CMP
4	Maintenance and update of ITS-SDP
5	Maintenance and update of the IDAS and Dynasmart
6	MPO Data collection and Surveillance of Change
7	TRM Modeling improvements, calibration and validation
8	LPA Policy document and strategic plan
9	Environmental Justice Plan for the DCHC MPO
10	MPO Safety and Security Plan/Integration
11	Freight Plan and integration of freight (urban Goods Movement planning
12	MPO Climate Change Plan/ integration of climate change and Greenhouse gas emission into MPO Planning
13	Bicycle friendly designation for Durham (and Chapel Hill?)
14	Spatial mapping and analysis of bike and pedestrian access to schools - sidewalks/bike access
15	Rail Traffic separation Study
16	Purpose and Need Statements/Indirect & Cumulative Impacts (ICI)
17	Bicycle map for Durham
18	TDM Plan update
19	MPO Policy /Process document - CAMPO organization Study - Charlotte study
20	MPO expansion, MAB expansion - ground for post 2010 analysis
21	Regional transit planning and local revenue option

Continuation of Special Projects	
1	TELUDE - GIS Warehouse/Enterprise & automation
2	NC 54 Corridor Study
3	UrbanSim _Land use Model
4	Non-Motorized trip modeling

On-Going/Core/Routine 3-C Planning Process	
1	UPWP development/amendment/maintenance and invoicing
2	TIP development/amendments
3	ARRA-Stimulus projects reporting and audit compliance
4	TAC/TCC Meetings/agenda preparation/directives to staff/follow-ups
5	GIS mappings and geo-database administration/maintenance
6	bicycle -pedestrian planning
7	JARC/New Freedom
8	STP-DA
9	CMAQ
10	Financial management and auditing
11	Public involvement/engagement/outreach
12	MPO website update/maintenance/content management -visualization & interactive capabilities
13	State & Regional Planning and Coordination
14	Civil rights and Title VI compliance and planning
15	CMP monitoring
16	Data inventory monitoring
17	Project planning-NEPA

Unified Planning Work Program (UPWP) Development Process

The development process for the 2010-11 UPWP is presented below. The work program does not contain any new initiative rather continuation of the FY 2009-10 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2010-11 UPWP schedule is illustrated in the attached development schedule.

NO.	Date	Descriptions
1	24-Feb-2010	TCC receives the draft 2010-11 UPWP
2	12-Feb-2010	Deadline for submitting transit element of the UPWP to NCDO -PTD
3	10-March-2010	TAC receives draft 2010-2011 UPWP and releases for public comment.
4	24-March-2010	TCC recommends Draft 2010-2011 UPWP for TAC approval
5	February - April 2010	Development of Draft 2010-11 UPWP and coordinating with local agencies continues.
6	February-March 2010	TCC coordinates with member jurisdictions budget process for local matching funds
7	May-2010	TAC adopts 2010-2011 UPWP and self certifies MPO planning process. TAC approves FTA memo on Section 5307 distribution between TTA, DATA and CHT
8	May-2010	NCDOT/FHWA approves 2010-2011 UPWP
9	1-Jul-10	2010-2011 UPWP available

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization



DRAFT

2010-2011
Unified Planning Work Program (UPWP)

January 27, 2010

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

FY 2010-2011 Unified Planning Work Program

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

RESOLUTION

Approving the FY 2010-2011 Unified Planning Work Program

April 14, 2010

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 2010-2011.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2010-2011 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 14th day of April, 2010.

Mike Woodard, TAC Chair

Subscribed and sworn to me this _____ day of _____, 2010.

(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 2010-2011 Unified Planning Work Program (UPWP) of the
DCHC Urban Area/Metropolitan Planning Organization

April 14, 2010

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 2010-2011.

Now therefore, be it resolved that the Transportation Advisory Committee hereby endorses the
*FY 2010-2011 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization.*

I, _____, Chair of the DCHC MPO Transportation Advisory Committee (TAC)
do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a
meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on
the 14th day of April, 2010

Mike Woodard
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this _____ day of _____, 2010.

Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2010-2011 (FY 2011)

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 2035, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the DCHC Urban Area Transportation Advisory Committee certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the ____ day of _____, 2010.

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-yr 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?
- Title VI
 - Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)]
 - Environmental Justice (Executive Order 12898)
 - Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?
 - Has the MPO developed Environmental Justice Policy and Program?
 - Has the MPO involved EJ community in the development of the UPWP?
 - ADA
 - Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation? [49 CFR 27.13]
 - DBE
 - 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)
- Did the public participate in the development of the PIP?
 - Was the PIP made available for public review for at least 45-days prior to adoption?
 - Is adequate notice provided for public meetings?
 - Are meetings held at convenient times and at accessible locations?
 - Is the public given an opportunity to provide oral and/or written comments on the planning process?
 -
 - Does the PIP include criteria for measuring the effectiveness of PIP?
 - Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - Are plans/program documents available in an electronic accessible format, i.e. MPO website?
 - Has the MPO employed visualization tools in LRTP, TIP and planning projects?
 - Does the PIP include visualization tools?
 - 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)
- How _____
 - 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?

OVERVIEW

Federal legislation (SAFETEA-LU) and implementing regulations mandate that each Metropolitan Planning Organization prepare an annually Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. 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 *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 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 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 FTA 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) and 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 (TIP).

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 2009-2010 UPWP and is included in this (FY 2011) 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 2010-11 STP-DA Funds will cover special projects and continuation of 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

FY 2010-11 UPWP funding levels as well as the descriptions of funding sources is summarized below.

Planning (PL) Section 104(f) – These 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 2010-11 is as follows:

Federal (PL funds)	\$ 354,044
Local (20% match)	\$ 88,511
Total PL Funds	\$ 442,555

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 2010-2011 UPWP are shown below, including funds de-obligated from FY 2009-10 UPWP and re-obligated or carried over to FY 2010-11:

Federal (STP-DA)	\$ 1,205,108
Local (20% match)	\$ 301,277
Total	\$ 1,506,385

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 2010-2011 UPWP are as follows:

Federal	\$ 57,600
NCDOT-TPB	\$ 14,400
Total SPR funds	\$ 72,000

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	\$ 109,341	\$ 113,803	\$ -	\$ 223,144
State	\$ 13,668	\$ 14,225	\$ -	\$ 27,893
Local	\$ 13,668	\$ 14,225	\$ -	\$ 27,893
Total	\$ 136,677	\$ 142,253	\$ -	\$ 278,930
Sect. 5303				

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 which is provided by the Public Transportation Division of NCDOT.

	CHT	DATA	TTA	MPO Total
Federal	\$ 88,024	\$ 306,665	\$ 956,000	\$ 1,350,689
State	\$ 11,003	\$ 38,333	\$ 119,500	\$ 168,836
Local	\$ 11,003	\$ 38,333	\$ 119,500	\$ 168,836
Total				
Sect. 5307	\$ 110,030	\$ 383,331	\$ 1,195,000	\$ 1,688,361

DCHC MPO – UPWP Funding Sources Summary Table (FY 2010-2011)

Funding Type	Federal	State	Local	Total
PL (Sect. 104(f))	\$ 354,044	\$ -	\$ 88,511	\$ 442,555
STP-DA	\$ 1,205,108	\$ -	\$ 301,277	\$ 1,506,385
SPR	\$ 57,600	\$ 14,400	\$ -	\$ 72,000
FTA 5303	\$ 223,144	\$ 27,893	\$ 27,893	\$ 278,930
FTA 5307	\$ 1,350,689	\$ 168,836	\$ 168,836	\$ 1,688,361

Special-Major Project Summary

Introduction

The Main emphases of the current (FY 2009-10) Unified Planning Work Program (UPWP) were the development of the 2035 Long Range Transportation Plan and Air Quality Conformity Determination, model, enhancement, calibration and validation of the transportation plan 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, Chapel Hill Transit Master Plan study, and amendment of the 2035 Long Range Transportation Plan (LRTP). The MPO continued to fulfill State and federal transportation mandates and requirements, mainly the 3-C transportation process. The MPO made significant progress in these areas. Major milestones and accomplishments are summarized as follows:

The accomplishments for the 2009-10 UPWP are summarized as follows:

1. Greenhouse Gas (GHG) Emission Study Implementation: The MPO continues to work on the implementation of the GHG Emissions study, including the formation of an energy Team and providing start support for the Energy Team. One of the first year implementation focus areas is reducing transportation demand mainly SOV and encouraging alternative transportation modes.
2. NC 54/I-40 Corridor Study: The MPO initiated a consultant study for an integrated land use/transportation corridor study for the NC 54 corridor between the I-40 interchange in Durham and the US 15/501 inter-change in Chapel Hill. The purpose of the study is to analyze short-term and long-term land use issues and multi-modal transportation problems, evaluate opportunities and challenges, and recommend short and long-range solutions and strategies along the corridor. A critical component of this study is public outreach and public involvement. In addition to traditional methods for obtaining public input the consultant team conducted focus group meetings and “hands-on” public workshops. The focus groups was used to gather information from specific topic areas ranging from policy, bicycle, pedestrian, transit, neighborhoods, environment, business, development, and commuters. Also the first public workshop was help to collect public input and comments on the alternatives and evaluation measures.
3. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) and air quality conformity analysis: The MPO finalized the development of the 2009-15 MTIP. The DCHC MPO’s Transportation Advisory Committee (TAC) approved the Fiscal Year 2009-2015 Metropolitan Transportation Improvement Program (MTIP) at their August 2008 meeting.
4. Administrative Modifications of the 2007-13 MTIP: The MPO processed several administrative modifications to the 2007-13 MTIP and forwarded to NCDOT to be included in the STIP for BOT approval.

5. Revision and enhancement of the MTIP Project Prioritization and Ranking Methodology for the 2011-2017 MTIP: The Lead Planning Agency continued work on the refinements and revision of the 20011-2017 MTIP project prioritization and ranking methodology. Draft methodology was made available to the public and local MPO agencies for review and comments. The project prioritization and ranking methodology was approved by the TAC in September 2008.
6. Development of the SPOT and the 5-year let plan (TIP fiscal constrained plan) and the 10-year SPOT priorities.
7. Stimulus Program (ARRA) Project Selection, monitoring and Reporting: The Lead Planning Agency worked on project selection, monitoring and reporting of the Economic Recovery Stimulus projects (ARRA). Staff coordinating with NCDOT in project selection consistent with the federal guidelines.
8. Triangle Regional Model (TRM) Update and Enhancement: The MPO continues to participate in the update and enhancement of the TRM at ITRE. The MPO is one of the funding partners of the modeling service bureau and continues to provide .5 FTE to ITRE Model Service Bureau..
9. The MPO continued work on several special and major emphasis projects: MPO Land-use model, MPO Non-Motorized Trip model, MPO GIS-T warehouse & Automation, Farrington Road/Stagecoach Road Corridor Study, MPO Collector Street Plan. Significant progress was made during the 2009-10 fiscal year.
10. Alston Avenue Widening & East-End Connector: The LPA worked on the project planning and NEPA for the Alston Avenue and the East End Connector projects. The LPA continued work in helping NCDOT in the public involvement and outreach for the East-End Connector planning and environmental (NEPA) study.
11. Other Project Development Planning and NEPA: the LPA participated on several NCDOT project planning and NEPA for projects within the MPO. These projects are summarized as follows: South Miami, Blvd widening, Alexander Drive widening project, Hopson Road grade separation, Alston Avenue, East End Connector, Hillandale widening, NC 98 (Holloway Street) widening, Weaver Dairy Road widening/improvement, South Columbia, Elizabeth Brady Rd, several bridge replacement projects, resurfacing projects, etc
12. ITS Strategic Deployment Plan (SDP). Work continues on the update of the Triangle Regional ITS SDP. The MPO is providing the contractual and administrative management of this project.
13. Farrington/Stagecoach Road study has been completed. Public involvement and recommendations are anticipated to be folded into the Comprehensive Transportation Plan (CTP).
14. The MPO Collector Street Plan is nearly complete. Public involvement and adoption will be streamlined with the CTP.

2010-2011 Proposed Work Program (Work Plan)

The development of the 2040 LRTP, update, improvement and refinement of the Triangle Regional Model and the MPO Congestion Management Process (CMP) will continue to be a top priority for the 2010-2011 UPWP. The MPO will continue to work with the Model Service Bureau in addressing TAC model concerns such as parking, the incorporation of non-motorized trips, link level calibration, better route-level transit ridership forecasts, integration of land-use and transportation. Other top priorities include the development of the Comprehensive Transportation Plan, the development of the MPO climate change plan, regional transit initiatives, implementation of SAFETEA-LU requirements. The following summarizes proposed special areas for 2010-11 work program.

FY 2011 (FY 2010 - 2011) Transportation Planning Work Plan and Unified Planning Work Program (UPWP)	
Emphasis Transportation Planning Projects/Products	
1	2040 LRTP
2	CTP
3	Development of the MPO CMP
4	Maintenance and update of ITS-SDP
5	Maintenance and update of the IDAS and Dynasmart
6	MPO Data collection and Surveillance of Change
7	TRM Modeling improvements, calibration and validation
8	LPA Policy document and strategic plan
9	Environmental Justice Plan for the DCHC MPO
10	MPO Safety and Security Plan/Integration
11	Freight Plan and integration of freight (urban Goods Movement planning
12	MPO Climate Change Plan/ integration of climate change and Greenhouse gas emission into MPO Planning
13	Bicycle friendly designation for Durham and Chapel Hill
14	Spatial mapping and analysis of bike and pedestrian access to schools - sidewalks/bike access
15	Rail Traffic separation Study
16	Purpose and Need Statements/Indirect & Cumulative Impacts (ICI)
17	Bicycle map for DCHC-MPO
18	TDM Plan update
19	MPO Policy /Process document
20	MPO expansion, MAB expansion - ground for post 2010 analysis
21	Regional transit planning and local revenue option

Continuation of Special Projects

1	TELUDE - GIS Warehouse/Enterprise & automation
2	NC 54 Corridor Study
3	UrbanSim_Land use Model
4	Non-Motorized trip modeling

On-Going/Core/Routine 3-C Planning Process

1	UPWP development/amendment/maintenance and invoicing
2	TIP development/amendments
3	ARRA-Stimulus projects reporting and audit compliance
4	TAC/TCC Meetings/agenda preparation/directives to staff/follow-ups
5	GIS mappings and geo-database administration/maintenance
6	bicycle -pedestrian planning
7	JARC/New Freedom
8	STP-DA
9	CMAQ
10	Financial management and auditing
11	Public involvement/engagement/outreach
12	MPO website update/maintenance/content management -visualization & interactive capabilities
13	State & Regional Planning and Coordination
14	Civil rights and Title VI compliance and planning
15	CMP monitoring
16	Data inventory monitoring
17	Project planning-NEPA

Unified Planning Work Program (UPWP) Development Process

The development process for the 2010-11 UPWP is presented below. The work program does not contain any new initiative rather continuation of the FY 2009-10 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2010-11 UPWP schedule is illustrated in the attached development schedule.

NO.	Date	Descriptions
1	24-Feb-2010	TCC receives the draft 2010-11 UPWP
2	12-Feb-2010	Deadline for submitting transit element of the UPWP to NCDO -PTD
3	10-March-2010	TAC receives draft 2010-2011 UPWP and releases for public comment.
4	24-March-2010	TCC recommends Draft 2010-2011 UPWP for TAC approval
5	February - April 2010	Development of Draft 2010-11 UPWP and coordinating with local agencies continues.
6	February-March 2010	TCC coordinates with member jurisdictions budget process for local matching funds
7	May-2010	TAC adopts 2010-2011 UPWP and self certifies MPO planning process. TAC approves FTA memo on Section 5307 distribution between TTA, DATA and CHT
8	May-2010	NCDOT/FHWA approves 2010-2011 UPWP
9	1-Jul-10	2010-2011 UPWP available July 1

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	Federal
20%	20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	Total	
Durham/DATA			252,432	1,009,728	67,093	268,372	14,225	14,225	38,333	306,665	0	372,084	52,559	1,698,568
Carboro			0	0	5,676	22,704	0	0	0	0	0	5,676	-	22,704
Chapel Hill/CHT			105,250	421,000	15,742	62,968	13,668	13,668	11,003	88,024	0	0	145,663	24,671
Orange County			0	0	0	0	0	0	0	0	0	0	-	-
JTCOG			7,500	30,000	0	0	0	0	0	0	0	0	-	30,000
ITA			0	0	0	0	0	0	119,500	956,000	0	0	119,500	956,000
NCDOT			0	0	0	0	0	0	0	0	0	0	14,400	57,600
Totals	\$14,400	\$57,600	\$365,182	\$1,460,728	\$88,511	\$354,044	\$27,893	\$27,893	\$168,836	\$1,350,689	\$0	\$642,922	\$218,629	\$4,307,756

MPO Funds Distribution by Agency

Durham-Chapel Hill-Carboro Urban Area
FY 2010-2011 Unified Planning Work Program
Funding Distribution by Agency & Funding Sources

MPO Summary
4/7/2010 11:55

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 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	NCDOT	Federal	Total
II A	Surveillance of Change																
1	Traffic Volume Counts	0	0	4,725	18,900	90	360	0	0	0	0	0	0	4,815	-	19,260	24,075
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	825	3,300	48	192	0	0	0	0	0	0	873	-	3,492	4,365
5	Transit System Data	0	0	13,750	55,000	0	0	9,731	9,731	77,851	19,320	19,320	154,557	42,801	29,051	287,408	359,260
6	Dwelling Unit, Pop. & Emp. Change	0	0	3,750	15,000	3,313	13,250	0	0	0	0	0	0	7,063	-	28,250	35,313
7	Air Travel	0	0	125	500	325	1,300	0	0	0	0	0	0	450	-	1,800	2,250
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	0	0	10,960	43,838	2,385	9,540	625	625	5,000	0	0	0	13,970	625	58,378	72,973
10	Mapping	0	0	5,000	20,000	5,627	22,506	2,500	2,500	20,000	0	0	0	13,127	2,500	62,506	78,133
11	Central Area Parking Inventory	0	0	1,250	5,000	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
12	Bike & Ped. Facilities Inventory	0	0	1,000	4,000	48	192	0	0	0	0	0	0	1,048	-	4,192	5,240
13	Bike & Ped. Counts	0	0	4,650	18,600	240	960	0	0	0	0	0	0	4,890	-	19,560	24,450
II B	Long Range Transp. Plan																
1	Collection of Base Year Data	0	0	9,000	36,000	2,706	10,824	1,250	1,250	10,000	0	0	0	12,956	1,250	56,824	71,030
2	Collection of Network Data	0	0	1,825	7,300	960	3,840	1,250	1,250	10,000	0	0	0	4,035	1,250	21,140	26,425
3	Travel Model Updates	2,100	8,400	46,610	186,440	5,000	20,000	0	0	0	16,000	16,000	128,000	67,610	18,100	342,840	428,550
4	Travel Surveys	0	0	0	0	0	0	1,200	1,200	9,600	811	811	6,486	2,011	2,011	16,086	20,108
5	Forecast of Data to Horizon year	0	0	3,550	14,200	3,752	15,006	0	0	0	0	0	0	7,302	-	29,206	36,508
6	Community Goals & Objectives	0	0	5,250	21,000	2,998	11,992	0	0	0	0	0	0	8,248	-	32,992	41,240
7	Forecast of Future Travel Patterns	0	0	0	0	250	1,000	625	625	5,000	0	0	0	875	625	6,000	7,500
8	Capacity Deficiency Analysis	0	0	2,450	9,800	0	0	0	0	0	0	0	0	2,450	-	9,800	12,250
9	Highway Element of the L RTP	2,300	9,200	250	1,000	0	0	0	0	0	0	0	0	250	2,300	10,200	12,750
10	Transit Element of the L RTP	1,000	4,000	250	1,000	750	3,000	625	625	5,000	4,500	4,500	36,000	6,125	6,125	49,000	61,250
11	Bicycle & Ped. Element of the L RTP	1,000	4,000	9,500	38,000	2,500	10,000	0	0	0	0	0	0	12,000	1,000	52,000	65,000
12	Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13	Collector Street Element of L RTP	200	800	750	3,000	0	0	0	0	0	0	0	0	750	200	3,800	4,750
14	Rail, Water or other mode of L RTP	0	0	250	1,000	125	500	0	0	0	0	0	0	375	-	1,500	1,875
15	Freight Movement/Mobility Planning	0	0	3,500	14,000	1,100	4,400	0	0	0	0	0	0	4,600	-	18,400	23,000
16	Financial Planning	0	0	0	0	750	3,000	4,544	4,544	36,352	0	0	0	5,294	4,544	39,352	49,190
17	Congestion Management Strategies	200	800	15,500	62,000	3,558	14,230	0	0	0	1,616	1,616	12,928	20,674	1,816	89,958	112,448
18	Air Qual. Planning/Conformity Anal.	200	800	3,125	12,500	1,675	6,700	0	0	0	0	0	0	4,800	200	20,000	25,000
II C	Short Range Transit Planning																
1	Short Range Transit Planning	0	0	5,500	22,000	460	1,840	0	0	0	70,125	70,125	561,000	76,085	70,125	584,840	731,050
III-A	Planning Work Program	400	1,600	1,250	5,000	5,268	21,072	161	161	1,288	2,983	2,983	23,866	9,662	3,544	52,826	66,033
III-B	Transp. Improvement Plan	400	1,600	1,250	5,000	8,513	34,050	250	250	2,000	552	552	4,412	10,564	1,202	47,062	58,828
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	1,425	5,700	1,650	6,600	0	0	0	500	500	4,000	3,375	500	16,300	20,375
3	Minority Business Enterprise	0	0	3,250	13,000	0	0	0	0	0	0	0	0	3,250	-	13,000	16,250
4	Planning for the Elderly & Disabled	0	0	4,250	17,000	310	1,240	0	0	0	0	0	0	4,560	-	18,240	22,800
5	Safety/Drug Control Planning	0	0	2,750	11,000	0	0	0	0	0	0	0	0	2,750	-	11,000	13,750
6	Public Involvement	0	0	7,850	31,400	3,821	15,284	0	0	0	5,271	5,271	42,165	16,942	5,271	88,849	111,061
7	Private Sector Participation	0	0	1,000	4,000	0	0	0	0	0	0	0	0	1,000	-	4,000	5,000
III-D	Incidental Ping./Project Dev.																
1	Transportation Enhancement Ping.	100	400	0	0	0	0	0	0	0	0	0	0	-	100	400	500
2	Enviro. Analysis & Pre-TIP Ping.	1,000	4,000	13,500	54,000	2,090	8,360	0	0	0	0	0	0	15,590	1,000	66,360	82,950
3	Special Studies	1,000	4,000	90,460	361,840	1,943	7,772	563	563	4,500	13,800	13,800	110,400	106,766	15,363	488,512	610,640
4	Regional or Statewide Planning	500	2,000	19,375	77,500	867	3,468	625	625	5,000	1,316	1,316	10,524	22,183	2,441	98,492	123,115
III-E	Management & Operations																
1	Management & Operations	4,000	16,000	65,478	261,910	25,392	101,566	3,944	3,944	31,553	32,044	32,044	256,351	126,857	39,988	667,380	834,225
Totals		\$14,400	\$57,600	\$365,182	\$1,460,728	\$88,511	\$354,044	\$27,893	\$27,893	\$223,144	\$168,836	\$168,836	\$1,350,689	\$650,422	\$211,129	\$3,446,205	\$4,307,756

FHWA Planning Funds MPO PL & STP-DA Total		Durham-Chapel Hill-Carrboro Urban Area FY 2010-2011 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	4,725	18,900	23,625	90	360	450	4,815	19,260	24,075
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	825	3,300	4,125	48	192	240	873	3,492	4,365
5	Transit System Data	13,750	55,000	68,750	0	0	0	13,750	55,000	68,750
6	Dwelling Unit, Pop. & Emp. Change	3,750	15,000	18,750	3,313	13,250	16,563	7,063	28,250	35,313
7	Air Travel	125	500	625	325	1,300	1,625	450	1,800	2,250
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
9	Travel Time Studies	10,960	43,838	54,798	2,385	9,540	11,925	13,345	53,378	66,723
10	Mapping	5,000	20,000	25,000	5,627	22,506	28,133	10,627	42,506	53,133
11	Central Area Parking Inventory	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250
12	Bike & Ped. Facilities Inventory	1,000	4,000	5,000	48	192	240	1,048	4,192	5,240
13	Bike & Ped. Counts	4,650	18,600	23,250	240	960	1,200	4,890	19,560	24,450
II B	Long Range Transp. Plan									
B 1	Collection of Base Year Data	9,000	36,000	45,000	2,706	10,824	13,530	11,706	46,824	58,530
2	Collection of Network Data	1,825	7,300	9,125	960	3,840	4,800	2,785	11,140	13,925
3	Travel Model Updates	46,610	186,440	233,050	5,000	20,000	25,000	51,610	206,440	258,050
4	Travel Surveys	0	0	0	0	0	0	0	0	0
5	Forecast of Data to Horizon year	3,550	14,200	17,750	3,752	15,006	18,758	7,302	29,206	36,508
6	Community Goals & Objectives	5,250	21,000	26,250	2,998	11,992	14,990	8,248	32,992	41,240
7	Forecast of Future Travel Patterns	0	0	0	250	1,000	1,250	250	1,000	1,250
8	Capacity Deficiency Analysis	2,450	9,800	12,250	0	0	0	2,450	9,800	12,250
9	Highway Element of the LRTP	250	1,000	1,250	0	0	0	250	1,000	1,250
10	Transit Element of the LRTP	250	1,000	1,250	750	3,000	3,750	1,000	4,000	5,000
11	Bicycle & Ped. Element of the LRTP	9,500	38,000	47,500	2,500	10,000	12,500	12,000	48,000	60,000
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0
13	Collector Street Element of LRTP	750	3,000	3,750	0	0	0	750	3,000	3,750
14	Rail, Water or other mode of LRTP	250	1,000	1,250	125	500	625	375	1,500	1,875
15	Freight Movement/Mobility Planning	3,500	14,000	17,500	1,100	4,400	5,500	4,600	18,400	23,000
16	Financial Planning	0	0	0	750	3,000	3,750	750	3,000	3,750
17	Congestion Management Strategies	15,500	62,000	77,500	3,558	14,230	17,788	19,058	76,230	95,288
18	Air Qual. Planning/Conformity Anal.	3,125	12,500	15,625	1,675	6,700	8,375	4,800	19,200	24,000
II C	Short Range Transit Planning									
1	Short Range Transit Planning	5,500	22,000	27,500	460	1,840	2,300	5,960	23,840	29,800
III-A	Planning Work Program	1,250	5,000	6,250	5,268	21,072	26,340	6,518	26,072	32,590
III-B	Transp. Improvement Plan	1,250	5,000	6,250	8,513	34,050	42,563	9,763	39,050	48,813
III-C	Civil Rgts. Comp./Otr. Reg. Reqs.									
1	Title VI	0	0	0	0	0	0	0	0	0
2	Environmental Justice	1,425	5,700	7,125	1,650	6,600	8,250	3,075	12,300	15,375
3	Minority Business Enterprise	3,250	13,000	16,250	0	0	0	3,250	13,000	16,250
4	Planning for the Elderly & Disabled	4,250	17,000	21,250	310	1,240	1,550	4,560	18,240	22,800
5	Safety/Drug Control Planning	2,750	11,000	13,750	0	0	0	2,750	11,000	13,750
6	Public Involvement	7,850	31,400	39,250	3,821	15,284	19,105	11,671	46,684	58,355
7	Private Sector Participation	1,000	4,000	5,000	0	0	0	1,000	4,000	5,000
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.	13,500	54,000	67,500	2,090	8,360	10,450	15,590	62,360	77,950
3	Special Studies	90,460	361,840	452,300	1,943	7,772	9,715	92,403	369,612	462,015
4	Regional or Statewide Planning	19,375	77,500	96,875	867	3,468	4,335	20,242	80,968	101,210
III-E	Management & Operations									
1	Management & Operations	65,478	261,910	327,388	25,392	101,566	126,958	90,869	363,476	454,345
Totals		365,182	1,460,728	1,825,910	88,511	354,044	442,555	453,693	1,814,772	2,268,465

FHWA Planning Funds: MPO PL & STP-DA Total		Durham-Chapel Hill-Carrboro Urban Area FY 2010-2011 Unified Planning Work Program MPO PL & STP-DA Funding Tables								
	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II A	<u>Surveillance of Change</u>									
II A	1 Traffic Volume Counts	4,725	18,900	23,625	90	360	450	4,815	19,260	24,075
	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	825	3,300	4,125	48	192	240	873	3,492	4,365
	5 Transit System Data	13,750	55,000	68,750	0	0	0	13,750	55,000	68,750
	6 Dwelling Unit, Pop. & Emp. Change	3,750	15,000	18,750	3,313	13,250	16,563	7,063	28,250	35,313
	7 Air Travel	125	500	625	325	1,300	1,625	450	1,800	2,250
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	10,960	43,838	54,798	2,385	9,540	11,925	13,345	53,378	66,723
	10 Mapping	5,000	20,000	25,000	5,627	22,506	28,133	10,627	42,506	53,133
	11 Central Area Parking Inventory	1,250	5,000	6,250	0	0	0	1,250	5,000	6,250
	12 Bike & Ped. Facilities Inventory	1,000	4,000	5,000	48	192	240	1,048	4,192	5,240
	13 Bike & Ped. Counts	4,650	18,600	23,250	240	960	1,200	4,890	19,560	24,450
II B	<u>Long Range Transp. Plan</u>									
II B	1 Collection of Base Year Data	9,000	36,000	45,000	2,706	10,824	13,530	11,706	46,824	58,530
	2 Collection of Network Data	1,825	7,300	9,125	960	3,840	4,800	2,785	11,140	13,925
	3 Travel Model Updates	46,610	186,440	233,050	5,000	20,000	25,000	51,610	206,440	258,050
	4 Travel Surveys	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	3,550	14,200	17,750	3,752	15,006	18,758	7,302	29,206	36,508
	6 Community Goals & Objectives	5,250	21,000	26,250	2,998	11,992	14,990	8,248	32,992	41,240
	7 Forecast of Future Travel Patterns	0	0	0	250	1,000	1,250	250	1,000	1,250
	8 Capacity Deficiency Analysis	2,450	9,800	12,250	0	0	0	2,450	9,800	12,250
	9 Highway Element of the LRTP	250	1,000	1,250	0	0	0	250	1,000	1,250
	10 Transit Element of the LRTP	250	1,000	1,250	750	3,000	3,750	1,000	4,000	5,000
	11 Bicycle & Ped. Element of the LRTP	9,500	38,000	47,500	2,500	10,000	12,500	12,000	48,000	60,000
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	750	3,000	3,750	0	0	0	750	3,000	3,750
	14 Rail, Water or other mode of LRTP	250	1,000	1,250	125	500	625	375	1,500	1,875
	15 Freight Movement/Mobility Planning	3,500	14,000	17,500	1,100	4,400	5,500	4,600	18,400	23,000
	16 Financial Planning	0	0	0	750	3,000	3,750	750	3,000	3,750
	17 Congestion Management Strategies	15,500	62,000	77,500	3,558	14,230	17,788	19,058	76,230	95,288
	18 Air Qual. Planning/Conformity Anal.	3,125	12,500	15,625	1,675	6,700	8,375	4,800	19,200	24,000
II C	<u>Short Range Transit Planning</u>									
II C	1 Short Range Transit Planning	5,500	22,000	27,500	460	1,840	2,300	5,960	23,840	29,800
III-A	<u>Planning Work Program</u>	1,250	5,000	6,250	5,368	21,072	26,340	6,518	26,072	32,590
III-B	<u>Transp. Improvement Plan</u>	1,250	5,000	6,250	8,513	34,050	42,563	9,763	39,050	48,813
III-C	<u>Civil Rights Comp./Otr. Reg. Reqs.</u>									
III-C	1 Title VI	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	1,425	5,700	7,125	1,650	6,600	8,250	3,075	12,300	15,375
	3 Minority Business Enterprise	3,250	13,000	16,250	0	0	0	3,250	13,000	16,250
	4 Planning for the Elderly & Disabled	4,250	17,000	21,250	310	1,240	1,550	4,560	18,240	22,800
	5 Safety/Drug Control Planning	2,750	11,000	13,750	0	0	0	2,750	11,000	13,750
	6 Public Involvement	7,850	31,400	39,250	3,821	15,284	19,105	11,671	46,684	58,355
	7 Private Sector Participation	1,000	4,000	5,000	0	0	0	1,000	4,000	5,000
III-D	<u>Incidental Plan./Project Dev.</u>									
III-D	1 Transportation Enhancement Plan	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Plan	13,500	54,000	67,500	2,090	8,360	10,450	15,990	62,360	77,950
	3 Special Studies	90,460	361,840	452,300	1,943	7,772	9,715	92,403	369,612	462,015
	4 Regional or Statewide Planning	19,375	77,500	96,875	867	3,468	4,335	20,242	80,968	101,210
III-E	<u>Management & Operations</u>									
III-E	1 Management & Operations	65,478	261,910	327,388	25,392	101,566	126,958	90,869	363,476	454,345
Totals		365,182	1,460,728	1,825,910	88,511	354,044	442,555	453,693	1,814,772	2,268,465

Composite Agency Tables
PL/STP-DADurham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Composite Agency Tables (PL & STP-DA Funds)

MPO Summary

Task Description	Chapel Hill			Carrboro			TJCOG			Durham			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%
II A Surveillance of Change															
1 Traffic Volume Counts	-	-	-	90	360	450	-	-	-	4,725	18,900	23,625	4,815	19,260	24,075
2 Vehicle Miles of Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 Street System Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4 Traffic Accidents	-	-	-	48	192	240	-	-	-	825	3,300	4,125	873	3,492	4,365
5 Transit System Data	12,500	50,000	62,500	-	-	-	-	-	-	1,250	5,000	6,250	13,750	55,000	68,750
6 Dwelling Unit, Pop. & Emp. Char	-	-	-	-	-	-	-	-	-	7,063	28,250	35,313	7,063	28,250	35,313
7 Air Travel	-	-	-	-	-	-	-	-	-	450	1,800	2,250	450	1,800	2,250
8 Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 Travel Time Studies	-	-	-	60	240	300	-	-	-	13,285	53,138	66,423	13,345	53,378	66,723
# Mapping	2,500	10,000	12,500	214	856	1,070	-	-	-	7,913	31,650	39,563	10,627	42,506	53,133
# Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	1,250	5,000	6,250	1,250	5,000	6,250
# Bike & Ped. Facilities Inventory	-	-	-	48	192	240	-	-	-	1,000	4,000	5,000	1,048	4,192	5,240
# Bike & Ped. Counts	-	-	-	240	960	1,200	-	-	-	4,650	18,600	23,250	4,890	19,560	24,450
II B Long Range Transp. Plan															
1 Collection of Base Year Data	2,500	10,000	12,500	206	824	1,030	-	-	-	9,000	36,000	45,000	11,706	46,824	58,530
2 Collection of Network Data	750	3,000	3,750	210	840	1,050	-	-	-	1,825	7,300	9,125	2,785	11,140	13,925
3 Travel Model Updates	-	-	-	-	-	-	-	-	-	51,610	206,440	258,050	51,610	206,440	258,050
4 Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5 Forecast of Data to Horizon year	2,500	10,000	12,500	74	296	370	-	-	-	4,728	18,910	23,638	7,302	29,208	36,508
6 Community Goals & Objectives	500	2,000	2,500	48	192	240	-	-	-	7,700	30,800	38,500	8,248	32,992	41,240
7 Forecast of Future Travel Pattern	-	-	-	-	-	-	-	-	-	250	1,000	1,250	250	1,000	1,250
8 Capacity Deficiency Analysis	-	-	-	-	-	-	-	-	-	2,450	9,800	12,250	2,450	9,800	12,250
9 Highway Element of th LRTP	-	-	-	-	-	-	-	-	-	250	1,000	1,250	250	1,000	1,250
# Transit Element of the LRTP	750	3,000	3,750	-	-	-	-	-	-	250	1,000	1,250	1,000	4,000	5,000
# Bicycle & Ped. Element of the LR	-	-	-	-	-	-	-	-	-	12,000	48,000	60,000	12,000	48,000	60,000
# Airport/Air Travel Element of LR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
# Collector Street Element of LRTP	-	-	-	-	-	-	-	-	-	750	3,000	3,750	750	3,000	3,750
# Rail, Water or other mode of LR	-	-	-	-	-	-	-	-	-	375	1,500	1,875	375	1,500	1,875
# Freight Movement/Mobility Plan	-	-	-	-	-	-	-	-	-	4,600	18,400	23,000	4,600	18,400	23,000
# Financial Planning	-	-	-	-	-	-	-	-	-	750	3,000	3,750	750	3,000	3,750
# Congestion Management Strateg	625	2,500	3,125	240	960	1,200	-	-	-	18,193	72,770	90,963	19,058	76,230	95,288
# Air Qual. Planning/Conformity An	-	-	-	-	-	-	3,125	12,500	15,625	1,675	6,700	8,375	4,800	19,200	24,000
II C Short Range Transit Planning															
1 Short Range Transit Planning	5,750	23,000	28,750	210	840	1,050	-	-	-	-	-	-	5,960	23,840	29,800
III-A Planning Work Program	1,500	6,000	7,500	268	1,072	1,340	-	-	-	4,750	19,000	23,750	6,518	26,072	32,590
III-B Transp. Improvement Plan	1,250	5,000	6,250	-	-	-	-	-	-	8,513	34,050	42,563	9,763	39,050	48,813
III-C Cvl Rgts. Cmp./Otr. Reg. Regs.															
1 Title VI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 Environmental Justice	-	-	-	150	600	750	-	-	-	2,925	11,700	14,625	3,075	12,300	15,375
3 Minority Business Enterprise	3,250	13,000	16,250	-	-	-	-	-	-	-	-	-	3,250	13,000	16,250
4 Planning for the Elderly & Disabl	4,250	17,000	21,250	60	240	300	-	-	-	250	1,000	1,250	4,560	18,240	22,800
5 Safety/Drug Control Planning	2,750	11,000	13,750	-	-	-	-	-	-	-	-	-	2,750	11,000	13,750
6 Public Involvement	2,000	8,000	10,000	496	1,984	2,480	-	-	-	9,175	36,700	45,875	11,671	46,684	58,355
7 Private Sector Participation	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	1,000	4,000	5,000
III-D Incidental Plng./Project Dev.															
1 Transportation Enhancement Pln	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 Enviro. Analysis & Pre-TIP Plng.	12,000	48,000	60,000	90	360	450	-	-	-	3,500	14,000	17,500	15,590	62,360	77,950
3 Special Studies	12,000	48,000	60,000	718	2,872	3,590	-	-	-	79,685	318,740	398,425	92,403	369,612	462,015
4 Regional or Statewide Planning	10,617	42,468	53,085	-	-	-	4,375	17,500	21,875	5,250	21,000	26,250	20,242	80,968	101,210
III-E Management & Operations															

Composite Agency Tables
PL/STP-DADurham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Composite Agency Tables (PL & STP-DA Funds)

MPO Summary

Task Description	Chapel Hill			Carrboro			Orange			TJCOG			Durham			TTA			MPO		
	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%
II A Surveillance of Change																					
1 Traffic Volume Counts	-	-	-	90	360	450	-	-	-	-	-	-	4,725	18,900	23,625	-	-	-	4,815	19,260	24,075
2 Vehicle Miles of Travel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 Street System Changes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4 Traffic Accidents	-	-	-	48	192	240	-	-	-	-	-	-	825	3,300	4,125	-	-	-	873	3,492	4,365
5 Transit System Data	12,500	50,000	62,500	-	-	-	-	-	-	-	-	-	1,250	5,000	6,250	-	-	-	13,750	55,000	68,750
6 Dwelling Unit, Pop. & Emp. Chan	-	-	-	-	-	-	-	-	-	-	-	-	7,063	28,250	35,313	-	-	-	7,063	28,250	35,313
7 Air Travel	-	-	-	-	-	-	-	-	-	-	-	-	450	1,800	2,250	-	-	-	450	1,800	2,250
8 Vehicle Occupancy Rates	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 Travel Time Studies	-	-	-	60	240	300	-	-	-	-	-	-	13,285	53,138	66,423	-	-	-	13,345	53,378	66,723
# Mapping	2,500	10,000	12,500	214	856	1,070	-	-	-	-	-	-	7,913	31,650	39,563	-	-	-	10,627	42,508	53,133
# Central Area Parking Inventory	-	-	-	-	-	-	-	-	-	-	-	-	1,250	5,000	6,250	-	-	-	1,250	5,000	6,250
# Bike & Ped. Facilities Inventory	-	-	-	48	192	240	-	-	-	-	-	-	1,000	4,000	5,000	-	-	-	1,048	4,192	5,240
# Bike & Ped. Counts	-	-	-	240	960	1,200	-	-	-	-	-	-	4,650	18,600	23,250	-	-	-	4,890	19,560	24,450
II B Long Range Transp. Plan																					
1 Collection of Base Year Data	2,500	10,000	12,500	208	824	1,030	-	-	-	-	-	-	9,000	36,000	45,000	-	-	-	11,708	46,824	58,530
2 Collection of Network Data	750	3,000	3,750	210	840	1,050	-	-	-	-	-	-	1,825	7,300	9,125	-	-	-	2,785	11,140	13,925
3 Travel Model Updates	-	-	-	-	-	-	-	-	-	-	-	-	51,610	206,440	258,050	-	-	-	51,610	206,440	258,050
4 Travel Surveys	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5 Forecast of Data to Horizon year	2,500	10,000	12,500	74	296	370	-	-	-	-	-	-	4,728	18,910	23,638	-	-	-	7,302	29,208	36,508
6 Community Goals & Objectives	500	2,000	2,500	48	192	240	-	-	-	-	-	-	7,700	30,800	38,500	-	-	-	8,248	32,992	41,240
7 Forecast of Future Travel Pattern	-	-	-	-	-	-	-	-	-	-	-	-	250	1,000	1,250	-	-	-	250	1,000	1,250
8 Capacity Deficiency Analysis	-	-	-	-	-	-	-	-	-	-	-	-	2,450	9,800	12,250	-	-	-	2,450	9,800	12,250
9 Highway Element of the LRTP	-	-	-	-	-	-	-	-	-	-	-	-	250	1,000	1,250	-	-	-	250	1,000	1,250
# Transit Element of the LRTP	750	3,000	3,750	-	-	-	-	-	-	-	-	-	250	1,000	1,250	-	-	-	1,000	4,000	5,000
# Bicycle & Ped. Element of the LR	-	-	-	-	-	-	-	-	-	-	-	-	12,000	48,000	60,000	-	-	-	12,000	48,000	60,000
# Airport/Air Travel Element of LRT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
# Collector Street Element of LRTP	-	-	-	-	-	-	-	-	-	-	-	-	750	3,000	3,750	-	-	-	750	3,000	3,750
# Rail, Water or other mode of LRT	-	-	-	-	-	-	-	-	-	-	-	-	375	1,500	1,875	-	-	-	375	1,500	1,875
# Freight Movement/Mobility Plann	-	-	-	-	-	-	-	-	-	-	-	-	4,600	18,400	23,000	-	-	-	4,600	18,400	23,000
# Financial Planning	-	-	-	-	-	-	-	-	-	-	-	-	750	3,000	3,750	-	-	-	750	3,000	3,750
# Congestion Management Strateg	625	2,500	3,125	240	960	1,200	-	-	-	-	-	-	18,193	72,770	90,963	-	-	-	19,058	76,230	95,288
# Air Qual. Planning/Conformity An	-	-	-	-	-	-	-	-	-	3,125	12,500	15,625	1,675	6,700	8,375	-	-	-	4,800	19,200	24,000
II C Short Range Transit Planning																					
1 Short Range Transit Planning	5,750	23,000	28,750	210	840	1,050	-	-	-	-	-	-	-	-	-	-	-	-	5,960	23,840	29,800
III-A Planning Work Program	1,500	6,000	7,500	268	1,072	1,340	-	-	-	-	-	-	4,750	19,000	23,750	-	-	-	6,518	26,072	32,590
III-B Transp. Improvement Plan	1,250	5,000	6,250	-	-	-	-	-	-	-	-	-	8,513	34,050	42,563	-	-	-	9,763	39,050	48,813
III-C Cvl Rqts. Cmp./Otr. Reg. Rqs.																					
1 Title VI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 Environmental Justice	-	-	-	150	600	750	-	-	-	-	-	-	2,925	11,700	14,625	-	-	-	3,075	12,300	15,375
3 Minority Business Enterprise	3,250	13,000	16,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,250	13,000	16,250
4 Planning for the Elderly & Disable	4,250	17,000	21,250	60	240	300	-	-	-	-	-	-	250	1,000	1,250	-	-	-	4,560	18,240	22,800
5 Safety/Drug Control Planning	2,750	11,000	13,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,750	11,000	13,750
6 Public Involvement	2,000	8,000	10,000	496	1,984	2,480	-	-	-	-	-	-	9,175	36,700	45,875	-	-	-	11,671	46,684	58,355
7 Private Sector Participation	1,000	4,000	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000	4,000	5,000
III-D Incidental Plng./Project Dev.																					
1 Transportation Enhancement Pln	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 Enviro. Analysis & Pre-TIP Plng.	12,000	48,000	60,000	90	360	450	-	-	-	-	-	-	3,500	14,000	17,500	-	-	-	15,590	62,380	77,950
3 Special Studies	12,000	48,000	60,000	718	2,872	3,590	-	-	-	-	-	-	15,780	63,120	78,900	-	-	-	28,498	113,992	142,490
4 Regional or Statewide Planning	10,617	42,468	53,085	-	-	-	-	-	-	4,375	17,500	21,875	5,250	21,000	26,250	-	-	-	20,242	80,968	101,210
III E Management & Operations																					
1 Management & Operations	42,000	168,000	210,000	2,208	8,824	11,030	-	-	-	-	-	-	46,663	186,652	233,315	-	-	-	90,869	363,476	454,345
Totals	120,992	483,968	604,960	5,676	22,704	28,380	-	-	-	7,500	30,000	37,500	255,620	1,022,480	1,278,100	-	-	-	389,788	1,559,152	1,948,940

Task Descriptions and Summary Narratives FY 2010-2011 UPWP

Task 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. The MPO will continue traffic counts data collection at specific locations. These counts will augment triennial traffic counts collected by NCDOT. Traffic counts will include daily, hourly, vehicle classification, or turning movements. The MPO agencies will be responsible for obtaining counts at specified locations within their jurisdiction and for furnishing the raw daily traffic counts, count information, and location maps to the Lead Planning Agency (LPA).

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. VMT will be monitored and compared to the LRTP Targets. This information will help determine if the LRTP targets are being met. In addition, VMT will be used in air quality planning, MPO climate change planning, Greenhouse Gas Plan update, congestion management program monitoring, model validation, Travel Demand Management (TDM) monitoring and performance evaluation, LRTP target measures of effectiveness, etc.

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 – MPO GIS enterprise/warehouse. 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 2035 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 task. The MPO will continue work on the first phase of GIS 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, and 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 CMP. 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

Task II-B: Long Range Transportation Plan Activities

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

Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the 2040 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 2010 model base year and the 2040 LRTP. 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, and 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

This task essentially involves the update and calibration and validation for the model to support the development of the 2040 LRTP. 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 updates, 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

The LPA will project base year demographic and socio-economic data-1 into plan horizon year and air quality intermediate years (LRTP horizon year is 2040 and intermediate years for air quality analyses are 2010, 2011, 2017, 2020 2025, 2030, 2035). Forecasts will be generated for County control totals and traffic analysis zones. Forecasts will be made consistent with local land use plans and in corporation with local Planning departments.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the 2040 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 2040 LRTP and CMP. The analysis will be made to determine existing and existing-plus-committed deficiencies. Volume-to-capacity ration maps will be produced for the 2010 base year, E+C year, and other LRTP and CTP years. Essentially this task encompasses application of the Triangle Regional Model and other modeling tools to analyze deficiencies in the existing transportation system relative to anticipated future travel demand

Task II-B-9: Highway Element of the LRTP

The MPO will continue with the evaluation of highway elements of the Comprehensive Transportation Plan and the 2035 LRTP. Performance measures will be established for evaluating highway alternatives.

Task II-B-10: Transit Element of the LRTP

The MPO will continue with the evaluation of transit elements of the Comprehensive Transportation Plan and the 2035 LRTP. Transit evaluate will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives.

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

Task II-B-11: Bicycle & Pedestrian Element of the LRTP

The MPO will continue with the evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2035 LRTP. The MPO will continue work on the Durham Comprehensive pedestrian Plan and the Old Durham-Chapel Hill Road bicycle and pedestrian feasibility study. Work will commence on the development of the Durham Comprehensive Bicycle Plan. The MPO will solicit consulting help in the development of the MPO bicycle and pedestrian educational brochures and pamphlets as well as Durham County bike map.

Task II-B-12: Airport/Air Travel Element of LRTP

The MPO will continue with the evaluation of Airport/air travel element of the 2035 LRTP, including inter-modal connection and access/ground transportation.

Task II-B-13: Collector Street Element of LRTP

The MPO will continuation of the development of an MPO wide Collector Street Plan and circulation study. This is envisioned to involve the identification of future collector street connectivity needs, provisions for local street connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement.

Task II-B-14: Rail, Water, or other mode of LRTP

No activities proposed, therefore no funds programmed.

Task II-B-15: Freight Movement/Mobility Planning

MPO will undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks to be undertaken include survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes.

Task II-B-16: Financial Planning

The MPO, on an as-needed basis, will examine financial options for funding proposed transportation projects and programs, including review the financial planning assumptions/projections in the 2030 LRTP and refinement of cost estimates as necessary. The Lead Planning Agency (LPA) will participate in regional efforts geared toward identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships.

Task II-B-17: Congestion Management Systems Strategies

The MPO will work to implement and monitor the Congestion Management System (CMS) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue on the update and monitoring of CMS strategies and State of the Systems Report.

Task II-B-18: Air Quality Planning/Conformity Analysis

The DCHC MPO (the Transportation Advisory Committee) is responsible in making a determination as to whether or not transportation plans, programs, and projects (LRTP and TIP) conform to air quality standards and the intent of the SIP. The LPA will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition the LPA will continue participation in the development and application of State Implementation Plans for air quality, participation in the statewide interagency consultation, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

Task II-C: Short Range Transit Planning

The MPO transit operators will continue activities related to short range transit planning. This includes continuous evaluation of their respective transit development plans and service performance.

Task III-A: Planning Work Program

Administer the FY 2010-2011 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 2010-2011. 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-1: Title VI

The federal legislation and regulations requires that the MPO comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR) Title 49, Subtitle A, Part 21), and the assurance by the MPO pursuant thereto. Accordingly, the MPO will continue to provide an update of Civil Rights statistics report to determine MPO compliance to civil rights provisions.

Task III-C-2: Environmental Justice (EJ)

In accordance with Federal Action (Executive Order 12898), the will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice: 1) Ensure adequate public involvement of low-income and minority groups in decision-making; 2) Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and 3) Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO. Tasks include:

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
2. Update demographic profiles based on Census CTPP and PUMS as well as MPO SE data forecasts - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2000 Census.
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
6. Review existing public outreach and involvement plan.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular.
8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area

Task III-C-3: Minority Business Enterprise

The MPO will continue to address and monitor the Minority Business Enterprise (MBE) program as a part of the planning and programming phases of project development. The MPO will monitor transportation projects and programs to ensure that meaningful and full consideration are given to MBEs. The LPA will review and summarize transit operators MBE program and utilization.

Task III-C-4: Planning for the Elderly & Disabled

The MPO will continue to emphasize planning and provision of transportation facilities and services for the elderly and disabled. Specifically, the MPO will update inventory of locations and needs of elderly and disabled persons. The MPO will work with transit operators in the planning and evaluation of Para-transit services.

Task III-C-5: Safety/Drug Control Planning

No funds programmed.

Task III-C-6: Public Involvement

The MPO will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers. To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information.

Task III-C-7: Private Sector Participation

No funds programmed.

Task 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 filled during 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, 2010 to June 30, 2015

	1	2	3	4	5
FY	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Period	2010-11	2011-12	2012-13	2013-14	2014-15
	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015
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
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
1.12	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv	Bike/Pedestrian. Facilities Inv
1.13	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. Facilities Counts	Bike/Pedestrian. 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 2011 UPWP	Develop FY 2012 UPWP	Develop FY 2013 UPWP	Develop FY 2014 UPWP	Develop FY 2015 UPWP
2.5	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management	UPWP financial management
	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and	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

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2010 to June 30, 2015

	1	2	3	4	5
FY	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Period	2010-11	2011-12	2012-13	2013-14	2014-15
	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015
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	Amendment of the 2035 LRTP for AQ analysis and conformity as necessary	Land-use Scenario analysis	Approval of the 2040 LRTP for AQ analysis and conformity	Amendment of the 2040 LRTP for AQ analysis and conformity as necessary	Goals, Objectives and targets for 2045 LRTP
3.2	CTP components- Highway, transit, bicycle and pedestrian vision plans	Deficiency Analysis	CTP components- Highway, transit, bicycle and pedestrian vision plans	Model Update for LRTP analysis	SE data collection and Forecasts for 2045 LRTP
3.3	Inter-Agency Consultation process	Alternative analysis	AQ analysis and conformity determination process	Inter-Agency Consultation process	Land-use Scenario analysis
3.4	SE data collection and Forecasts for 2040 LRTP	Development of Preferred Option	Inter-Agency Consultation process	CTP update	
3.5	Goals, Objectives and targets for 2040 LRTP		Draft LRTP AQ Conformity Jan 2013 & approval in March 2013	Land-use Scenario analysis	
3.6	Model Update for LRTP analysis				
3.7			LRTP conformity lapses June 15 2013		
3.8					
3.9					
3.10					
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Model validation refinement. Calibration of 2005 model and validation of 2010 base year.	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2013 base year data- traffic counts, transit, etc		
4.3	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	2010 Census TAZ Delineation	Collection & development of 2013 networks		
4.4	Update of project prioritization and performance measures methodologies.	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts		
4.5	Evaluate pros and cons for converting Fortran programs to Transcad GISDK scripts				
4.6	Analysis of b				

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2010 to June 30, 2015

	1	2	3	4	5
FY	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Period	2010-11	2011-12	2012-13	2013-14	2014-15
	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015
5	Bicycle & Pedestrian	Bicycle & Pedestrian	Bicycle & Pedestrian	Bicycle & Pedestrian	Bicycle & Pedestrian
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy
5.2	Update of the Comprehensive Pedestrian Plan	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan		Update of the Comprehensive Pedestrian Plan	Update of the Comprehensive Bicycle Plan. Update of the Regional Bike Plan
5.3					
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2	Transit Development Plan (TDP) Triangle Transit and CHT	Transit Development Plan (TDP) DATA	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Data collection & analysis for MPO CMS Update	Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion	
7.4	Update of CMP work plan	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	

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2010 to June 30, 2015

	1	2	3	4	5
FY	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Period	2010-11	2011-12	2012-13	2013-14	2014-15
	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015
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)
7.7		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		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
	Reconcile 2009-15 MTIP and STIP			Develop final draft 2013-2019 MTIP. TIP conformity determination	
	Federal Approval of conforming 2009-15 MTIP, Oct 1 2008	Reconcile 2011-17 MTIP and STIP		TAC Approves 2013-2019 MTIP	
	Development 2011-2017 MTIP . Public input and comment process.		Development 2013-2019 MTIP . Public input and comment process.		Development 2015-2021 MTIP . Public input and comment process.
	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2010 to June 30, 2015

	1	2	3	4	5
FY	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Period	2010-11	2011-12	2012-13	2013-14	2014-15
	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015
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		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	Northern Durham Parkway/US 70 NEAP study		
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	MPO integrated land use model & integration with TRM				
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts

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	1	2	3	4	5
FY	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Period	2010-11	2011-12	2012-13	2013-14	2014-15
	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Update of the ITS deployment Plan & Regional Architecture				
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Develop MPO safety planning initiatives	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	Develop MPO freight plan and truck circulation map				
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
		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
	Maintain Databases	Maintain Databases	Maintain Databases	Maintain Databases	Maintain Databases
	Maintain Databases; upgrade hardware and software as necessary	Maintain Databases	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	Develop "Green Print" maps	Update green print maps	Update green print maps	Update green print maps	Update green print maps
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives

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	1	2	3	4	5
FY	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Period	2010-11	2011-12	2012-13	2013-14	2014-15
	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015
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
	NC54/140/US 15-501 Sub-area study				

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Appendices

Agency Project Descriptions And Funding Source Tables

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City of Durham/LPA		Durham-Chapel Hill-Carrboro Urban Area FY 2010-2011 Unified Planning Work Program Proposed Funding Source Tables										Durham 4/1/2010 12:13			
	Task Description	STP-DA 133(b)(3)(C)		Sec. 104(b) PL		Section 5303 Highway/Transit			Section 5307 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	NCDOT	Federal	Total
II A	Surveillance of Change														
II A	1 Traffic Volume Counts	4,725	18,900	0	0	0	0	0	0	0	0	4,725	-	18,900	23,625
	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	825	3,300	0	0	0	0	0	0	0	0	825	-	3,300	4,125
	5 Transit System Data	1,250	5,000	0	0	8,481	8,481	67,851	1,120	1,120	8,957	10,851	9,601	81,808	102,260
	6 Dwelling Unit, Pop. & Emp. Change	3,750	15,000	3,313	13,250	0	0	0	0	0	0	7,063	-	28,250	35,313
	7 Air Travel	125	500	325	1,300	0	0	0	0	0	0	450	-	1,800	2,250
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9 Travel Time Studies	10,960	43,838	2,325	9,300	0	0	0	0	0	0	13,285	-	53,138	66,423
	10 Mapping	5,000	20,000	2,913	11,650	0	0	0	0	0	0	7,913	-	31,650	39,563
	11 Central Area Parking Inventory	1,250	5,000	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
	12 Bike & Ped. Facilities Inventory	1,000	4,000	0	0	0	0	0	0	0	0	1,000	-	4,000	5,000
	13 Bike & Ped. Counts	4,650	18,600	0	0	0	0	0	0	0	0	4,650	-	18,600	23,250
II B	Long Range Transp. Plan														
II B	1 Collection of Base Year Data	9,000	36,000	0	0	0	0	0	0	0	0	9,000	-	36,000	45,000
	2 Collection of Network Data	1,825	7,300	0	0	0	0	0	0	0	0	1,825	-	7,300	9,125
	3 Travel Model Updates	46,610	186,440	5,000	20,000	0	0	0	0	0	0	51,610	-	206,440	258,050
	4 Travel Surveys	0	0	0	0	1,200	1,200	9,600	811	811	6,486	2,011	2,011	16,086	20,108
	5 Forecast of Data to Horizon year	3,550	14,200	1,178	4,710	0	0	0	0	0	0	4,728	-	18,910	23,638
	6 Community Goals & Objectives	5,250	21,000	2,450	9,800	0	0	0	0	0	0	7,700	-	30,800	38,500
	7 Forecast of Future Travel Patterns	0	0	250	1,000	0	0	0	0	0	0	250	-	1,000	1,250
	8 Capacity Deficiency Analysis	2,450	9,800	0	0	0	0	0	0	0	0	2,450	-	9,800	12,250
	9 Highway Element of th LRTP	250	1,000	0	0	0	0	0	0	0	0	250	-	1,000	1,250
	10 Transit Element of the LRTP	250	1,000	0	0	0	0	0	0	0	0	250	-	1,000	1,250
	11 Bicycle & Ped. Element of the LRTP	9,500	38,000	2,500	10,000	0	0	0	0	0	0	12,000	-	48,000	60,000
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	13 Collector Street Element of LRTP	750	3,000	0	0	0	0	0	0	0	0	750	-	3,000	3,750
	14 Rail, Water or other mode of LRTP	250	1,000	125	500	0	0	0	0	0	0	375	-	1,500	1,875
	15 Freight Movement/Mobility Planning	3,500	14,000	1,100	4,400	0	0	0	0	0	0	4,600	-	18,400	23,000
	16 Financial Planning	0	0	750	3,000	4,544	4,544	36,352	0	0	0	5,294	4,544	39,352	49,190
	17 Congestion Management Strategies	15,500	62,000	2,693	10,770	0	0	0	1,616	1,616	12,928	19,809	1,616	83,698	107,123
	18 Air Qual. Planning/Conformity Anal.	0	0	1,675	6,700	0	0	0	0	0	0	1,675	-	6,700	8,375
II C	Short Range Transit Planning														
II C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-A	Planning Work Program	0	0	4,750	19,000	0	0	0	2,983	2,983	23,866	7,733	2,983	42,866	53,583
III-B	Transp. Improvement Plan	0	0	8,513	34,050	0	0	0	239	239	1,912	8,752	239	35,962	44,953
III-C	Civil Rgts. Comp/Otr. Reg. Reqs.														
III-C	1 Title VI	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Environmental Justice	1,425	5,700	1,500	6,000	0	0	0	500	500	4,000	3,425	500	15,700	19,625
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	4 Planning for the Elderly & Disabled	0	0	250	1,000	0	0	0	0	0	0	250	-	1,000	1,250
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	6 Public Involvement	5,850	23,400	3,325	13,300	0	0	0	5,271	5,271	42,165	14,446	5,271	78,865	98,581
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	Incidental Ping/Project Dev.														
III-D	1 Transportation Enhancement Ping.	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2 Enviro. Analysis & Pre-TIP Ping.	1,500	6,000	2,000	8,000	0	0	0	0	0	0	3,500	-	14,000	17,500
	3 Special Studies	78,460	313,840	1,225	4,900	0	0	0	0	0	0	79,685	-	318,740	398,425
	4 Regional or Statewide Planning	5,000	20,000	250	1,000	0	0	0	0	0	0	5,250	-	21,000	26,250
III-E	Management & Operations														
III-E	1 Management & Operations	27,978	111,910	18,686	74,742	0	0	0	25,794	25,794	206,331	72,437	25,794	393,003	491,254
Totals		\$252,432	\$1,009,728	\$67,093	\$268,372	\$14,225	\$14,225	\$113,803	\$38,333	\$38,333	\$306,665	\$372,084	\$52,599	\$1,698,568	\$2,123,210

City of Durham/LPA

**Durham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Proposed Funding Source Tables**

2/25/2010 14:45

Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 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	NCDOT	Federal	Total
II A Surveillance of Change														
1 Traffic Volume Counts	4,725	18,900	0	0	0	0	0	0	0	0	4,725	-	18,900	23,625
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	825	3,300	0	0	0	0	0	0	0	0	825	-	3,300	4,125
5 Transit System Data	1,250	5,000	0	0	8,481	8,481	67,851	1,120	1,120	8,957	10,851	9,601	81,808	102,260
6 Dwelling Unit, Pop. & Emp. Change	3,750	15,000	3,313	13,250	0	0	0	0	0	0	7,063	-	28,250	35,313
7 Air Travel	125	500	325	1,300	0	0	0	0	0	0	450	-	1,800	2,250
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9 Travel Time Studies	10,960	43,838	2,325	9,300	0	0	0	0	0	0	13,285	-	53,138	66,423
10 Mapping	5,000	20,000	2,913	11,650	0	0	0	0	0	0	7,913	-	31,650	39,563
11 Central Area Parking Inventory	1,250	5,000	0	0	0	0	0	0	0	0	1,250	-	5,000	6,250
12 Bike & Ped. Facilities Inventory	1,000	4,000	0	0	0	0	0	0	0	0	1,000	-	4,000	5,000
13 Bike & Ped. Counts	4,650	18,600	0	0	0	0	0	0	0	0	4,650	-	18,600	23,250
II B Long Range Transp. Plan														
1 Collection of Base Year Data	9,000	36,000	0	0	0	0	0	0	0	0	9,000	-	36,000	45,000
2 Collection of Network Data	1,825	7,300	0	0	0	0	0	0	0	0	1,825	-	7,300	9,125
3 Travel Model Updates	46,610	186,440	5,000	20,000	0	0	0	0	0	0	51,610	-	206,440	258,050
4 Travel Surveys	0	0	0	0	1,200	1,200	9,600	811	811	6,486	2,011	2,011	16,086	20,108
5 Forecast of Data to Horizon year	3,550	14,200	1,178	4,710	0	0	0	0	0	0	4,728	-	18,910	23,638
6 Community Goals & Objectives	5,250	21,000	2,450	9,800	0	0	0	0	0	0	7,700	-	30,800	38,500
7 Forecast of Future Travel Patterns	0	0	250	1,000	0	0	0	0	0	0	250	-	1,000	1,250
8 Capacity Deficiency Analysis	2,450	9,800	0	0	0	0	0	0	0	0	2,450	-	9,800	12,250
9 Highway Element of the L RTP	250	1,000	0	0	0	0	0	0	0	0	250	-	1,000	1,250
10 Transit Element of the L RTP	250	1,000	0	0	0	0	0	0	0	0	250	-	1,000	1,250
11 Bicycle & Ped. Element of the L RTP	9,500	38,000	2,500	10,000	0	0	0	0	0	0	12,000	-	48,000	60,000
12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13 Collector Street Element of L RTP	750	3,000	0	0	0	0	0	0	0	0	750	-	3,000	3,750
14 Rail, Water or other mode of L RTP	250	1,000	125	500	0	0	0	0	0	0	375	-	1,500	1,875
15 Freight Movement/Mobility Planning	3,500	14,000	1,100	4,400	0	0	0	0	0	0	4,600	-	18,400	23,000
16 Financial Planning	0	0	750	3,000	4,544	4,544	36,352	0	0	0	5,294	4,544	39,352	49,190
17 Congestion Management Strategies	15,500	62,000	2,693	10,770	0	0	0	1,616	1,616	12,928	19,809	1,616	85,698	107,123
18 Air Qual. Planning/Conformity Anal.	0	0	1,675	6,700	0	0	0	0	0	0	1,675	-	6,700	8,375
II-C Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-A Planning Work Program	0	0	4,750	19,000	0	0	0	2,983	2,983	23,866	7,733	2,983	42,866	53,583
III-B Transp. Improvement Plan	0	0	8,513	34,050	0	0	0	239	239	1,912	8,752	239	35,962	44,953
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.														
1 Title VI	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2 Environmental Justice	1,425	5,700	1,500	6,000	0	0	0	500	500	4,000	3,425	500	15,700	19,625
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4 Planning for the Elderly & Disabled	0	0	250	1,000	0	0	0	0	0	0	250	-	1,000	1,250
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	-	-	-	-
6 Public Involvement	5,850	23,400	3,325	13,300	0	0	0	5,271	5,271	42,165	14,446	5,271	78,865	98,581
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D Incidental Plng./Project Dev.														
1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2 Enviro. Analysis & Pre-TIP Plng.	1,500	6,000	2,000	8,000	0	0	0	0	0	0	3,500	-	14,000	17,500
3 Special Studies	14,555	58,220	1,225	4,900	0	0	0	0	0	0	15,780	-	63,120	78,900
4 Regional or Statewide Planning	5,000	20,000	250	1,000	0	0	0	0	0	0	5,250	-	21,000	26,250
III-E Management & Operations														
1 Management & Operations	27,978	111,910	18,686	74,742	0	0	0	25,794	25,794	206,351	72,457	25,794	393,003	491,254
Totals	\$188,527	\$754,108	\$67,093	\$268,372	\$14,225	\$14,225	\$113,803	\$38,333	\$38,333	\$306,665	\$308,179	\$52,559	\$1,442,948	\$1,803,685

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Task 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

The MPO will continue traffic counts data collection at specific locations. These counts will augment triennial traffic counts collected by NCDOT. Traffic counts will include daily, hourly, vehicle classification, or turning movements. The MPO agencies will be responsible for obtaining counts at specified locations within their jurisdiction and for furnishing the raw daily traffic counts, count information, and location maps to the Lead Planning Agency (LPA).

Traffic counts are vital and important in various studies, projects and model validation. NCDOT count program is insufficient and inadequate in meeting demands for counts. Thus the MPO count program which will augment NCDOT counts with the MPO ADT, TMC, classification and seasonal counts will provide timely data for various on-going and special emphasis projects and studies. The LPA plans to take approximately 120 traffic counts and 350 turning movement counts at locations that will be representative of the street system as a whole. The traffic volume counts will be at 15-minute intervals, bi-directional, and collected for a minimum of 48 hours so they can be used to determine peak hour spreading.

Objectives:

1. Maintain update and recent traffic counts within the MPO,
2. Have consistent traffic count for various MPO analyses, development reviews, studies and projects,
3. Maintain accurate count for monitoring traffic congestion and evaluating mitigation;
4. Maintain data to evaluate impact of season traffic around universities and other major generators;
5. Collect data for model validation
6. Collect count data for freight
7. Collect count to fed into MPO count program
8. To collect traffic counts and turning movements throughout the planning area; and,
9. To monitor traffic growth and provide continuous updates.

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Previous Work:

1. 2009 traffic counts collected as part of the Surveillance of Change and studies (traffic, corridor, project planning, etc);
2. Turning movement counts 2009;
3. Screenline counts for the 2005 TRM update;
4. ADT counts, 2008-2009;
5. NCDOT triennial counts and ADT maps;
6. Updated the DCHC traffic count library by supplementing the NCDOT count locations in the region and performing traffic counts for communities on a limited request basis;
7. Update and maintain the DCHC traffic count database; and
8. Continue to expand the DCHC traffic count database to include the hourly breakdown of traffic counts.

Proposed Activities:

1. Collect 48-hour traffic count for surveillance of change;
2. Collect turning movement counts;
3. Develop the DCHC traffic count library by supplementing the NCDOT count locations within the metropolitan area;
4. Develop MPO Count database/GIS and mapping; and,
5. Conduct four monthly traffic counts to collect seasonal traffic information which will assist in the development of adjustment factors and growth rates.

Products/Deliverables:

1. 2010-2011 ADT count, Turning Movement Counts (TMC) and classification counts
2. Summary reports of daily traffic count information for the MPO;
3. Compilation of peak period turning movement counts; and,
4. Seasonal adjustment factors and growth rates specific to the DCHC region.

Completion Date:

On-going/June 2011. Traffic counts for CMS will be conducted during fall of 2005 and spring of 2006. Seasonal counts will be conducted during the 1st, 2nd, 3rd, and 4th quarters

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

Tasks will largely be undertaken with interns and temporary staffing. MPO staff will oversee project, provide project management and review work products. Traffic counts will be conducted when schools are in session. Anticipated completion date is June 2011.

Funding Commitments from Other Entities:

None. The cost of bi-annual ADT counts within the MPO is borne by NCDOT. University of North Carolina (UNC) will provide traffic counts within the university.

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Task II-A-2: Vehicle Miles of Travel

The MPO will continue to tabulate VMT by functional classification and by county. As specified by the Long Range Transportation Plan (LRTP) Goals and Objectives, annual VMT growth will be established as a performance measure. The LPA will collect and summarize VMT data from the NCDOT universal file and HPMS. VMT will be monitored and compared to the LRTP Targets. This information will help determine if the LRTP targets are being met. In addition, VMT will be used in air quality planning, MPO climate change planning, Greenhouse Gas Plan update, congestion management program monitoring, model validation, Travel Demand Management (TDM) monitoring and performance evaluation, LRTP target measures of effectiveness, etc.

Objectives:

1. Monitor the growth of VMT in the metropolitan planning area;
2. To monitor traffic growth and provide continuous updates;
3. Evaluate trends of VMT; and
4. Perform analyses for TRM, special studies and LRTP

Previous Work:

1. VMT data monitoring in 2008
2. VMT analysis for the 2030 and 2035 LRTP and air quality analysis; and
3. VMT analyses for special studies.

Proposed Activities:

1. Collect VMT from NCDOT.
2. VMT analysis from the TRM
3. Summarize and tabulate VMT by county, area type and functional classification.
4. Develop historic trends of VMT in the DCHC metropolitan planning area
5. Prepare comparative analysis of VMT with model VMT results
6. Perform adjustments as necessary.

Products/Deliverables:

1. Summary reports of VMT information for the MPO Surveillance of Change Report.
2. VMT per capita
3. Evaluation VMT targets for the 2035 LRTP
4. VMT performance measures for the 2040 LRTP Goals, Objectives and Targets

Relationship to Other Plans and MPO Activities:

VMT data will be used in various stages of the CTP and the 2040 LRTP update. VMT data analyses and tabulation will be performed as part of the MPO Congestion Management Process (CMP). Also, VMT analysis is an essential validation data for the model update. This data will be used in air quality analysis and the MPO climate change Greenhouse Gas Emissions planning.

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Completion Date:

June 2011

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

Tasks will largely be undertaken by LPA staff with the temporary staffing help.

Funding Commitments from Other Entities:

None.

Task II-A-4: Traffic Accidents

The DCHC MPO will collect traffic accident data and prepare summary and analysis of high accident locations. Traffic accident data will be generated from NCDOT Traffic Engineering Accident Analysis System (TEAAS). Accidents information to be collected from TEAAS include but not limited to: number of accidents, accidents per capita, accident for ADT range, accidents and historic accidents, accidents at intersections, segments, citywide, countywide, etc. Data will be compared to previous years' results. This task will build from and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Systems (CMS), Safety Plan development, safety and security planning and the Mobility Report Card.

Objectives:

1. To improve safety criterion measure, analysis and evaluation for MTIP prioritization, SPOT and LRTP alternatives.
2. To monitor accident trends.
3. Reduce accidents and exposure to accidents
4. To improve the safety of the transportation system; and,
5. To integrate accident analysis into MPO planning activities.

Previous Work:

1. 2007 accident data.
2. Accident data for the NC 54/I40 Corridor Study
3. Accident data analysis for the Metropolitan Transportation Improvement Program (MTIP)
4. Accident data for CMS and Mobility Report Card.

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Proposed Activities:

1. Collect traffic accident data from NCDOT's Traffic Engineering Accident;
2. Summarize accident data from Analysis System (TEAAS) program and municipal governments;
3. Prepare a summary and analysis of high accident locations;
4. Compare traffic accident data to previous years; and,
5. Integrate traffic accident analyses into other MPO planning activities.

Products/Deliverables:

1. Historic accidents tables and graphs
2. Summary reports of high accident locations; and,
3. Customized data and analysis information for other MPO planning activities.
4. Surveillance of Change report

Relationship to Other Plans and MPO Activities:

Traffic accident data will be used in the analysis for the Congestion Management System (CMS), Mobility Report Card, Regional Priority List ranking analysis and project level analyses. Accident information will be used in the MPO safety planning and congestion management process mitigation and monitoring.

Completion Date:

June 2010.

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

Tasks will be undertaken by LPA and municipal staff.

Funding Commitments from Other Entities:

NCDOT maintains the TEAAS program that will be used in this task.

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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), developing 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.

Objectives:

1. Maintain transit system data for MPO transit planning
2. Maintain update information for model update/validate, evaluation of JARC/New Freedom programs, MTIP project prioritization, etc
3. To evaluate and monitor transit services; and,
4. To fulfill FTA reporting requirements, (NTD or Section 15).

Previous Work:

1. The three transit systems continuously compile data and evaluate system performance.
2. 2009 Section 15 transit data.
3. Boarding and alighting counts
4. 2007 Transit system data for CMS and Mobility Report Card
5. Transit systems data for modeling enhancement and validation

Proposed Activities:

1. Create a short range transit services plan;
2. Develop new routes to serve cross-town and university travel demand;
3. Consolidate and develop bus stop standards;
4. Create reports on system performance by route; and,
5. Prepare reports to fulfill FTA requirements.
6. Maintain transit database and GIS information
7. Collect transit performance indicators.

Products/Deliverables:

1. Summary reports of transit system performance; and,
2. Reports to fulfill FTA requirements
3. MPO transit GIS layer
4. Surveillance of Change report

Relationship to Other Plans and MPO Activities:

Transit system data will be used to influence route changes and service expansions. Transit system data will also be used in the development of the Long Range Transportation Plan, Regional transit vision plan, and transit master plan.

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Completion Date:

Transit system data will be compiled continuously. Reports for specific projects and initiatives will be created on an as-needed basis. Reports for the FTA will be completed to fulfill requirements and meet deadlines throughout the year.

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

Tasks will largely be undertaken by the MPO transit operators; Chapel Hill Transit (CHT), the Durham Area Transit Authority (DATA) and the Triangle Transit Authority (TTA). The LPA will tabulate and summarize data as well as maintain database information.

Funding Commitments from Other Entities:

This task is funded largely from transit Section 5303 and Section 5307 and partly from the STP-DA. Local matching funds are provided by the City of Durham, Town of Chapel Hill, Triangle Transit and the North Carolina Department of Transportation, Public Transportation Division (NCDOT-PTD)

Task II-A-6: Dwelling Unit, Population, and Employment Change

LPA and municipal planning staff will maintain an inventory of dwelling units, population, and employment to determine needed changes in transportation services to meet current and projected demands. Staff will review new developments to assess impacts to the 2035 LRTP, the model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate building permit data, Census data (including American Community Survey and CTPP), local parcel, zoning, tax data records, and InfoUSA, Duns & Bradstreet and Employment Security Commission data as part of this monitoring task. The MPO will continue the first phase of the MPO Data Automation/Integration and Management System - GIS enterprise/warehouse development.

Objectives:

1. Check consistency between development proposal and socio-economic/ Demographic forecasts.
2. Maintain up-to-date socio-economic and demographic spatial data
3. Monitor development reviews and proposal consistent with the TAC directives and resolution.
4. To monitor changes in dwelling units, population, and employment change; and,
5. To provide current data for MPO planning activities.

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Previous Work:

Previous work includes but not limited to dwelling unit, population, development data and employment data gathering and monitoring. These pieces of data are integral to many planning and modeling activities.

Proposed Activities:

1. Review new developments and certificates of occupancy for dwelling unit, population, and employment changes;
2. Obtain data from the Census, InfoUSA, ESC, and local governments;
3. Compare changes to the socio-economic forecast; and,
4. Develop the Data Automation/Integration and Management System to streamline this task.

Products/Deliverables:

1. Summary reports of socio-economic data;
2. Updated socio-economic data for use in the Triangle Regional Model and other MPO planning activities; and,
3. Data Automation/Integration and Management System.

Relationship to Other Plans and MPO Activities:

Dwelling unit, population, and employment change data will be used in the Triangle Regional Model. The Triangle Regional Model is used in many MPO planning activities including the Long Range Transportation Plan, the Congestion Management System and Mobility Report Card.

Completion Date:

Dwelling unit, population, and employment data will be compiled on a continual basis.

Proposed Level of Effort (Staff or Consulting):

Tasks will be undertaken by LPA and municipal staff.

Funding Commitments from Other Entities:

None.

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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 Congestion Management Process (CMP).

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 CMP, 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.

Objectives:

1. To provide maps for use in various MPO planning activities; and,
2. To maintain updated geospatial information for transportation analyses.

Previous Work:

The LPA has prepared mapping for various MPO activities such as the 2035 LRTP, MTIP Regional Priority project Lists, 2009-15 MTIP, functional classification based on the 2000 Census, MPO urbanized area maps, MAB, etc.

Proposed Activities:

1. Collect updated geospatial information from local governments;
2. Integrate local government geospatial information into region-wide geospatial information;
3. Create files and maps containing MPO transportation information; and,
4. Develop the Data Automation/Integration and Management System to streamline this task.

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Products/Deliverables:

1. Maps for various MPO planning activities;
2. Region-wide GIS files; and,
3. Data Automation/Integration and Management System.

Relationship to Other Plans and MPO Activities:

GIS data will be used in many MPO activities such as the Triangle Regional Model, Long Range Transportation Plan, the Congestion Management System, and Mobility Report Card, Functional classification update, TIP Regional Priority List, MTIP development, NCDOT SPOT, MPO climate change/Greenhouse Gas emission planning, and other MPO transportation planning activities.

Completion Date:

GIS data will be compiled on a continual basis. Mapping will be completed as needed for various projects.

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

Tasks will be undertaken by LPA and municipal staff.

Funding Commitments from Other Entities:

None.

Task II-A-11: Central Area Parking Inventory

The MPO will inventory of on- and off-street parking facilities in the Central Business Districts (CBD) and universities as part of the Congestion Management System and Mobility Report Card. Parking data to be collected include, number of spaces, parking fee rates (hourly daily, and monthly), average weekday costs and demand/occupancy. Parking information collected will help in the calibration and maintenance of the travel model.

Objectives:

1. To provide parking information for use in the Triangle Regional Model, Congestion Management Process.
2. Improvement ridership forecasting
3. Parking cost model to improve model mode choice model
4. Provide linkage between CBD parking and Travel Demand Management (TDM)

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Previous Work:

2009 parking data collection at Durham and Chapel Hill Central Business Districts and MPO universities.

Proposed Activities:

1. Inventory on- and off-street parking facilities in the Central Business Districts and at universities; and,
2. Integrate and customize parking data for use in MPO planning activities and the Triangle Regional Model.

Products/Deliverables:

1. Database of parking facilities;
2. Region-wide GIS files containing parking data; and,
3. Reports on parking facilities for use in MPO planning activities.

Relationship to Other Plans and MPO Activities:

Parking data will be used in the Triangle Regional Model, the Congestion Management Process and Mobility Report Card.

Completion Date:

This is will be a continual effort as part of data surveillance of change, model improvements and validations and also as part of the required MPO CMP monitoring..

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

Tasks will be undertaken by LPA and municipal staff.

Funding Commitments from Other Entities:

City of Durham and Durham County.

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Task II-A-12: Bicycle and Pedestrian Facilities Inventory

The MPO will conduct inventories of bicycle and pedestrian facilities as part of various regional planning activities. The proposed inventory will provide accurate inputs for the travel model update as well as help identify future bicycle and sidewalk project needs, guide bicycle and pedestrian improvement planning, and support specific bike and sidewalks projects. In addition, this work will help Lead Planning Agency staff when processing materials for state/federal grant applications and identifying facility improvement requests.

Objectives:

1. To collect information on existing and proposed bicycle and pedestrian facilities throughout the MPO area;
2. To monitor traffic growth and provide continuous updates on potential bicycle and pedestrian facilities;
3. To monitor NCDOT, MPO and local project work for opportunities for improvements to bicycle and pedestrian facilities, e.g. spot improvements, street resurfacings, etc.; and,
4. To ensure that bicycle and pedestrian facility implementation occurs in compliance with local, state and federal guidelines.

Previous Work:

1. Collected bicycle and pedestrian facility information for CMAQ, TE and STP-DA grant processes;
2. Collected bicycle and pedestrian facility information for planning studies, such as the Old Durham-Chapel Hill Rd Bicycle/Pedestrian Feasibility Study; and,
3. Coordinated with NCDOT and other agencies regarding potential bicycle and pedestrian facility improvements, as incidental or independent projects.

Proposed Activities:

1. To collect digital images of various planned bicycle and pedestrian routes;
2. Collect bicycle and pedestrian facility information for CMAQ, TE and STP-DA grant processes;
3. Collect bicycle and pedestrian facility information for regional planning studies; and,
4. Coordinate with NCDOT and other agencies on potential bicycle and pedestrian facility improvements, as incidental or independent projects.

Products/Deliverables:

Work products will include digital images, maps and other visual representations of facilities, as well as indirect products related to plans, communications, and project applications.

Relationship to Other Plans and MPO Activities:

The facility inventory will be used for regional planning efforts, grant application processes, and other regionally coordinated activities.

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Completion Date:

Facility inventory to be conducted as needed on a year round basis.

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

Tasks will largely be undertaken by regular full-time staff, as needed throughout the year. MPO staff will provide project management and review work products, as related to various regional plans undertaken by the MPO.

Funding Commitments from Other Entities:

None

Task II-A-13: Bike & Ped Counts

An inventory of bicycle and pedestrian counts will be conducted as part of the CMP. The proposed inventory will guide bicycle and pedestrian improvement planning, and to support specific projects such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan updates.

Objectives:

1. To collect data on current bicycle and pedestrian facility use; and,
2. To monitor traffic growth and provide continuous updates on bicycle and pedestrian latent demand.

Previous Work:

Collected bicycle and pedestrian facility information for various local and regional projects and planning activities.

Proposed Activities:

1. Collect 48-hour traffic count as part of CMS and Mobility Report Card;
2. Collect turning movement counts as part of the CMS;
3. Develop the DCHC traffic count library by supplementing the NCDOT count locations within the metropolitan area;
4. Develop MPO Count database/GIS and mapping; and,
5. Conduct four monthly traffic counts to collect seasonal traffic information, which will assist in the development of adjustment factors and growth rates.

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Products/Deliverables:

1. Summary reports of daily traffic count information for the MPO;
2. Compilation of peak period turning movement counts; and,
3. Seasonal adjustment factors and growth rates specific to the DCHC region.

Relationship to Other Plans and MPO Activities:

Bicycle and pedestrian count data to be used for model validation, model analysis, CMS, air quality analysis, etc.

Completion Date:

On-going.

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

Tasks will largely be undertaken with temporary staffing. The LPA staff will oversee project, provide project management and review work products. Inventory and counts will be conducted when schools are in session. Anticipated completion date is June 2011.

Funding Commitments from Other Entities:

None

Task 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.

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

The MPO will collect and estimate new socio-economic and demographic data for the 2010 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 on-going MPO data automation and a GIS warehouse. The warehouse 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

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Task II-B-3: Travel Model Updates:

Update of the Triangle Regional Model (TRM) including conversion and full implementation of model from Tranplan to TransCad. The LPA modeling staff will continue to work with the TRM Service Bureau at ITRE to ensure that MPO model objectives (link level validation, improved transit ridership forecasts, parking enhancement, improvement of the model sensitivity, enhancement of the model capability in addressing policy questions, etc) are met. Proposed tasks include model improvements and enhancements, work associated with the calibration of the 2005 model, validation of 2010 base year model, commencement of TRM V-6 model development, continuation of the land use model and non-motorized trip models. The MPO will carry out other tasks needed to support the Triangle Regional Model updates, including providing the MPO's share of the Service Bureau funding and 50% FTE.

Objectives:

To ensure that DCHC MPO policymakers and the MPO member agencies have modeling tools at their disposal to support analysis of non-motorized (bicycling and walking) travel impacts of project and policy alternatives. In particular, the model should be sensitive to demographic and land use changes that might increase or decrease the number and location of non-motorized trips, as well as to other factors such as the impact of facility changes and improvements, pricing, university/CDB parking, freight, travel demand management programs, and other factors that have been demonstrated to have an effect on non-motorized travel.

Previous Work:

1. 2002 model calibration and validation
2. Model support for the 2035 LRTP
3. 2005 model update TRM V-4
4. A framework for identifying non-motorized travel has been part of the Triangle Regional Model since its inception; and,
5. The recent model update commissioned by TTA for its New Starts application, and currently being built into the Triangle Regional Model includes trip generation improvements that relate the propensity for non-motorized trips to demographic and land use characteristics.

Proposed Activities:

1. Model development for TRM version 6
2. Incorporation of non-motorized trip model and greater parking sensitivity in the model;
3. Develop a non-motorized trip destination component to complement the work already undertaken on trip generation in time for use in the 2040 LRTP analyses;
4. Develop a work program for the TRM version 6 model development;
5. Model support for the 2040 LRTP;

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6. Implement the TRM improvements and travel enhancements, including model implementation parking and park-n-ride components;
7. Continuation of the Urbanism land use model development.
8. Work on the 2005 TRM update and validation.
9. Work on the model work associated with the regional transit initiatives
10. MPO model enhancements – sub-area analysis, select analysis, LRTP and air quality interface and scripts
11. Performance measures, sensitivity testing and elasticity for 2040 LRTP alternative analysis and NEPA/project development.

Products/Deliverables:

1. Non-motorized modeling extensions for the trip generation and trip distribution steps in the TRM for use in LRTP alternative analysis
2. Additional non-motorized modeling extensions as part of the TRM Major Model Update. These extensions may entail internal modifications to the TRM, as well as new data requirements.
3. MPO model enhancement: sub-area analysis capability, select link analysis, user interface and scripts for LRTP and air quality.
4. Validation of the 2010 model update to be used in the LRTP, CTP and other technical analyses.
5. Statistical analysis of survey results and the development of the major model update intermediate specification and parameters.
6. Performance measures scripts for 2040 alternative analysis and land-use scenario planning.

Relationship to Other Plans and MPO Activities:

Modeling supports various regional and MPO activities such LRTP, MTIP, NEPA/ environmental analyses, project traffic forecasts. Development of model extensions is essential to the development of the LRTP, Air Quality Conformity Determination, and in various special studies.

Completion Date:

1. Non-motorized modeling extensions will be complete along with the TRM update; and,
2. TRM calibration and validation will be done fall of 2010 but improvements and updates will be continual effort.
3. TRM version 6 efforts will commence but calibration and validation work will continue through subsequent years.

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

Work will be done largely by MPO modeling staff, TRM Service Bureau and consulting/temporary staffing. Consultants are retained by DCHC MPO for assistance in the development of the non-motorized model components, MPO model enhancements and land use model.

Funding Commitments from Other Entities:

CAMPO, NCDOT and TTA are participants of the Triangle Regional Model development, update and maintenance. Each participant is contributing funds for the model Service Bureau functions as well as funds for the TRM update.

Task II-B-4: Travel Surveys

The MPO transit agencies will conduct surveys of transit users. 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 Service Bureau will be conducting analyses following travel surveys for the TRM update: (1) External station/external-internal trip; (2) transit onboard survey; (3) travel time/speed survey; (4) special generators (including universities) survey.

Objectives:

The MPO will participate in regional data collection for the Triangle Regional Model and other transportation planning purposes. The following surveys are proposed for 2010-2011:

1. Transit Survey;
2. Commercial vehicle/Freight survey
3. Parking survey; and,
4. Travel Time and Speed Survey.

Each of these surveys will produce vital information for calibrating the Triangle Regional Model and validating its performance, and provide some supplemental information for developing transit plans and for the Congestion Management Process (CMP).

Previous Work:

A major data collection effort was started in 2005 in order to support the Triangle Regional Model Major Update, and to improve the validation of the model that will be used for the 2035 LRTP analysis starting in fall 2006. A twelve-county household travel survey covering the Triangle and adjacent counties is underway in spring 2006, and a transit boarding and alighting survey was conducted for all regional transit agencies in fall 2005. In addition, NCDOT has performed special counts at approximately 400 additional locations in the Triangle along with their regular biennial traffic counts.

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Proposed Activities:

The Transit On-Board survey will collect complete information on origins, destinations and travel path for a statistically significant number of trips on every transit route in the triangle (approximately 7000 trip records). In addition, transit operators will collect ridership and service characteristic information to help improve transit services. The Travel Time and Speed Survey will comprehensively assess travel speed characteristics on different roadway facility types, free-flow and congested travel times between important destinations and along significant travel corridors, and bus speeds and travel times in relation to traffic congestion. The Travel Time and Speed Survey is important for trustworthy future forecasts since it will provide data about how travelers in the Triangle area respond to changes in levels of congestion, as well as providing data about speeds and travel times that are used in calibrating the model.

Products/Deliverables:

1. Transit onboard surveys for DATA, Chapel Hill Transit, Duke University, and the TTA.
2. Report of survey statistical and modeling analyses and summarization.
3. Commercial vehicle survey tabulation and summary statistics
4. Travel time summary statistics

Relationship to Other Plans and MPO Activities:

These surveys provide some of the fundamental ground counts necessary to ensure that the Triangle Regional Model performs correctly, both in reproducing observed travel patterns and in forecasting future activity. Survey data will provide valuable information for transit planning, MPO CMP, LRTP MTIP prioritization, etc

Completion Date:

These surveys will be complete by spring 2011.

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

Consulting/temporary Staffing and MPO technical staff time –All work collecting and collating data for these surveys will be undertaken by

Funding Commitments from Other Entities:

Each of the four TRM stakeholders (DCHC MPO, CAMPO, NCDOT, and TTA) is participating at various levels in these surveys.

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Task II-B-5: Forecast of Data to Horizon Year

The LPA will project base year demographic and socio-economic data-1 into plan horizon year and air quality intermediate years (LRTP horizon year is 2040 and intermediate years for air quality analyses are 2010, 2011, 2017, 2020 2025, 2030, 2035). Forecasts will be generated for County control totals and traffic analysis zones. Forecasts will be made consistent with local land use plans and in corporation with local Planning departments.

Objectives:

1. To develop regionally consistent forecasts of future year socio-economic data.
2. Develop future forecast for population, dwelling units, households, income, vehicle ownership, university beds, counts, etc

Previous Work:

1. Work has been ongoing by LPA staff, staff at DCHC MPO member agencies, and others throughout 2008-2009 to develop a consistent regional methodology for constructing future year land use and socio-economic forecasts; and,
2. Preliminary forecasts were finalized in early summer 2007

Proposed Activities:

1. Continue to work with LPA partners to collect future land use information and to develop and check future year forecasts;
2. Acquire benchmark data for evaluating correctness of future year forecasts, and perform the evaluation;
3. Develop maps, tables and other presentation materials for review of the forecasts by elected officials and the public in local jurisdictions and also at the MPO level; and,
4. Coordinate public review of the future year forecasts and seek formal adoption of the forecasts by the DCHC MPO TAC.

Products/Deliverables:

1. Forecasts of land use and socio-economic data for use in the 2040 LRTP; and,
2. Presentation materials based on those forecasts for public review.

Relationship to Other Plans and MPO Activities:

1. Future year forecasts are an essential element in preparing analyses of alternatives for the 2040 LRTP and for all land use and transportation modeling activities.

Completion Date:

1. Forecasts for use in developing the 2040 LRTP are anticipated to be adopted by the TAC in fall 2010 or spring of 2011.

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

Work will largely be accomplished by the lead Planning Agency (LPA) MPO technical staff and temporary help.

Funding Commitments from Other Entities:

Parallel efforts are underway in CAMPO, and joint staff work has been undertaken to ensure consistency of results. However each MPO is funding its own work.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the 2040 Long range Transportation Plan (LRTP). 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. In addition, the MPO will establish performance targets that will likely be related to mobility, transit use, TDM use, air quality, financial and economic concerns, environmental justice, and land use. The expected work products will be adopted goals and objectives and targets, and a policy framework for achieving the goals.

Objectives:

1. To develop updated set of Goals/Objectives and measures, and targets; and,
2. To involve citizens in a visioning process help update the Goals and Objectives, and targets.
3. Develop policy statements for the LRTP and CTP
4. Develop measures for measuring how goals, objectives and targets are met.

Previous Work:

1. Goals and Objectives and targets in 2035 LRTP; and,
2. List of citizens and leaders who might be interested in participating in the process to update the Goals and Objectives and targets.

Proposed Activities:

1. Conduct public workshops to complete citizen visioning process;
2. Develop community visions
3. Re-evaluate Goals, Objectives and Targets and develop draft goals, objectives, measures and targets
4. Conduct public workshops, meetings and hearing to receive input on proposed Goals and Objectives and targets; and,
5. Recommend and adopt Goals and Objectives, measures and targets.

Products/Deliverables:

1. Citizen transportation vision; and,
2. Updated Goals and Objectives and targets.

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Relationship to Other Plans and MPO Activities:

Updating the Goals and Objectives and targets will be the first public step in developing the 2040 LRTP. Goals, objectives and targets will guide other MPO planning processes such as CMP, JARC/New Freedom, MTIP, TDM, CMAQ, etc.

Completion Date:

The citizen vision process will begin fall 2010, and the update Goals and Objectives and targets will be adopted winter 2010/2011.

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

LPA and local government staff will manage and implement the process to complete a citizen vision and update the Goals and Objectives and targets.

Funding Commitments from Other Entities:

None.

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. Essentially, this task encompasses application of the Triangle Regional Model and other modeling tools to forecast future travel patterns (distribution of trips, volume of travel, vehicle miles traveled, levels of congestion, etc.).

Objectives:

1. Produce model runs as required to support the MPO planning process and development of the Long Range Transportation Plan.

Previous Work:

1. Travel demand forecasts for the 2040 LRTP and air quality conformity determination.
2. Travel demand forecasts for various project level analyses; NEPA, transit forecasting, etc.

Proposed Activities:

1. Run Triangle Regional Model and other modeling tools to develop future year forecasts (summary tables, maps, etc.):
 - a. Run model to evaluate performance and suitability of model to be delivered by TRM Service Bureau;

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- b. Develop future year model setups as required for Long Range Transportation Plan alternative analysis, Air Quality Conformity and other needs; and,
- c. Run model for LRTP alternative analysis.

Products/Deliverables:

- 1. Confirmation of suitability of Triangle Regional Model for LRTP Analysis; and,
- 2. Long Range Transportation Plan Alternative Analysis (summary tables, maps, etc.)

Relationship to Other Plans and MPO Activities:

This is a core task for preparing the Long Range Transportation Plan.

Completion Date:

The specific proposed activities in this UPWP will be completed during FY 2010-2011.

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

Work on this project will be completed by LPA modeling staff.

Funding Commitments from Other Entities:

None.

Task II-B-8: Capacity Deficiency Analysis

The MPO will conduct a capacity deficiency analysis as part of the 2040 LRTP, CTP and CMS. The analysis will be made to determine existing and existing-plus-committed deficiencies. Volume-to-capacity ration maps will be produced for the 2010 base year, E+C year, and other LRTP and CTP years. Essentially this task encompasses application of the Triangle Regional Model and other modeling tools to analyze deficiencies in the existing transportation system relative to anticipated future travel demand.

Objectives:

Produce model setups and output runs as required evaluating deficiencies in the existing transportation system in the DCHC MPO planning area.

Previous Work:

- 1. Deficiency analyses for the 2035 LRTP
- 2. Capacity deficiencies for the CMS, Mobility Report Card and other technical studies.

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Proposed Activities:

- Run Triangle Regional Model and other modeling tools to develop forecasts of travel deficiencies (summary tables, maps, etc.):
- a. Develop model setups as required for deficiency analysis (existing+committed network with future year socio-economic data); and,
 - b. Run model for and prepare output files

Products/Deliverables:

1. Long Range Transportation Plan Deficiency Analysis reports, maps and performance indicators by region, MPO area, county, district, etc (summary tables, maps, etc.)

Relationship to Other Plans and MPO Activities:

This is a core task for preparing the Long Range Transportation Plan.

Completion Date:

The specific proposed activities in this UPWP will be completed during FY 2010-2011

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

Work on this project will be completed by LPA staff.

Funding Commitments from Other Entities:

None.

Task II-B-9: Highway Element of LRTP and CTP

The MPO will begin evaluation of highway elements of the Comprehensive Transportation Plan. Performance measures will be established for evaluating highway alternatives. An extensive roster of highway projects will be identified based on the current 2030 LRTP, congestion management system, travel demand forecast and capacity deficiency analysis. Different combinations of these projects will produce a variety of highway alternatives that will be analyzed to find the alternative that best meets the LRTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis area such as new roadways, transit, etc. The highway element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the LRTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

Objectives:

1. To identify a list of highway projects based on travel demand and deficiencies;
2. To develop a series of highway alternatives (i.e., set of highway projects with a distinct objective); and,
3. To develop key data for each highway project such as capacity, length, alignment, cost, implementation year, etc.

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Previous Work:

1. 2030 and 2035 LRTPs;
2. Congestion Management System/Mobility Report Card;
3. Triangle Regional Model;
4. Travel demand forecast; and,
5. Capacity Deficiency Analysis.

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for highway projects;
3. Re-evaluation of 2035 highway element
4. Generate highway projects and alternatives;
5. Evaluate highway projects and alternatives; and,
6. TAC comments on alternatives.

Products/Deliverables:

1. Preferred highway element option; and,
2. Key data for highway projects

Relationship to Other Plans and MPO Activities:

Before the highway element can be developed, several other tasks must be successfully completed including: TRM update and surveys; travel demand forecasts; capacity deficiency analysis. In addition, the Congestion Management System and 2035 LRTP will be important input to this task.

Completion Date:

Analysis associated with the highway elements of LRTP and CTP will commence in 2010.

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

LPA and local government staff will manage and implement the highway element of the LRTP and CTP.

Funding Commitments from Other Entities:

None.

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Task II-B-10: Transit Element of LRTP and CTP

The MPO will begin evaluation of transit elements of the Comprehensive Transportation Plan and the 2040 LRTP. Transit evaluation 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. An extensive roster of transit routes, projects and services will be identified based on the current 2035 LRTP, transit feasibility studies, transit 5-year and master plans, travel demand forecast and capacity deficiency analysis. Different combinations of these services will produce a variety of transit alternatives that will be analyzed to find the alternative that best meets the LRTP Goals and Objectives and targets, and meets the fiscal constraint requirement. Each alternative will characterize a one or more emphasis area such as new roadways, transit intensive, etc. The transit element of the Comprehensive Transportation Plan (CTP) will be developed in parallel with the LRTP, but will likely have a different set of constraints (e.g., no fiscal constraint).

Objectives:

1. To identify a list of transit routes, projects and services based on completed transit studies, travel demand and deficiencies;
2. To develop a series of transit alternatives (i.e., set of transit routes, projects and services with a distinct objective); and,
3. To develop key data for each transit project such as route, ridership capacity (e.g., load capacity and headway), service hours, cost, implementation year, etc.

Previous Work:

1. 2030 and 2035 LRTPs;
2. Feasibility studies (regional transit plans, STAC, US 15-501 Transit Corridor and I-40/NC 54 Transit Corridor, Chapel Hill Transit Master Plan, etc);
3. Transit 5-year TDP and master plans;
4. Travel demand forecast; and,
5. Capacity deficiency analysis.

Proposed Activities:

1. Establish evaluation criteria;
2. Develop key data for transit services;
3. Generate transit projects and alternatives;
4. Evaluate transit projects and alternatives; and,
5. TAC comments on alternatives.

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Products/Deliverables:

1. Preferred transit element option; and,
2. Key data for transit projects.

Relationship to Other Plans and MPO Activities:

Before the transit element can be developed, several other tasks must be successfully completed including: TRM update and surveys; travel demand forecasts; capacity deficiency analysis. In addition, transit plans and feasibility studies, the Congestion Management System and 2035 LRTP will be important input to this task.

Completion Date:

Analysis and studies associated with the transit elements of the LRTP and CTP will commence in fall of 2010.

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

LPA and local government staff will manage and implement the transit element of the LRTP and CTP.

Funding Commitments from Other Entities:

None.

Task II-B-11: Bicycle and Pedestrian Element of the LRTP and CTP

The MPO will begin evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2040 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 update of the Regional Bicycle plan, Durham Comprehensive Bicycle Plan and Durham Pedestrian Plan.

Objectives:

1. Update the LRTP Bicycle and Pedestrian elements, project descriptions and cost information;
2. Collect public input on bicycle and pedestrian facilities and programs to be included in the LRTP;
3. Update the LRTP ancillary planning and program information.
4. Coordinate existing local and regional plans and projects with LRTP bicycle and pedestrian element;
5. Update LRTP Bicycle and Pedestrian Element maps; and,
6. Work with local communities on Regional Priority Lists, in order to implement LRTP Bicycle and Pedestrian elements through the TIP.

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Previous Work:

1. Preparation of the Bicycle and Pedestrian elements of the 2035 LRTP.
2. Durham Comprehensive Bicycle Plan
3. Durham Comprehensive Pedestrian Plan
4. Carrboro Bicycle plan
5. Chapel Hill bike and pedestrian plan

Proposed Activities:

1. Collect planned and proposed bicycle and pedestrian project information from local and regional plans and forums for inclusion in the LRTP;
2. Create and update bicycle and pedestrian facility maps;
3. Create and update bicycle and pedestrian demand analysis;
4. Coordinate planning activities between local and regional agencies for bicycle, and pedestrian, trail/greenway and TDM initiatives.

Products/Deliverables:

Bicycle and Pedestrian elements of the LRTP and CTP will include project descriptions and demand analysis, assessment of need, maps of regional projects, etc.

Relationship to Other Plans and MPO Activities:

Planning activities for the LRTP Bicycle and Pedestrian Element should be coordinated with local and regional bicycle, pedestrian, greenway and TDM Plans, in order to capture all proposed projects within the MPO.

Completion Date:

Continuous – on-going.

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

Tasks will largely be undertaken by LPA staff along with MPO member agencies

Funding Commitments from Other Entities:

None

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Task II-B-13: Collector Street Plan of LRTP

Work will continue on the update and implementation of the MPO-wide Collector Street Plan and circulation study and the Southwest Durham/Northeast Chapel Hill Collector Street Plan. 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.

Objectives:

1. To create an efficient and effective transportation network, especially that part of the network not addressed in the MPO's long-range transportation plan;
2. To develop criteria for delineating function classification and facility classification
3. To develop a plan that the development community, planners and citizens can easily understand and use for creating this ideal transportation network; and,
4. To ensure coordination of the collector street network among the various jurisdictions and transportation plans in the MPO planning area.

Previous Work:

1. Southwest Durham/Southeast Chapel Hill Collector Street Plan;
2. Wake-Durham Comprehensive Street System Plan;
3. Center of the Region Enterprise (CORE) Collector Street Plan;
4. Southwest Durham Collector Street Plan;
5. Farrington/Stagecoach Rd Corridor Study
6. GIS map layers for street networks, parcels, land use, and environmental features; and,
7. 2030 and 2035 Long Range Transportation Plans.

Proposed Activities:

1. Update criteria for functional classification and facility classification;
2. Collect GIS data layers and produce maps of existing conditions;
3. Conduct series of three workshops in five different geographic areas;
4. Update collector street networks strategies and maps; and,
5. Implement collector street and neighborhood traffic circulation strategies.

Products/Deliverables:

1. Map of collector street network; and,
2. Updated Collector Street reports that includes existing conditions maps, factors considered in developing collector street network, proposed collector street network, and street design considerations.
3. Functional classification and facility classification
4. Traffic circulation strategies

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Relationship to Other Plans and MPO Activities

The process and product of the MPO-wide collector street plan will be based on the Southwest Durham/Southeast Chapel Hill Collector Street Plan. It will be coordinated with the any updates of the CORE and Wake/Durham collector street plans, and the will complement the arterial street network envisioned in the CTP, model networks, CMP networks and 2040 LRTP.

Completion Date:

During the 2010-11 UPWP planning period.

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

MPO staff will conduct most of the tasks for this project, and a private consultant will assist with some technical tasks.

Funding Commitments from Other Entities:

None.

Task II-B-15: Freight Movement and 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 integrating freight into MPO planning process.

Objectives:

1. To include freight movement data is included in the Triangle Regional Model (TRM); and,
2. To include freight movement data in the project evaluation phase of the 2040 LRTP.
3. Development of a Freight plan, including stakeholder involvement
4. Integration freights and urban goods movement into MPO planning process.

Previous Work:

1. 2030 and 2035 LRTP freight planning; and,
2. Triangle Regional Model commercial vehicles sub-model.

Proposed Activities:

1. Gather Triangle Region freight movement data;
2. Incorporate the freight movement data into the Triangle Regional Model; and
3. Incorporate the freight movement data and planning into the 2040 LRTP development process.

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Products/Deliverables:

1. Freight movement level in Triangle Regional Model (TRM); and,
2. Highway alternatives in 2040 LRTP development process that consider the needs of freight movement.

Relationship to Other Plans and MPO Activities

This task will be coordinated with the Triangle Regional Model (TRM) and be input data into the 2040 LRTP development.

Completion Date:

On-going, preparatory work and stakeholder involvement plan to be completed in summer 2011.

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

LPA staff will complete these tasks.

Funding Commitments from Other Entities:

Much of this task will be coordinated with the North Carolina Department of Transportation (NCDOT), RDU and freight and logistics companies

Task II-B-16: Financial Planning

The MPO will examine financial options for funding proposed transportation projects and programs on an as-needed basis. These tasks will include reviewing the financial planning assumptions/projections in the 2035 LRTP to refine cost estimates, and providing support regional efforts geared toward identifying new and alternative funding sources.

Objectives:

1. To ensure that sound financial information is available for project evaluation; and,
2. To support efforts to identify new transportation funding sources

Previous Work:

1. 2030 and 2035 LRTP financial plan and revenue forecasting
2. STAC financial analysis;
3. FY 2009-2015 TIP; and,
4. Various local plans for roadways, transit, bicycles, pedestrian facilities, and Intelligent Transportation Systems (ITS).

Proposed Activities:

1. Refine project costs estimates, as needed;
2. Coordinate and support regional efforts to identify new transportation sources such as the joint TAC finance committee meeting for DCHC/CAMPO, mayors' meetings, North

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3. Carolina Metropolitan Coalition (League of Municipalities), and Regional Transportation Alliance; and,
4. Investigate technical aspects of potential funding sources such as taxing strategies, impact fees and private/public partnerships.

Products/Deliverables:

1. Update of LRTP financial assumption and financial plan;
2. Update of LRTP costs and revenue; and,
3. Development of local revenue options and non-traditional revenue mechanism.

Relationship to Other Plans and MPO Activities

The success in identifying new or modified funding sources will directly affect the 2040 LRTP.

Completion Date:

These tasks will be ongoing.

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

MPO LPA staff along with regional technical agencies will complete these tasks.

Funding Commitments from Other Entities:

None.

Task II-B-17: Congestion Management System

The MPO plans to develop and implement a Congestion Management Process (CMP) to address the growing traffic congestion in the region. Besides being a sensible practice, the CMP is a federal transportation planning requirement under the provisions of 23 U.S.C. and 23 CFR. The CMP will identify areas of traffic congestion, investigate the causes of congestion, evaluate alternatives for alleviating congestion, identify strategies for the implementation of those alternatives, and assess financial and economic impacts of those strategies. The Town of Chapel Hill and the Town of Carrboro have already completed several Mobility Report Cards, which contain much of the traffic data and congestion identification inherent in a CMS. The most recent Mobility Report Cards for these towns have been integrated into the MPO CMP.

This task also includes management, operation and administration of the of the MPO TDM programs.

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Objectives:

Update MPO CMP, including CMP work plan, strategies, congestion mitigation measures and monitoring system
 Implementation and monitoring of TDM program and MPO TDM hot spots
 Development of a multi MPO modal Congestion Plan
 Linkage of CMP with LRTP; and,
 Linkage of CMS with operation and MTIP prioritization.

Previous Work:

1. DCHC MPO Congestion Management System Report;
2. Town of Chapel Hill Mobility Report Card;
3. Town of Carrboro Mobility Report Card;
4. Turning movement counts (i.e., intersection traffic counts);
5. ADT counts (traffic volume counts);
6. Screenline counts for the TRM;
7. AADT counts from NCDOT (traffic volume counts);
8. Bicycle counts from bicycle plans;
9. Pedestrian counts from pedestrian plans; and,
10. Transit ridership data from transit operators.

Proposed Activities:

Develop performance measures for evaluating congestion that are appropriate for the MPO;
 Collect data and apply models to identify causes and locations of traffic bottlenecks (data will include different modes);
 Provide a central database and a graphical user-interface to allow for area- facility-based and intersection-based congestion mitigation planning;
 Define Transportation Improvement Projects (TIP) and other projects to mitigate the congestion, and their implementation priorities; and,
 Document the study results in a State of the Systems report.

Products/Deliverables:

1. MPO CMP work plan as required by federal regulations
2. MPO CMP Plan
3. CMP state of System report
4. Reports for system components, including performance measures, congestion definition, transportation data and congestion identification, proposed congestion mitigation measures and policies, and a State of the System Report; and,
5. Database and user interface.

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Relationship to Other Plans and MPO Activities

The MPO CMP will be linked to the CMAQ project selection, STP-DA and TIP project prioritization, the Triangle Regional Model (TRM) and several tasks that support the Surveillance of Change.

Completion Date:

Pre- data collection tasks will occur in the summer 2010. Traffic and other modal counts for CMP will be conducted during fall 2010 and spring 2011. The complete system and report will be finished by fall of 2011.

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

Tasks will largely be undertaken by LPA staff with consulting help and temporary staffing. MPO staff will oversee project, provide project management and review work products done by MPO agencies. Traffic counts will be conducted when schools are in session.

Funding Commitments from Other Entities:

None.

Task II-B-18: Air Quality Planning and 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 (e.g., LRTP and MTIP) conform to air quality standards and the intent of the State Implementation Plan (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 Meetings, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

Objectives:

1. To ensure that the plans, programs and projects in the DCHC MPO meet air quality conformity standards; and,
2. To ensure that partner agencies, which affect an air quality conformity lapse in the DCHC MPO planning area, meet air quality conformity standards.

Previous Work:

1. 2030 LRTP;
2. FY 2006-2007 TIP;
3. Triangle Regional Model (TRM) and TRM updates; and,
4. TRM data such as VMT and speeds for each analysis year.

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Proposed Activities:

1. Participate in State Interagency Consultation Meetings to make decisions on schedule, model version use, analysis years, potential SIP revisions, MOBILE6.2 modeling parameters, etc.; and,
2. Coordinate State Interagency Consultation Meetings requirements with MPO activities such as TRM enhancements, FY 2007-2013 TIP, Socio-economic data update for 2035 LRTP.

Products/Deliverables:

1. State Interagency Consultation Meetings policy that considers needs of DCHC MPO; and,
2. Air quality conformity coordination with State Interagency Consultation Meetings, CAMPO, NCDOT, etc.

Relationship to Other Plans and MPO Activities

Coordination between the State Interagency Consultation Meetings policies and the needs of the DCHC MPO's 2035 LRTP and FY 2007-2013 TIP are critical for ensuring air quality conformity.

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.
Staff effort – 176 person hours.

Funding Commitments from Other Entities:

Air quality inter agencies – CAMPO, NCDOT, DENR-DAQ and EPA – contribute staff hours to the air SIP development and air quality non- attainment demonstration.

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Task III-A-: Planning Work Program

This task will be to 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 2007-2008. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Objectives:

1. 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 FY 2010-2011;
2. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines; and,
3. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Previous Work:

1. FY 2009-10 UPWP; and,
2. Amendment of the UPWP as requested by member agencies.
3. Prepare quality invoices and reports
4. Prepare annual report
5. Prepare financial and audit management

Proposed Activities:

1. Review and amend relevant portions of the UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis and transportation planning objectives;
2. Develop a new UPWP for the DCHC planning area covering the next program year. The development of a new UPWP will be prepared in cooperation with NCDOT and subject to the development and public involvement process; and,
3. Amend the UPWP, as needed (the amendment process commonly occurs in January/February of each year).

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Products/Deliverables:

1. Prepare quality invoices and reports
2. Prepare financial and audit management
3. Management and operation and Administration of the 3C process
4. Amendments to the FY 2009-2010 UPWP, as needed; and,
5. Development of the FY 2010-2011 UPWP.

Relationship to Other Plans and MPO Activities

The UPWP funds the MPO's planning activities, including many critical programs such as the long-range transportation plan, Transportation Improvement Program (TIP) and air quality conformity.

Completion Date:

These tasks will be ongoing.

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

MPO staff will complete these tasks.

Funding Commitments from Other Entities:

The Towns of Chapel Hill and Carrboro are proposing funding for UPWP task item.

Task III-B-Transportation Improvement Program

The LPA will perform tasks associated with the amendment of the FY 2006-2012 MTIP. The LPA staff will continue to develop FY 2007 – 2013 MTIP. 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 2025 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Objectives:

1. To develop and adopt the FY 2009-2015 MTIP to support MPO goals; and,
2. To appropriately amend the FY 2009-2015 MTIP, as needed.

Previous Work:

1. FY 2007-2013 MTIP; and,
2. FY 2007-2013 MTIP Regional Priority Project List

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Proposed Activities:

1. Continue monitoring of ARRA- Stimulus projects
2. Reporting and oversight of Stimulus projects
3. Project selection and management of any new Stimulus projects
4. Draft FY 2011-2021 MTIP;
5. Develop MPO SPOT project priorities
6. Develop Regional Project Priorities
7. Conduct public involvement activities for Draft FY 2011-2021 MTIP;
8. Analyze Draft FY 2011-2021 State Transportation Improvement Program (STIP) and develop support documents for negotiations);
9. Negotiate MTIP and STIP project reconciliation with NCDOT; and,
10. Adopt FY 2011-2021 MTIP.

Products/Deliverables:

1. Draft FY 2011-2021 MTIP and full report (including financial and project analysis);
2. Flagged Issues;
3. Meetings with NCDOT (and meeting materials); and,
4. Adopted FY 2011-2011 MTIP.

Relationship to Other Plans and MPO Activities

The MTIP Regional Project Priority List will provide information for the development of the MTIP, STIP and SPOT.

Completion Date:

On-going.

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

MPO staff will complete these tasks.

Funding Commitments from Other Entities:

None

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Task III-C-2: Environmental Justice

In accordance with Federal Action (Executive Order 12898), the MPO 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.

Objectives:

To ensure that minority and low-income communities are:

1. Not adversely affected by transportation projects and policies;
2. Treated equitably in the provision of transportation services and projects; and
3. Provided full opportunity for participation in MPO transportation planning and decision-making process.

Previous Work:

1. Demographic profiles based on 2000 Census
2. 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.

Proposed Activities:

1. Develop MPO Environmental Justice Plan, including establishment of an Environmental Justice Advisory Board;
2. Update demographic profiles based on 2010 Census and MPO 2010 base year data - 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; and,
8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area.

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Products/Deliverables:

1. Updated maps utilizing information from the 2010 Census and 2010 base year data;
2. Increased involvement of low-income and minority populations in the transportation planning process;
3. Technical assistance memoranda, reports, and workshops as needed;
4. Protocol for responding to issues and concerns regarding Environmental Justice; and,
5. MPO Environmental Justice plan.

Relationship to Other Plans and MPO Activities:

All MPO planning activities involving public outreach will be affected by the recommendations of this plan – including the public involvement for the East End Connector and Alston Avenue environment analyses. Project selection and evaluation for the Long Range Transportation Plan will include an environmental justice component. The Environmental Justice Advisory Board will be consulted on various MPO planning activities.

Completion Date:

Environmental justice activities will be on-going.

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

Tasks will be undertaken by LPA staff.

Funding Commitments from Other Entities:

None.

Task III-C-4: Planning for the Elderly and Disabled

The MPO will emphasize planning and provision of transportation facilities and services for the elderly and disabled, especially in the development of the 2035 Long Range Transportation Plan (LRTP). The MPO will update inventory of locations and needs of elderly and disabled persons and ensure that the proposed highway, transit and pedestrian plans integrate this information in the planning process.

Objectives:

To ensure that the elderly and disabled population is not adversely affected by transportation projects and policies; are treated equitably in the provision of transportation services and projects; and are provided full opportunity for participation in MPO transportation planning and decision-making process.

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Previous Work:

Demographic profiles based on 2010 Census; and,
Maps to identify areas of elderly and disabled population in relationship to services and other destinations;
Local transit and pedestrian plans that have integrated the elderly and disabled population into the planning process; and,
Transit operator plans and grant applications.

Proposed Activities:

1. Update demographic profiles and define target areas based on 2000 Census and MPO 2010 base year data;
2. Provide increased opportunities for under-served populations to be represented in the transportation planning process; and,
3. Integrate this data into the 2040 LRTP planning process and transit operator plans.

Products/Deliverables:

Updated maps utilizing information from the 2010 Census and 2010 base year data;
Increased involvement of the elderly and disabled population;
Specific tasks in the 2040 LRTP that address the needs of the elderly and disabled; and,
Major tasks in the transit plans and grant applications of the local and regional transit operators that specifically address the service needs of the elderly and disabled.

Relationship to Other Plans and MPO Activities:

The needs of the elderly and disabled will be addressed in all MPO planning activities involving public outreach and service and project planning.

Completion Date:

All the transit and MPO planning efforts will contain an element addressing the needs of the elderly and disabled.

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

Tasks will be undertaken by LPA staff and transit operators.

Funding Commitments from Other Entities:

None.

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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.

Objectives:

1. 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;
2. To assess the effectiveness of the current Public Involvement Process as required by the federal certification team; and,
3. To develop and enhance the process of public dissemination of information.

Previous Work:

1. MPO Public Involvement Process;
2. MPO website;
3. Newsletters;
4. Stakeholder address database; and,
5. Newspaper advertisements.

Proposed Activities:

1. Refine the current Public Involvement Process as needed;
2. Apply the Public Involvement Process to transportation programs and tasks; and,
3. Public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.

Products/Deliverables:

1. Update and maintenance of website;
2. Update and maintenance of mailing list database;
3. Quarterly MPO newsletters, and project specific news letters; and,
4. Support of Citizen Advisory Committee

Relationship to Other Plans and MPO Activities:

Public involvement is essential to all MPO planning activities. The Public Involvement Process should inform and guide all outreach initiatives.

Completion Date:

Public involvement will occur on a continual basis. The website emails, and mailings will occur regularly throughout the year.

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

Tasks will be undertaken by LPA and municipal staff.

Funding Commitments from Other Entities:

None.

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.

Objectives:

1. To ensure that the goals, objectives and needs of the DCHC MPO are integrated in the environmental planning process of transportation projects; and,
2. To ensure the needs of the citizens in the DCHC MPO planning area are considered in the project planning process.

Previous Work:

Regular project scoping, environmental study and public meetings, especially those conducted by the NCDOT.

Proposed Activities:

Regular participation at project scoping, environmental study and public meetings, especially those conducted by the NCDOT;
Review and comment on project scoping and environmental documents;
LPA participation in NEPA process for the East End Connector; and,
LPA leadership in the public involvement process for the East End Connector.

Products/Deliverables:

Written comments on project scoping and environmental studies, activities and documents;

Relationship to Other Plans and MPO Activities:

The activities of this task are directly related to transportation projects in the long-range transportation plan and to projects that are being considered for TIP funding.

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Completion Date:

These activities are provided as needed.

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

Tasks will be undertaken by LPA and municipal staff.

Funding Commitments from Other Entities:

None.

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CITY OF DURHAM – DURHAM AREA TRANSIT AUTHORITY (DATA) TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-A5: Transit System DATA

DATA will continue to conduct on-going FTA-required data collection and analysis for the fixed route and Paratransit systems. The data collection will include system-wide surveys and daily ridership counts by route for compilation into monthly ridership summaries to be reported to NCDOT and to the NTD. Also, one month during fall, ridership data will be collected by route and segregated by peak and off peak and average weekend counts for the purpose of LRTP update.

Objectives:

1. To collect daily ridership information, analyze and if necessary amend service in line with established service and route performance standards to ensure service effectiveness and efficiency.
2. To provide service reports to the DATA Board of Trustees, NCDOT, and to the MPO for LRTP support.

Previous Work:

This service continues to be performed on daily, monthly and an annual basis for reporting to the FTA via the NTD, also to the DATA Board of Trustees and to NCDOT (PTD). Information is used internally to monitor and amend services on an ongoing basis.

Proposed Activities:

1. Collect daily ridership count using farebox counts and also Automatic Passenger Counters (APC).
2. Compile daily ridership counts into monthly ridership reports for detailed analysis
3. Provide compiled ridership information to the DATA Board of Trustees, the FTA and the NCDOT, the MPO for LRTP update
4. Make necessary route and service changes to promote service efficiency and effectiveness.

Products:

1. Daily Ridership summaries
2. Monthly ridership summaries for in-house review
3. FTA monthly ridership report including annual NTD reports
4. Monthly Board of Trustees and NCDOT reports
5. Short Range Transportation Plan

Relationship to Other Plans and MPO Activities:

Long Range Transportation Plan –Transit Element

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Completion Date:

The expected completion date for this project is June 30, 2011.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will be performed by existing DATA staff

Funding Commitments from Other Entities:

The City of Durham and NCDOT (public Transportation Division) will each provide a 10% match to the federal 80% portion of the grant fund.

Task II-B: Travel Surveys (LRTP Project)

DATA will work with the DCHC-MPO to conduct Transit Surveys related to the MPO's LRTP-Transit information update. The survey will comprise of Boarding and Alighting counts at designated stops and route segments. It will also include on-board passenger attitudinal surveys during AM Peak and PM peak periods for a period of one month during fall. The data collected will be compiled and reported to the Lead Planning agency for further analysis and finally for inclusion in the DCHC MPO's Long Range Transportation Plan.

Objectives:

1. To collect daily (AM and PM Peak) ridership information by route and at the stop level as required by the LRTP data analysis process.
2. To conduct passenger onboard survey and compile survey report for inclusion in the LRTP update.

Previous Work:

DATA has in the past provided on-going transit data collection and compilation reports to the MPO for inclusion in the Transit Element portion of the LRTP document.

Proposed Activities:

1. Collect daily ridership counts using surveyors and farebox Automatic Passenger Counters
2. Compile daily ridership counts into monthly reports for detailed analysis
3. Provide compiled ridership information to the MPO for LRTP update
4. Use surveyors to conduct on-board passenger counts showing trip origins and destinations

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Products:

1. Daily (AM & PM peak) Ridership summaries
2. Monthly ridership summaries
3. Daily on-board counts including summaries of trip characteristics
4. Short Range Transportation Plan Updates

Relationship to Other Plans and MPO Activities:

Long Range Transportation Plan –Transit Element

Completion Date:

The expected completion date for this project is June 30, 2011.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will be performed by existing DATA staff and hired surveyors

Funding Commitments from Other Entities:

The City of Durham and NCDOT (public Transportation Division) will each provide a 10% match to the federal 80% portion of the grant fund.

Task II-B-16: Financial Planning

DATA staff will prepare and monitor fiscal programs for the City of Durham, the FTA, and the State of North Carolina to ensure compliance with pertinent financial procedures as established by the FTA and State of North Carolina and the City of Durham's accounting, purchasing and finance departments.

Objectives:

1. To monitor the monthly expenditure reports for all budget sections for appropriations, discrepancies and encumbrances by journal entry.
2. Prepare and submit monthly grant reports to the FTA, and appropriate City and State Departments
3. Prepare and monitor contracts that are for the transit authority.
4. Maintain and monitor all transit program funds
5. Setup and monitor project accounts as requested or needed

Previous Work:

On-going by transit staff

**CITY OF DURHAM – DURHAM AREA TRANSIT AUTHORITY (DATA)
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2011 UPWP**

Proposed Activities:

1. Prepare quarterly and end of year reports for federal funds
2. Prepare revenue and expenditure estimates for the transit program's annual budget
3. Ensure compliance with all financial programs and procedures established by the FTA, the City and the State
4. Reviews and signs requisitions, purchase orders, receiving reports, and make appropriate transfers
5. Setup and monitor new and existing accounts when ns requested

Products:

1. Monthly grant reports to FTA
2. Quarterly grant and project reports to the FTA, MPO and the State
3. Signed requisitions and purchase orders
4. Annual financial statements as required by the NTD financial reporting procedure
5. Established project accounts and annual budgets
6. Monthly invoices, expenditures reconciliation
7. Contracts signed by the transit authority

Relationship to Other Plans and MPO Activities:

Establish financial and accounting procedures for projects and grants that have MPO oversight

Completion Date:

The expected completion date for this project is June 30, 2011.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will be performed by existing DATA staff and hired surveyors

Funding Commitments from Other Entities:

The City of Durham and NCDOT (public Transportation Division) will each provide a 10% match to the federal 80% portion of the grant fund.

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442400
3- Task Code	II-A-5
4- Title	<i>Transit System Data</i>
5- Task Objective	To conduct FTA required passenger counts. Continue to conduct system-wide surveys and studies including daily ridership count by route for one month during the fall of 2010, data segregated by peak and off peak and average weekend count for the purpose of service improvement, and LRTP update
6- Tangible Product Expected	Daily Ridership by route, by Peak and off-peak in GIS spatial data format, route recommendation report.
7- Expected Completion Date of Products	Jun-2011
8- Previous Work	FTA passenger counts are required every 3 years. This data will be collected for 2008.
9- Prior FTA Funds (2010)	(5303) \$67,851, (5307) \$8,957
10- Relationship	Data retrieved is used to disseminate performance information to the Board under task III-E
11- Agency	City of Durham, Transportation Department
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-FY11 Local 10%	\$ 8,431
17- Section 5303-FY11 NCDOT 10%	\$ 8,431
18- Section 5303-FY11 FTA 80%	\$ 67,851
19- Section 5307 Transit - Local 10%	\$ 1,120
20- Section 5307 Transit - NCDOT 10%	\$ 1,120
21- Section 5307 Transit - FTA 80%	\$ 8,957
22- Additional Funds - Local 100%	

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442301
3- Task Code	II-B-4
4- Title	<i>Travel Surveys</i>
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. Boarding and alighting by route (one day sample of each route) tabulated in GIS spatial format.
7- Expected Completion Date of Products	Jun-2011
8- Previous Work	O- board surveys conducted on regular basis.
9- Prior FTA Funds	\$7,682
10- Relationship	
11- Agency	City of Durham, Transportation Department
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-FY 11 Transit - Local 10%	\$ 1,200
20- Section 5307-FY11 Transit - NCDOT 10%	\$ 1,200
21- Section 5307-FY11 Transit - FTA 80%	\$ 9,600

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442100
3- Task Code	II-B-10
4- Title	<i>Transit Element of the LRTP</i>
5- Task Objective	To provide needed Transit support for the MPO's LRTP updates
6- Tangible Product Expected	Annual Planning Work program outline and costs associated with them.
7- Expected Completion Date of Products	June-2011
8- Previous Work	2009-10 Planning Work Program.
9- Prior (2010) FTA Funds	\$6,486
10- Relationship	The Planning Work Program is intended to support various MPO planning efforts toward the update of the LRTP
11- Agency	City of Durham, Transportation Department
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 (2011) - Local 10%	\$ 811
20- Section 5307 Transit (2011) - NCDOT 10%	\$ 811
21- Section 5307 Transit (2011) -FTA 80%	\$ 6,486
22- Additional Funds - Local 100%	

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442400
3- Task Code	II-B-16
4- Title	<i>Financial Planning</i>
5- Task Objective	To prepare and monitor fiscal programs for the City the FTA and the State of North Carolina and ensuring compliance with all financial procedures as well as monitor contracts , grants and invoices
6- Tangible Product Expected	Quarterly and annual financial reports, reports on processed invoices and purchase orders as well as contract payments.
7- Expected Completion Date of Products	June-2011
8- Previous Work	None
9- Prior FTA Funds	None
10- Relationship	
11- Agency	City of Durham, Transportation Department
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-FY11 Local 10%	\$ 4,544
17- Section 5303-FY11 NCDOT 10%	\$ 4,544
18- Section 5303-FY11FTA 80%	\$ 36,352
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442500
3- Task Code	II-B-17
4- Title	<i>Congestion Management</i>
5- Task Objective	To assist the MPO in its congestion management strategies by collecting and providing transit-related data.
6- Tangible Product Expected	Work plan and transit related data in GIS format
7- Expected Completion Date of Products	June-2011
8- Previous Work	Short Range Transportation Development Plan.
9- Prior(2010) FTA Funds	\$12,928
10- Relationship	These activities support local MPO transportation planning effort.
11- Agency	City of Durham, Transportation Department
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(2011) Transit - Local 10%	\$ 1,616
20- Section 5307(2011) Transit - NCDOT 10%	\$ 1,616
21- Section 5307(2011) Transit - FTA 80%	\$12,928
22- Additional Funds - Local 100%	

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442500
3- Task Code	III-A
4- Title	<i>Planning Work Program</i>
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-2011
8- Previous Work	Planning Work Program.
9- Prior (2010) FTA Funds	\$23,866
10- Relationship	The MPO Work Program is intended to support various planning efforts throughout the City of Durham's Transit System.
11- Agency	City of Durham, Transportation Department
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(2011) Transit - Local 10%	\$ 2,983
20- Section 5307(2011) Transit - NCDOT 10%	\$ 2,983
21- Section 5307(2011) Transit - FTA 80%	\$ 23,866
22- Additional Funds - Local 100%	

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442500
3- Task Code	III-B
4- Title	<i>Transportation Improvement</i>
5- Task Objective	To continue the program of developing plans for improving transit service and transportation in general locally.
6- Tangible Product Expected	More efficient plans for improving service and routes locally
7- Expected Completion Date of Products	June-2011
8- Previous Work	Short Range Transportation Development Plan.
9- Prior (2010) FTA Funds	\$1,912
10- Relationship	These activities support local MPO transportation planning effort.
11- Agency	City of Durham, Transportation Department
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 FY11 Transit - Local 10%	\$ 239
20- Section 5307 FY11 Transit - NCDOT 10%	\$ 239
21- Section 5307 FY11 Transit - FTA 80%	\$ 1,912
22- Additional Funds - Local 100%	

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442500
3- Task Code	III-C-2
4- Title	<i>Environmental Justice (EJ)</i>
5- Task Objective	To assist the MPO in its transportation outreach to Minorities and those with Limited English Proficiency by updating existing EJ mailing list and providing transit-related data.
6- Tangible Product Expected	Work plan and transit related EJ data
7- Expected Completion Date of Products	June-2011
8- Previous Work	Transportation Improvement Program.
9- Prior (2010) FTA Funds	None
10- Relationship	These activities support local MPO transportation planning effort.
11- Agency	City of Durham, Transportation Department
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 FY11 Transit - Local 10%	\$ 500
20- Section 5307 FY11 Transit - NCDOT 10%	\$ 500
21- Section 5307 FY11 Transit - FTA 80%	\$ 4,000
22- Additional Funds - Local 100%	

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-C-6
4- Title	<i>Public Involvement</i>
5- Task Objective	To seek out untapped ridership through aggressive marketing tactics. Conduct market surveys and seek new advertising mediums.
6- Tangible Product Expected	Positive customer view of the transit system and increased ridership from nontraditional users.
7- Expected Completion Date of Products	June-2011
8- Previous Work	Significant marketing efforts have been undertaken to improve service and the dissemination of information to the public.
9- Prior FTA Funds	\$42,165
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 FY11 Transit - Local 10%	\$ 5,271
20- Section 5307 FY11Transit - NCDOT 10%	\$ 5,271
21- Section 5307 FY11 Transit - FTA 80%	\$ 42,165
22- Additional Funds - Local 100%	

DURHAM AREA TRANSIT AUTHORITY (DATA)
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP

1- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-E
4- Title	<i>Management and Operations</i>
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-2011
8- Previous Work	Creation of internal procedures to monitor and report transit data and new procedures to monitor financial operations.
9- Prior FTA Funds	\$206,351
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 FY11 Transit - Local 10%	\$ 25,794
20- Section 5307 FY11 Transit - NCDOT 10%	\$ 25,794
21- Section 5307 FY11 Transit - FTA 80%	\$ 206,351
22- Additional Funds - Local 100%	

CITY OF DURHAM
Anticipated DBE Contracting Opportunities for FY11

Name of MPO: CITY OF DURHAM

Person Completing Form: Felix Nwoko

Telephone Number: 919-560-4366 ext. 36424

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

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

Town of Carrboro

**Durham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Proposed Funding Source Tables**

2/25/2010 14:45

Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
II A Surveillance of Change														
1 Traffic Volume Counts	0	0	90	360							90	-	360	450
2 Vehicle Miles of Travel	0	0	0	0							-	-	-	-
3 Street System Changes	0	0	0	0							-	-	-	-
4 Traffic Accidents	0	0	48	192							48	-	192	240
5 Transit System Data	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	60	240							60	-	240	300
10 Mapping	0	0	214	856							214	-	856	1,070
11 Central Area Parking Inventory	0	0	0	0							-	-	-	-
12 Bike & Ped. Facilities Inventory	0	0	48	192							48	-	192	240
13 Bike & Ped. Counts	0	0	240	960							240	-	960	1,200
II B Long Range Transp. Plan														
1 Collection of Base Year Data	0	0	206	824							206	-	824	1,030
2 Collection of Network Data	0	0	210	840							210	-	840	1,050
3 Travel Model Updates	0	0	0	0							-	-	-	-
4 Travel Surveys	0	0	0	0							-	-	-	-
5 Forecast of Data to Horizon year	0	0	74	296							74	-	296	370
6 Community Goals & Objectives	0	0	48	192							48	-	192	240
7 Forecast of Future Travel Patterns	0	0	0	0							-	-	-	-
8 Capacity Deficiency Analysis	0	0	0	0							-	-	-	-
9 Highway Element of the LRTP	0	0	0	0							-	-	-	-
10 Transit Element of the LRTP	0	0	0	0							-	-	-	-
11 Bicycle & Ped. Element of the LRTP	0	0	0	0							-	-	-	-
12 Airport/Air Travel Element of LRTP	0	0	0	0							-	-	-	-
13 Collector Street Element of LRTP	0	0	0	0							-	-	-	-
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	240	960							240	-	960	1,200
18 Air Qual. Planning/Conformity Anal.	0	0	0	0							-	-	-	-
II C Short Range Transit Planning														
1 Short Range Transit Planning	0	0	210	840							210	-	840	1,050
III-A Planning Work Program	0	0	268	1,072							268	-	1,072	1,340
III-B Transp. Improvement Plan	0	0	0	0							-	-	-	-
III-C Cvi Rgts. Cmp./Ofr .Reg. Rqqs.														
1 Title VI	0	0	0	0							-	-	-	-
2 Environmental Justice	0	0	150	600							150	-	600	750
3 Minority Business Enterprise	0	0	0	0							-	-	-	-
4 Planning for the Elderly & Disabled	0	0	60	240							60	-	240	300
5 Safety/Drug Control Planning	0	0	0	0							-	-	-	-
6 Public Involvement	0	0	496	1,984							496	-	1,984	2,480
7 Private Sector Participation	0	0	0	0							-	-	-	-
III-D Incidental Ping./Project Dev.														
1 Transportation Enhancement Ping.	0	0	0	0							-	-	-	-
2 Enviro. Analysis & Pre-TIP Ping.	0	0	90	360							90	-	360	450
3 Special Studies	0	0	718	2,872							718	-	2,872	3,590
4 Regional or Statewide Planning	0	0	0	0							-	-	-	-
III-E Management & Operations														
1 Management & Operations	0	0	2,206	8,824							2,206	-	8,824	11,030
Totals	\$0	\$0	\$5,676	\$22,704	\$0	\$0	\$0	\$0	\$0	\$0	\$5,676	\$0	\$22,704	\$28,380

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2010 UPWP

Task II-A-1. Traffic Volume Counts

The Town will provide local traffic count data, collected for various local planning purposes, which are relevant to the Congestion Management System and the Triangle Regional Model update. The Town will also conduct additional traffic counts, as needed, specifically for the CMS and TRM update.

Objectives

1. To provide necessary local traffic data for the CMS
2. To provide necessary local traffic data for the TRM update

Previous work

The Town has conducted traffic counts for fulfilling a variety of local planning purposes, such as evaluating traffic calming solutions. Traffic impact analyses and traffic signal warrant studies are two other sources of traffic volume data. Two Mobility Report Cards (2003 and 2005) report vehicular traffic and congestion, as well as pedestrian and bicycle traffic. The 2009 Comprehensive Bicycle Transportation Plan collected bicycle use data through a survey.

Proposed activities

1. Collect traffic data using the Town's pneumatic tube counters.
2. Provide data collected through other planning processes (e.g. traffic impact assessments) to the MPO as needed.

Products

1. Traffic volume data from 2010 or as recent a year as possible.

Relationship to other plans and MPO activities

Data will be used for both the CMS and TRM projects. Counts may be helpful in determining focus areas for TDM strategies. Applications for other planning activities will be determined at a future time.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 15 hours

	Local	FHWA	Total
Traffic counts	\$90	\$360	\$450

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2010 UPWP**

Task II-A-4. Traffic Accidents

Consistent with accident data collection capacity, the Town will provide local data as needed on accidents for the congestion management system.

Objectives

1. Provide local accident data for the CMS.

Previous work

The 2005 Mobility Report Card collected data on pedestrian and bicyclist safety. The 2009 Comprehensive Bicycle Transportation Plan includes data on bicycle crashes from the NCDOT Traffic Safety Unit.

Proposed activities

1. Submit traffic accident data to the MPO for the CMS.

Products

1. Up-to-date traffic accident data.

Relationship to other plans and MPO activities

Accident data may be relevant for the MPO Safety and Security Plan when it is underway.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 8 hours

	Local	FHWA	Total
Traffic accidents	\$48	\$192	\$240

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2010 UPWP

Task II-A-9. Travel Time Studies

The Town will contribute to travel time studies on selected links to contribute information to the CMS and TRM update. Where the Town has conducted local travel time estimates relevant to MPO activities, the Town will share that information as needed.

Objectives

1. To contribute to travel time estimates for the CMS and TRM update.
2. Share results of local travel time estimates with the MPO as needed.

Previous work

Previous LRTP processes have included travel time surveys that collected data to input into the TRM. Locally, the Town has analyzed travel time on selected corridors through two Mobility Report Cards in 2003 and 2005.

Proposed activities

1. Travel time studies (conducted by the MPO)
2. Submission of local travel time estimates through GIS Network Analyst if needed for MPO planning processes.

Products

1. Funding for regional travel time studies for the CMS and TRM update.
2. As needed, local travel time data relevant to MPO activities

Relationship to other plans and MPO activities

Travel time data will be available as needed for other MPO activities.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

	Local	FHWA	Total
Traffic accidents	\$60	\$240	\$300

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2010 UPWP

Task II-A-10. Mapping

The Town's GIS specialist, along with other planning staff, will assist in developing base maps, GIS layers, and databases that are an integral part of the 2040 LRTP analysis and public display. They will provide, as needed, GIS layers for highway, transit, bike, and pedestrian networks as well as parcel and zonal spatial information.

Objectives

1. To provide GIS data as needed for the 2040 LRTP planning process and the GIS Warehouse Integration and Automation project.
2. To maintain and update transportation-related GIS data for the Town

Previous work

Throughout the year the Town's GIS specialist updates the transportation layers and shape files as new developments are built, modifications to the existing network are made, and plan for the transportation network progress. The Town has contributed to the GIS Warehouse/Integration and Automation project.

Proposed activities

1. GIS data updates on an as-needed basis

Products

1. Up-to-date GIS data

Relationship to other plans and MPO activities

Local GIS data will be submitted as needed for both the 2040 LRTP and GIS Warehouse projects.

Proposed budget and level of effort

Tasks will primarily be completed by the Town's GIS specialist, coordinating with the Town's transportation planner, with possible contributions by other planning staff.

Local staff hours: 30 hours

	Local	FHWA	Total
Mapping	\$214	\$856	\$1,070

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2011 UPWP**

Task II-A-12. Bike and Ped Facilities Inventory

The Town will contribute bicycle and pedestrian facility data to the MPO for the 2040 LRTP.

Objectives

1. To enhance the 2040 LRTP's ability to accurately account for bicycle and pedestrian travel by providing up-to-date information on local bike-ped facilities.

Previous work

The Town has collected bicycle and pedestrian facility data from a number of planning processes, including the 2009 Comprehensive Bicycle Transportation Plan, the sidewalk bond program, and two Mobility Report Cards. This should make it relatively straightforward to provide the MPO with accurate data on these facilities.

Proposed activities

1. Submit bicycle and pedestrian facility data to the MPO when needed.

Products

2. Bike-ped facility data.

Relationship to other plans and MPO activities

This information is useful for not only the 2040 LRTP, but also the CTP and CMP processes. It would also be an essential element of a Comprehensive Bicycle/Pedestrian Plan for the MPO. As bicycling and walking are an essential part of Carrboro's transportation system, this information is always relevant for a number of local planning processes.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 8 hours

	Local	FHWA	Total
Bike and Ped Facilities Inventory	\$48	\$192	\$240

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-A-13. Bike and Ped Counts

The Town will contribute existing bicycle and pedestrian traffic information for the 2040 LRTP and other planning processes as needed. Where more recent data would be helpful, the Town will arrange to conduct additional bicycle and pedestrian counts.

Objectives

1. To enhance the 2040 LRTP's ability to accurately account for bicycle and pedestrian travel by providing up-to-date information on local bike-ped traffic.

Previous work

The Town has collected bicycle and pedestrian traffic data from a number of planning processes, including the 2009 Comprehensive Bicycle Transportation Plan and two Mobility Report Cards.

Proposed activities

1. Submit bicycle and pedestrian traffic data and GIS mapping to the MPO.
2. Conduct additional bike-ped counts where relevant.

Products

1. Bike-ped traffic data.

Relationship to other plans and MPO activities

This information is useful for not only the 2040 LRTP, but also the CTP and CMP processes. It would also be an essential element of a Comprehensive Bicycle/Pedestrian Plan for the MPO. As bicycling and walking are an essential part of Carrboro's transportation system, this information is always relevant for a number of local planning processes.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 40 hours

	Local	FHWA	Total
Bike and Ped Counts	\$240	\$960	\$1,200

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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

The Town will update local base year data and collect any additional data as needed for the 2040 LRTP process.

Objectives

1. To provide up-to-date base year data for the 2040 LRTP process.

Previous Work

This project was included in the 2009-2010 UPWP and is ongoing.

Proposed Activities

1. Update and quality checking of 2005 Base Year calibration data (dwelling units, employment by categories, income, etc).
2. Update, error checking, and verification of 2010 InfoUSA employment and Geocoder
3. Tabulation and quality check of 2010 Validation Year SE data

Products

Updated socioeconomic and demographic data for estimating TAZ-level trip generation and attraction, including population; dwelling units; households; employment by type (number of jobs and establishments); and median income.

Relationship to other plans and MPO activities

Data may be linked with the GIS integration/automation project, the land use model, the non-motorized component of the TRM, and other activities.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 30 hours

	Local	FHWA	Total
Collection of Base Year Data	\$206	\$824	\$1,030

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2011 UPWP**

Task II-B-2. Collection of Network Data

The Town will provide local capacity information on bicycle and pedestrian facilities and highways for the 2040 LRTP.

Objectives

1. To provide up-to-date network data for the 2040 LRTP process.

Previous work

This project was included in the 2009-2010 UPWP and is ongoing.

Proposed activities

1. Highway network update – include GIS layers and database update of base year, validation year and alternative scenarios.
2. Bicycle and sidewalk networks – include GIS layers and database update of base year, vision and horizon year.

Products

1. Updated bicycle and pedestrian and highway network data as needed.

Relationship to other plans and MPO activities

Data may be linked with the GIS integration/automation project, the land use model, the non-motorized component of the TRM, and other activities.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 35 hours

	Local	FHWA	Total
Collection of Network Data	\$210	\$840	\$1,050

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-B-5. Forecast of Data to Horizon Year

The Town will contribute to preparatory work at the MPO level on forecasting and scenario planning.

Objectives

1. To prepare for 2040 LRTP forecasting of travel demand.
2. To ensure that forecasts are consistent with local land use plans and zoning

Previous work

Forecasts have been conducted as an essential part of alternatives analyses for previous LRTPs.

Proposed activities

1. At the MPO level, use the Triangle Regional Model to begin the forecasting and scenario planning process for the 2040 horizon year
2. On the local level, provide information as needed to the MPO on local land use plans and other local policies that can be used to validate forecasts for the horizon year

Products

1. GIS layers with socioeconomic and demographic data for the horizon year (2040)

Relationship to other plans and MPO activities

Builds on other LRTP-related tasks, such as base year and network data collection.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

	Local	FHWA	Total
Forecast of Data to Horizon Year	\$74	\$296	\$370

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2011 UPWP**

Task II-B-6. Community Goals

The Town will contribute to MPO-wide community visioning and update of goals, objectives and targets in order to guide the recommendations of the 2040 LRTP and other planning processes.

Objectives

1. To establish goals, objectives, and targets based on sound planning performance measures, public input, and addressing the complex transportation challenges faced by metropolitan regions.

Previous work

Goals, objectives, and targets have guided previous transportation plans and other MPO activities.

Proposed activities

1. Provide input in re-evaluating existing goals and objectives.
2. Contribute to community visioning meetings and other opportunities for public input.
3. Gather local community input on transportation-related topics and relay that input to the MPO.

Products

1. Updated, comprehensive, and forward-thinking goals, objectives, and targets.

Relationship to other plans and MPO activities

Community goals, objectives, and targets are especially relevant to the LRTP, but should be considered in all MPO activities.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 8 hours

	Local	FHWA	Total
Community Goals	\$48	\$192	\$240

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-B-17. Congestion Management Strategies

The MPO will develop a work plan and data collection strategies for the MPO-wide CMS. The Town will contribute funding as needed for moving this process forward. The Town will also continue to promote TDM strategies and collaborate with Chapel Hill on joint TDM projects.

Objectives

1. To participate in MPO CMS activities.
2. To continue to promote TDM as a congestion management strategy and collaborate with Chapel Hill and the region on TDM.

Previous work

The CMS project has been ongoing. Carrboro has partnered in the past with Chapel Hill and regional groups to hold TDM events.

Proposed activities

1. Contribute to MPO CMS meetings
2. Participate in regional TDM events, such as the SmartCommute challenge and Bike to Work Week.
3. Conduct additional outreach to local business owners regarding TDM.
4. Assess the feasibility of holding carfree periods on selected streets on a regular basis.

Products

1. TDM events.
2. Data and input from local businesses.

Relationship to other plans and MPO activities

Congestion management is an important element in the LRTP process. Connections to local planning processes include the Safe Routes to School Action plan and associated Walk to School Days.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 40 hours

	Local	FHWA	Total
Congestion Management Strategies	\$240	\$960	\$1,200

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2011 UPWP**

Task II-C-1. Short Range Transit Planning.

The Town will participate in short-range transit planning for the Carrboro-Chapel Hill area. Through the Transit Partners Committee, the Town will provide input on the Chapel Hill Transit Short Range Transit Plan. The Town will collaborate with Triangle Transit where necessary and with the Town of Chapel Hill in coordinating the annual Transit Forum.

Objectives

1. To ensure that Carrboro's transit interests are represented in Chapel Hill Transit planning, capital investment, and operations.
2. To continue to work with Chapel Hill Transit on new initiatives, short range planning, and troubleshooting.

Previous work

Carrboro staff attends the monthly meetings for Chapel Hill Transit as well as other local transit meetings as needed. Carrboro staff works with Chapel Hill Transit staff to address Carrboro transit riders' interests. In late 2009/early 2010, Carrboro and Chapel Hill held concurrent public review processes for the 2035 Long Range Transit Plan. In 2008, Carrboro hosted the annual transit forum.

Proposed activities

1. Participate in monthly transit meetings
2. Continue to communicate with the Transit Partners Committee and Chapel Hill Transit staff on relevant issues.
3. Participate in the development of the Short Range Transit Plan.

Products

N/A

Relationship to other plans and MPO activities

Data collected during the short range transit planning process may inform the 2040 LRTP.

Proposed budget and level of effort:

All work to be completed by Transportation Planner.

Local staff hours: 35 hours

	Local	FHWA	Total
Short Range Transit Planning	\$210	\$840	\$1,050

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task III-A. Planning Work Program

The Town will administer the FY 2010-2011 UPWP and prepare and process amendments as needed. It will evaluate transportation planning work needed and emphasis areas and prepare the FY 2011-2012 UPWP.

Objectives

1. To implement Carrboro's 2010-2011 UPWP activities
2. To be ready for amendments to the UPWP if necessary
3. To submit the 2011-2012 UPWP to the MPO

Previous work

Town staff have prepared UPWPs each year and tracked the completion of UPWP tasks with quarterly progress reports. Progress reports have made clear how much funding remains for tasks in the fiscal year, guiding whether or not amendments are necessary.

Proposed activities

1. Evaluate progress on implementing the 2010-2011 UPWP
2. Prepare Carrboro's 2011-2012 UPWP documents and budget

Products

1. Quarterly progress reports and invoices to the MPO on UPWP activities
2. Carrboro's 2011-2012 UPWP activities narrative and budget

Relationship to other plans and MPO activities

The UPWP is a way to plan the amount and nature of work to be undertaken for various planning tasks and track progress toward achieving planning goals.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 45 hours

	Local	FHWA	Total
Planning Work Program	\$268	\$1,072	\$1,340

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task III-C-2. Environmental Justice (EJ) and Limited English Proficiency

The Town will conduct outreach to disadvantaged groups and residents with limited English proficiency. It will update demographic data as needed so that up-to-date information can inform planning processes.

Objectives

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 decisions
3. Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO
4. Support progress toward the development of a regional Environmental Justice Plan.

Previous work

The Town has incorporated environmental justice principles into recent and ongoing planning processes. For example, development of the Town's Comprehensive Bicycle Transportation Plan included translated public workshop advertising materials.

Proposed activities

1. Ensure that environmental justice principles inform any planning process related to disadvantaged or limited-English-proficiency citizens.
2. Provide demographic data necessary for MPO-level environmental justice activities.
3. Conduct a public input process via one or more community meetings with predominantly lower-income, minority residents near Estes Dr. Ext. to gauge their ideas for improved bicycle and pedestrian access to important destinations.
4. Continue planning process

Products

1. Demographic data as needed for MPO-level environmental justice activities
2. Recommendations to local elected officials for access improvements for predominantly lower-income, minority residents near Estes Dr. Ext.

Relationship to other plans and MPO activities

Environmental justice should be considered in all activities that are deemed to have a potential effect on disadvantaged/minority communities.

Proposed budget and level of effort

Tasks will primarily be completed by the Transportation Planner with possible contributions by other planning staff.

Local staff hours: 25 hours

	Local	FHWA	Total
Environmental Justice	\$150	\$600	\$750

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2011 UPWP**

Task III-C-4. Planning for the Elderly and Disabled

The Town will continue efforts to emphasize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled.

Objectives

1. Continue efforts to emphasize the planning, development, evaluation, and reevaluation of transportation facilities and services for the elderly and disabled.

Previous Work

Throughout the year staff responds to disabled and elderly citizen concerns regarding the transportation system, primarily related to paratransit and accessibility of infrastructure.

Proposed activities

1. Continue to address transportation concerns of elderly and disabled.
2. Make planning information more accessible to elderly and disabled residents.

Products

N/A

Proposed budget and level of effort

Tasks will be completed primarily by the Transportation Planner with possible contributions by other planning staff.

Local staff hours: 10 hours

	Local	FHWA	Total
Planning for the Elderly and Disabled	\$60	\$240	\$300

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task III-C-6. Public Involvement

The Town will continue to provide for an open exchange of information and ideas between the public and transportation decision-makers. The Town will work to increase public participation in transportation planning issues at the local and regional (MPO) levels.

Objectives

1. To provide opportunities for the public to contribute to the planning of local and regional transportation facilities.

Previous work

In 2009-2010, the Town held two greenways workshops – one for the Bolin Creek Greenway and another for the Morgan Creek Greenway. The Town also facilitated a public input process – including a public meeting with advisory boards – to review the Chapel Hill and Carrboro 2035 Long Range Transit Plan. Finally, the Town held a kickoff meeting for its Safe Routes to School Action Plan development.

Proposed activities

1. Annual transit forum
2. Continued public input process for the Bolin Creek Greenway
3. Safe Routes to School Action Plan committee review meeting and plan adoption
4. Community meetings on Estes Dr. ped-bike access and Old Carrboro traffic circulation planning (these meetings may occur in FY 2010).
5. Public input processes associated with MPO activities such as the 2040 LRTP, etc.

Products

1. Summaries from all public input workshops

Relationship to other plans and MPO activities

Public involvement is a key to most MPO activities and local planning processes.

Proposed budget and level of effort

Tasks will be completed by the Transportation Planner and Planning Administrator, with possible contributions by other planning staff.

Local staff hours: 72 hours

	Local	FHWA	Total
Public Involvement	\$496	\$1,984	\$2,480

**TOWN OF CARRBORO
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2011 UPWP**

Task III-D-2. Environmental Analysis & Pre-TIP Planning

The Town will complete environmental documentation for several transportation projects. This may include public comments, public meetings, scoping meetings, site visits, and related activities.

Objectives

1. To complete, commence, and-or assist with necessary environmental impact documentation for several transportation projects expected to be underway in FY 2011.

Previous work

The Town has participated in reviewing the community impact assessments for various TIP projects.

Proposed activities

1. Complete, commence, and-or assist with environmental documentation for the Wilson Park Multi-use Path (STP-DA), Rogers Rd. sidewalk (STP-DA), the Morgan Creek Greenway, and (if in FY2011) a section of the Bolin Creek Greenway.
2. Participate in any state-level environmental analysis processes related to Carrboro transportation projects that occur in FY 2011.

Products

1. Environmental documentation (i.e. CE or EA).

Relationship to other plans and MPO activities

N/A

Proposed budget and level of effort

Tasks will be completed primarily by the Transportation Planner with possible contributions by other planning staff.

Local staff hours: 15 hours

	Local	FHWA	Total
Environmental Analysis & Pre-TIP Planning	\$90	\$360	\$450

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task III-D-3. Special Studies

Town staff will continue to conduct and-or refine studies – started or expected to start in FY2010 or earlier – related to local transportation issues, such as traffic circulation in the Old Carrboro neighborhood, Safe Routes to School, and the Bolin Creek Greenway. The Town will contribute as appropriate to MPO-level special studies.

Objectives

1. To coordinate an inclusive and comprehensive public input process on Phases 3 and 4 of the Bolin Creek Greenway, as identified in the Bolin Creek Greenway Conceptual Master Plan.
2. To ensure that new studies reflect public input to the extent practicable and that they inform future planning processes.

Previous work

Consultants completed conceptual plans for the greenways in FY2010. They serve as a basis for phased implementation of the greenways.

Proposed activities

1. Coordinate a public input process for Phases 3 and 4 of the Bolin Creek Greenway, as identified in the Bolin Creek Greenway Conceptual Master Plan.
2. Continue planning for the Old Carrboro traffic circulation plan. This planning is expected to be done in-house with the potential for an external facilitator for a public meeting.
3. Work with the Safe Routes to School Action Plan Team to progress toward the adoption of an action plan in the fall.

Products:

1. Safe Routes to School Action Plan
2. Old Carrboro/Oak Ave. traffic circulation plan
3. Summaries of public meetings on the Bolin Creek Greenway and Estes Dr. bike-ped access
4. Contribution toward MPO-level special studies as necessary

Relationship to other plans and MPO activities

Some data may be shared between planning processes.

Proposed budget and level of effort

Tasks will be completed primarily by the Transportation Planner with possible contributions by other planning staff.

Local staff hours: 115 hours

	Local	FHWA	Total
Special Studies	\$718	\$2,872	\$3,590

TOWN OF CARRBORO TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task III-E. Management and Operations

Administrative tasks necessary to maintaining the 3C planning process will be completed.

Objectives

1. To participate and contribute to MPO-related meetings
2. To adhere to the goals and tasks laid out in the Unified Planning Work Program
3. To ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues
4. To ensure the local transportation advisory board has the information it needs to develop sound recommendations on local and regional transportation issues
5. To improve staff efficiency and knowledge through training sessions and educational materials

Previous work

Similar to proposed activities described below

Proposed activities

1. Attend and participate in TAC and TCC meetings
2. Preparing quarterly progress reports/invoices and documenting expenditures for planning work items
3. Staff development through professional training courses, seminars, and conferences
4. Subscriptions to professional publications and professional organizational dues
5. Acquire needed software, books, and other materials
6. Facilitate local transportation advisory board meetings by creating agendas, minutes, and staff reports
7. Prepare materials and present to the local elected officials related to local and regional transportation planning topics
8. Attend and participate in MPO subcommittee meetings

Products

1. Staff reports for Board of Aldermen and advisory board meetings

Relationship to other plans and MPO activities

See objectives and proposed activities.

Proposed budget and level of effort

Tasks will be completed by the Transportation Planner and Planning Administrator, with possible contributions by other planning staff.

Local staff hours: 345 hours

	Local	FHWA	Total
Management and Operations	\$2,206	\$8,824	\$11,030

Town of Chapel Hill

Durham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Proposed Funding Source Tables

2/25/2010 12:11

Task Description	STP-DA 133(b)(3)(7)		PL Sec. 104(f)		Section 5303 Highway/Transit			Section 5307 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	NCDOT	Federal	Total
II - A Surveillance of Change														
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	12,500	50,000	0	0	1,250	1,250	10,000	0	0	0	13,750	1,250	60,000	75,000
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	625	625	5,000	0	0	0	625	625	5,000	6,250
10 Mapping	0	0	2,500	10,000	2,500	2,500	20,000	0	0	0	5,000	2,500	30,000	37,500
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	-	-	-	-
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II - B Long Range Transp. Plan														
1 Collection of Base Year Data	0	0	2,500	10,000	1,250	1,250	10,000	0	0	0	3,750	1,250	20,000	25,000
2 Collection of Network Data	0	0	750	3,000	1,250	1,250	10,000	0	0	0	2,000	1,250	13,000	16,250
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	2,500	10,000	0	0	0	0	0	0	2,500	-	10,000	12,500
6 Community Goals & Objectives	0	0	500	2,000	0	0	0	0	0	0	500	-	2,000	2,500
7 Forecast of Future Travel Patterns	0	0	0	0	625	625	5,000	0	0	0	625	625	5,000	6,250
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	750	3,000	625	625	5,000	0	0	0	1,375	625	8,000	10,000
11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0	-	-	-	-
12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	-	-	-	-
13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	-	-	-	-
14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	-	-	-	-
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	-	-	-	-
16 Financial Planning	0	0	0	0	0	0	0	0	0	0	-	-	-	-
17 Congestion Management Strategies	0	0	625	2,500	0	0	0	0	0	0	625	-	2,500	3,125
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	-	-	-	-
II - C Short Range Transit Planning	5,500	22,000	250	1,000	0	0	0	3,125	3,125	25,000	8,875	3,125	48,000	60,000
III-A Planning Work Program	1,250	5,000	250	1,000	161	161	1,288	0	0	0	1,661	161	7,288	9,110
III-B Transp. Improvement Plan	1,250	5,000	0	0	250	250	2,000	313	313	2,500	1,813	563	9,500	11,875
III-C Cvl Rgts. Cmp/Otr. Reg. Reqs.														
1 Title VI	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2 Environmental Justice	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3 Minority Business Enterprise	3,250	13,000	0	0	0	0	0	0	0	0	3,250	-	13,000	16,250
4 Planning for the Elderly & Disabled	4,250	17,000	0	0	0	0	0	0	0	0	4,250	-	17,000	21,250
5 Safety/Drug Control Planning	2,750	11,000	0	0	0	0	0	0	0	0	2,750	-	11,000	13,750
6 Public Involvement	2,000	8,000	0	0	0	0	0	0	0	0	2,000	-	8,000	10,000
7 Private Sector Participation	1,000	4,000	0	0	0	0	0	0	0	0	1,000	-	4,000	5,000
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.	12,000	48,000	0	0	0	0	0	0	0	0	12,000	-	48,000	60,000
3 Special Studies	12,000	48,000	0	0	563	563	4,500	0	0	0	12,563	563	52,500	65,625
4 Regional or Statewide Planning	10,000	40,000	617	2,468	625	625	5,000	1,316	1,316	10,524	12,558	1,941	57,992	72,490
III-E Management & Operations														
1 Management & Operations	37,500	150,000	4,500	18,000	3,944	3,944	31,553	6,250	6,250	50,000	52,194	10,194	249,553	311,941
Totals	\$105,250	\$421,000	\$15,742	\$62,968	\$13,668	\$13,668	\$109,341	\$11,003	\$11,003	\$88,024	\$145,663	\$24,671	\$681,333	\$851,666

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-A-5: Transit System Data

To collect and analyze transit ridership data for the Chapel Hill Transit system for use in the development of the 2040 Long Range Transportation Plan. 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:

Collection and analysis of transit system ridership and operating information.

Proposed Activities:

Monitoring of information collected from transit system APCs and Nextbus.

Products:

Ridership data and route analysis.

Completion Date:

June 2011.

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

Tasks will be completed by Chapel Hill Planning and Transit staff.
Staff effort – 1,660 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	10,000	1,250	1,250	12,500
Total	10,000	1,250	1,250	12,500

STP-DA Funds

	Federal	Local	Total
Chapel Hill	50,000	12,500	62,500
Total	50,000	12,500	62,500

Funding Commitments from Other Entities:

None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-A-9: Travel Time Studies

To collect information on transportation travel times along specific corridors in Chapel Hill. This information will be used to support the development of the 2040 Long Range Transit Plan.

Objectives:

1. Collect and analyze travel time information.
2. Provide information for use in the Triangle Regional Model.

Previous Work:

Collection of travel time information for 2007 Mobility Report Card

Proposed Activities:

Collect travel time information along specific transportation corridors
Review information and submit to DCHC MPO

Products:

Travel time data for use in the TRM.

Relationship to Other Plans and MPO Activities:

This information will support the development of the 2040 Long Range Transportation Plan and the Chapel Hill Transit Short Range Transit Plan.

Completion Date:

June 2011.

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

Tasks will be completed by Chapel Hill Planning and Transit staff.
Staff effort – 140 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	5,000	625	625	6,250
Total	5,000	625	625	6,500

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	0	0	0
Total	0	0	0

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-A-10: Mapping

To prepare, modify and maintain maps related to the Chapel Hill transportation network. Chapel Hill will use GIS technology to collect and analyze information on transportation facilities and system usage. The mapping will support local and regional transportation planning, including CMS and the development of the 2040 LRTP.

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. Maintain existing GIS databases
2. Provide information for development of CMS and 2040 plans
3. Improve transit routes and scheduling; and

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 transportation system maps.
2. New 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, development of the 2010 CMS, Chapel Hill Transit Short Range Transit Plan and 2040 Long Range Transit Plan.

Completion Date:

June 2011.

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

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

Staff effort – 830 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	10,000	2,500	12,500	Chapel Hill	20,000	2,500	2,500	25,000	Chapel Hill			

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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

The Town will collect and analyze 2010 base year socio economic and transportation data for use in the 2040 Long Range Transit Plan.

Objectives:

1. Provide socio economic data for use in the 2040 LRTP.
2. Confirm accuracy of housing and employment information

Previous Work:

1. Development of 2035 LRTP transit element.
2. Development of Chapel Hill Long Range Transit Plan
3. Staff assistance to STAC

Proposed Activities:

1. Coordinate with MPO to review and revise employment data
2. Expand housing data to new 2010 base year

Products:

1. 2010 base year socio economic data

Relationship to Other Plans and MPO Activities:

CMS and 2040 LRTP

Completion Date:

January, 2011

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

Tasks will be undertaken by Chapel Hill planning staff.
Staff effort – 550 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	10,000	2,500	12,500	Chapel Hill	10,000	1,250	1,250	12,500	Chapel Hill	0	0	0
Total	10,000	2,500	12,500	Total	10,000	1,250	1,250	12,500	Total	0	0	0

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-B-2: Collection of Network Data

The Town will undertake the collection of information on the transportation system, including traffic counts, transit ridership and performance information, bicycle and pedestrian activity.

Objectives:

1. Update transportation information for use in the 2040 LRTP and CMS

Previous Work:

1. Preparation of network data for 2035 LRTP

Proposed Activities:

1. Work with the MPO to identify data required
2. Work with Town Engineering and Transit staff to collect necessary data
3. Revise networks as necessary

Products:

1. Revised transportation networks for use in 2040 LRTP and CMS

Relationship to Other Plans and MPO Activities:

2040 LRTP and 2010 CMS

Completion Date:

January, 2011

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

Tasks will be undertaken by Chapel Hill planning and transit staff.
Staff effort – 360 person hours

FHWA Funds			
	Federal	Local	Total
Chapel Hill	3,000	750	3,750
Total	3,000	750	3,750

FTA Transit/Highway Funds				
	Federal	State	Local	Total
Chapel Hill	10,000	1,250	1,250	12,500
Total	10,000	1,250	1,250	12,500

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	0	0	0
Total	0	0	0

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-B-5: Forecast Data to Horizon Year

The Town will prepare forecast of socio economic data to 2040 for use in the development of the 2040 LRTP.

Objectives:

1. Prepare 2040 projections of housing and employment.

Previous Work:

1. Preparation of projections for 2035 LRTP

Proposed Activities:

1. Work with the MPO to identify data required
2. Work with Town Engineering and Transit staff to collect necessary data
3. Revise networks as necessary

Products:

2. Revised transportation networks for use in 2040 LRTP and CMS

Relationship to Other Plans and MPO Activities:

2040 LRTP and 2010 CMS

Completion Date:

January, 2011

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

Tasks will be undertaken by Chapel Hill planning and transit staff.
Staff effort – 415 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	10,000	2,500	12,500	Chapel Hill	5,000	625	625	6,250	Chapel Hill	0	0	0
Total	10,000	2,500	12,500	Total	5,000	625	625	6,250	Total	0	0	0

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-B-6: Community Goals and Objectives

The Town will review and adopt community goals and objectives to guide the development of the 2040 LRTP.

Objectives:

1. Prepare 2040 goals and objectives.

Previous Work:

1. Preparation of 2035 goals and objectives

Proposed Activities:

1. Review 2035 goals and objectives and prepare modifications
2. Coordinate with MPO staff on regional goals and objectives

Products:

1. Revised 2040 goals and objectives
- 2.

Relationship to Other Plans and MPO Activities:

2040 LRTP and 2010 CMS

Completion Date:

January, 2011

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

Tasks will be undertaken by Chapel Hill planning and transit staff.
Staff effort – 60 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	2,000	500	2,500	Chapel Hill					Chapel Hill	0	0	0
Total	2,000	500	2,500	Total					Total	0	0	0

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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

The Town will work with the DCHC MPO and Triangle Transit to develop a revised transit element for the 2040 LRTP. The Town will also work to implement the transit elements of the adopted 2035 LRTP.

Objectives:

6. Prepare revised transit element for 2040 LRTP
7. Implement adopted 2035 LRTP transit element

Previous Work:

5. Development of 2035 transit element
6. Development of STAC Plan
7. Development of Orange County Transit Plan

Proposed Activities:

6. Coordinate with DCHC MPO and Triangle Transit to review adopted 2035 transit element and revise as necessary for incorporation into 2040 LRTP.
7. Continue coordination with Triangle Transit on Orange County Transit Plan

Products:

5. Revised transit element for incorporation into 2040 LRTP

Relationship to Other Plans and MPO Activities:

Transit plan will support development of NC54 Corridor Study.

Completion Date:

June, 2011.

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 225 person hours

FHWA Funds			
	Federal	Local	Total
Chapel Hill	3,000	750	3,750
Total	3,000	750	3,750

FTA Transit/Highway Funds				
	Federal	State	Local	Total
Chapel Hill	5,000	625	625	6,250
Total	5,000	625	625	6,250

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	0	0	0
Total	0	0	0

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task II-B-17: Congestion Management Strategies

The Town will work with the DCHC MPO to prepare a DCHC 2010 congestion management study analysis and recommendations.

Objectives:

1. Coordinate the preparation of the Chapel Hill/Orange County portion of the DCHC 2010 Congestion Management Study.

Previous Work:

1. Chapel Hill Carrboro Mobility Report Cards

Proposed Activities:

1. Coordinate with DCHC MPO staff to collect base and analyze base transportation data and develop recommendations.

Products:

1. 2010 DCHC CMS

Relationship to Other Plans and MPO Activities:

2010 CMS will provide information to be used in the development of the 2040 LRTP and implementation of elements of the adopted 2035 LRTP.

Completion Date:

June, 2011.

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

Tasks will be undertaken by Chapel Hill staff.
Staff effort – 135 person hours

FHWA Funds			
	Federal	Local	Total
Chapel Hill	2,500	625	3,125
Total	2,500	625	3,125

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

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	0	0	0
Total	0	0	0

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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 2011.

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

The task will be undertaken by CHT staff.

Staff effort – 2,400 person 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	64,000	8,000	8,000	80,000	Chapel Hill	22,000	5,500	27,500
Total	0	0	0	Total	64,000	8,000	8,000	80,000	Total	22,000	5,500	27,500

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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:

4. To monitor implementation of the adopted Planning Work Program;

Previous Work:

6. Development of the 2011-12 PWP.

Proposed Activities:

4. Monitor elements of the adopted 2010-11 PWP.
5. Prepare 2011-12 PWP.

Products:

6. 2011-12 PWP.

Relationship to Other Plans and MPO Activities

Support all other planning activities.

Completion Date:

June, 2011.

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

Tasks will be undertaken by Chapel Hill staff.
Staff effort – 200 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	5,000	1,250	6,250
Total	1,000	250	1,250	Total	1,288	161	161	1,610	Total	5,000	1,250	6,250

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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:

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

Previous Work:

1. Development of the 2011-2017 TIP.

Proposed Activities:

5. Prepare TIP amendments
6. Develop revised five year Transit Capital Program.

Products:

4. 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, 2011

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

Tasks will be undertaken by Chapel Hill staff.
Staff effort – 220 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	5,000	1,250	6,250
Total	1,000	250	1,250	Total	2,000	250	250	2,500	Total	5,000	1,250	6,250

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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

Chapel Hill will work to improve its relationships with disadvantaged businesses, improve transit services for the elderly and handicapped populations, and continue monitoring of drug control programs and transit safety.

Objectives:

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

Previous Work:

3. Completion of Title VI update.
4. Continuing review of certification procedures.
5. Hiring of a Mobility Manager to manage demand response services.
6. Continued work with the EZ Rider Committee.

Proposed Activities:

9. Determine compliance with minority business enterprise regulations.
10. Identify opportunities for minority business participation.
11. Evaluate transit safety programs.
12. Review existing public outreach and involvement plan;
13. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the CH service area.

Products:

6. Update existing MBE Program.
7. Upgrade of phone system to allow recording and monitoring of calls.

Relationship to Other Plans and MPO Activities:

Ongoing program requirements.

Completion Date:

June, 2011.

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 1,475 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	53,000	13,250	66,250
Total	53,000	13,250	66,250

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task III-D-2: Environmental Analysis/Pre TIP Planning

Chapel Hill will prepare a feasibility study for the implementation of public transit vehicle signal priority improvements along the Martin Luther King Jr. Blvd corridor.

Objectives:

1. Prepare transit vehicle signal priority feasibility study along Martin Luther King Jr. Blvd.

Previous Work:

1. Chapel Hill-Carrboro Long Range Transit Plan

Proposed Activities:

3. Prepare signal priority feasibility study.

Products:

1. Martin Luther King Jr. Blvd transit signal priority feasibility study

Relationship to Other Plans and MPO Activities

Chapel Hill-Carrboro Long Range Transit Plan, 2035 DCHC LRTP, 2010 DCHC CMS

Completion Date:

January, 2011.

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

Tasks will be undertaken by consultant in coordination with Chapel Hill staff.

Staff effort – 1,300 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill				Chapel Hill					Chapel Hill	48,000	12,000	60,000
Total				Total					Total	48,000	12,000	60,000

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

Task III-D-3: Special Studies

Chapel Hill will continue the development of the Rams Plaza Transportation study. This study, begun in fiscal year 2009-2010, will evaluate potential redevelopment the area around the Rams Plaza shopping center and develop a set of transportation improvements to improve access for all modes.

Objectives:

- 1 Complete Rams Plaza Transportation Study

Previous Work:

- 1 Rams Plaza Transportation Study begun in FY 2009-2010

Proposed Activities:

- 1 Complete ongoing study.

Products:

- 1 Final Rams Plaza Transportation Study

Relationship to Other Plans and MPO Activities

Chapel Hill-Carrboro Long Range Transit Plan, 2035 DCHC LRTP, 2010 DCHC CMS

Completion Date:

January, 2011

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

Tasks will be undertaken by consultant in coordination with Chapel Hill staff.

Staff effort – 1,450 person hours

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit/Highway Funds				
	Federal	State	Local	Total
Chapel Hill	4,500	563	563	5,626
Total	4,500	563	563	5,626

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	48,000	12,000	60,000
Total	48,000	12,000	60,000

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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 Support review and approval of final NC54 Corridor Study
- 2 Support development of final Orange County Transit Plan
- 3 Support implementation of elements of adopted 2035 LRTP.

Products:

NC 54 Corridor Study
Orange County Transit Plan

Relationship to Other Plans and MPO Activities

Support all other planning activities.

Completion Date:

June, 2011.

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 1,320 person hours

FHWA Funds				FTA Transit/Highway Funds					STP-DA Funds			
	Federal	Local	Total		Federal	State	Local	Total		Federal	Local	Total
Chapel Hill	2,468	617	3,085	Chapel Hill	5,000	625	625	6,250	Chapel Hill	40,000	10,000	50,000
Total	2,468	617	3,085	Total	5,000	625	625	6,250	Total	40,000	10,000	50,000

Funding Commitments from Other Entities: None.

CHAPEL HILL TASK DESCRIPTIONS & NARRATIVES FY 2010-2011 UPWP

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, 2011.

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

Tasks will be undertaken by Chapel Hill staff.

Staff effort – 6,200 person hours

FHWA Funds			
	Federal	Local	Total
Chapel Hill	18,000	4,500	22,500
Total	18,000	4,500	22,500

FTA Transit/Highway Funds				
	Federal	State	Local	Total
Chapel Hill	55,577	6,947	6,947	69,471
Total	55,577	6,947	6,947	69,471

STP-DA Funds			
	Federal	Local	Total
Chapel Hill	150,000	37,500	187,500
Total	150,000	37,500	187,500

Funding Commitments from Other Entities: None.

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442400
3- Task Code	II-A-5
4- Title	<i>Transit System Data</i>
5- Task Objective	Collection and analysis of transit ridership and operating information.
6- Tangible Product Expected	Ridership data and route analysis
7- Expected Completion Date of Products	June 2011
8- Previous Work	Monitored and reviewed operating statistics of new and existing services.
9- Prior FTA Funds	\$20,000
10- Relationship	Ongoing statistics analysis including ridership, revenue miles and hours, system-wide cost analysis
11- Agency	Town of Chapel Hill
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	
15- Section 104 (f) PL FHWA 80%	
16- Section 5303 Local 10%	\$ 1,250
17- Section 5303 NCDOT 10%	\$ 1,250
18- Section 5303 FTA 80%	\$10,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442400
3- Task Code	II-A-9
4- Title	<i>Travel Time Studies</i>
5- Task Objective	Collection and analysis of transit ridership and operating information.
6- Tangible Product Expected	Ridership data and route analysis
7- Expected Completion Date of Products	June 2011
8- Previous Work	Monitored and reviewed operating statistics of new and existing services.
9- Prior FTA Funds	\$0
10- Relationship	Ongoing statistics analysis including ridership, revenue miles and hours, system-wide cost analysis
11- Agency	Town of Chapel Hill
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	
15- Section 104 (f) PL FHWA 80%	
16- Section 5303 Local 10%	\$ 625
17- Section 5303 NCDOT 10%	\$ 625
18- Section 5303 FTA 80%	\$5,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-A-10
4- Title	<i>Mapping</i>
5- Task Objective	To maintain and modify maps of Chapel Hill Transit routes using GIS technology.
6- Tangible Product Expected	Updated transit system maps. Mapping for local and regional projects.
7- Expected Completion Date of Products	June-2011
8- Previous Work	Preparation of mapping.
9- Prior FTA Funds	\$30,000
10- Relationship	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 develop Congestion Management Plan.
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 2,500
15- Section 104 (f) PL FHWA 80%	\$ 10,000
16- Section 5303 Local 10%	\$ 2,500
17- Section 5303 NCDOT 10%	\$ 2,500
18- Section 5303 FTA 80%	\$ 20,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-1
4- Title	<i>Collection of Base Year Data</i>
5- Task Objective	To collect 2010 base year housing and employment data for use in the development of the 2040 LRTP.
6- Tangible Product Expected	2010 base year data.
7- Expected Completion Date of Products	January, 2011
8- Previous Work	Development of the 2035 LRTP projections
9- Prior FTA Funds	\$0
10- Relationship	Input to 2040 LRTP.
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 2,500
15- Section 104 (f) PL FHWA 80%	\$ 10,000
16- Section 5303 Local 10%	\$ 1,250
17- Section 5303 NCDOT 10%	\$ 1,250
18- Section 5303 FTA 80%	\$ 10,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-2
4- Title	<i>Collection of Network Data</i>
5- Task Objective	To collect information about the existing transportation network to update 2010 TRM.
6- Tangible Product Expected	Revised transportation networks.
7- Expected Completion Date of Products	June, 2011
8- Previous Work	Networks for 2035 LRTP
9- Prior FTA Funds	\$0
10- Relationship	Input to 2040 LRTP
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 750
15- Section 104 (f) PL FHWA 80%	\$ 3,000
16- Section 5303 Local 10%	\$ 1,250
17- Section 5303 NCDOT 10%	\$ 1,250
18- Section 5303 FTA 80%	\$ 10,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-5
4- Title	<i>Forecast of Data to Horizon Year</i>
5- Task Objective	To prepare forecasts of housing and employment for use in the development of the 2040 LRTP.
6- Tangible Product Expected	Revised 2040 projections.
7- Expected Completion Date of Products	June 2011
8- Previous Work	Development of the 2035 projections.
9- Prior FTA Funds	\$0
10- Relationship	Input to 2040 LRTP
11- Agency	Town of Chapel Hill's Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 2,500
15- Section 104 (f) PL FHWA 80%	\$ 10,000
16- Section 5303 Local 10%	\$ 625
17- Section 5303 NCDOT 10%	\$ 625
18- Section 5303 FTA 80%	\$ 5,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-6
4- Title	<i>Community Goals & Objectives</i>
5- Task Objective	To review and revise community goals and objectives for use in the development of the 2040 LRTP.
6- Tangible Product Expected	Chapel Hill endorsement of 2040 LRTP goals and objectives
7- Expected Completion Date of Products	June 2011
8- Previous Work	Development of the 2035 LRTP goals and objectives.
9- Prior FTA Funds	\$0
10- Relationship	Input to 2040 LRTP
11- Agency	Town of Chapel Hill's Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 500
15- Section 104 (f) PL FHWA 80%	\$ 2,000
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-10
4- Title	<i>Transit Element of the Long Range Plan</i>
5- Task Objective	To continue implementation of the adopted 2035 transit element and prepare 2040 transit element.
6- Tangible Product Expected	2040 LRTP transit element
7- Expected Completion Date of Products	June 2011
8- Previous Work	2035 LRTP transit element
9- Prior FTA Funds	\$7,000
10- Relationship	The LRTP transit element supports the Chapel Hill-Carrboro Long Range Transit Plan and Orange County Transit Plan
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 750
15- Section 104 (f) PL FHWA 80%	\$ 3,000
16- Section 5303 Local 10%	\$ 625
17- Section 5303 NCDOT 10%	\$ 625
18- Section 5303 FTA 80%	\$ 5,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-17
4- Title	<i>Congestion Management Strategies</i>
5- Task Objective	The DCHC MPO will begin work to develop a MPO-wide Congestion Management Plan. Chapel Hill will work with the 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.
6- Tangible Product Expected	2010 CMS
7- Expected Completion Date of Products	June 2011
8- Previous Work	2005 Chapel Hill/Carrboro Mobility Report Card and 2007 Chapel Hill Transportation Management Plan Survey.
9- Prior FTA Funds	\$20,000
10- Relationship	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.
11- Agency	Town of Chapel Hill's Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 625
15- Section 104 (f) PL FHWA 80%	\$ 2,500
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	III-C
4- Title	<i>Short Range Transit Plan</i>
5- Task Objective	To implement the recommendations of the STAC, 2035 DCHC Long Range Transportation Plan and Chapel Hill Transit Plan, including a Comprehensive Operation Analysis to implement expanded transit services.
6- Tangible Product Expected	Revised ridership projections and implementation plan for BRT and LRT.
7- Expected Completion Date of Products	June 2011
8- Previous Work	Development of the 2035 LRTP transit element, development of Chapel Hill Long Range Transit Plan and staff assistance to STAC.
9- Prior FTA Funds	\$15,000
10- Relationship	Additional planning will be necessary to implement higher capacity transit services such as bus rapid transit and light rail.
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	
15- Section 104 (f) PL FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	\$ 8,000
20- Section 5307 Transit - NCDOT 10%	\$ 8,000
21- Section 5307 Transit - FTA 80%	\$ 64,000
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442100
3- Task Code	III-A
4- Title	<i>Planning Work Program</i>
5- Task Objective	To develop and monitor the annual planning work program.
6- Tangible Product Expected	2011-12 Planning Work Program.
7- Expected Completion Date of Products	June 2011
8- Previous Work	Development of the 2010-11 Planning Work Program.
9- Prior FTA Funds	\$1,288
10- Relationship	The Planning Work Program supports various regional planning efforts
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 250
15- Section 104 (f) PL FHWA 80%	\$ 1,000
16- Section 5303 Local 10%	\$ 161
17- Section 5303 NCDOT 10%	\$ 161
18- Section 5303 FTA 80%	\$ 1,288
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442500
3- Task Code	III-B
4- Title	<i>Transportation Improvement Program</i>
5- Task Objective	Development of the 2011-2017 TIP.
6- Tangible Product Expected	Development of final 2011-2017 TIP.
7- Expected Completion Date of Products	June 2011
8- Previous Work	Development of the 2009-2015 TIP.
9- Prior FTA Funds	\$2,000
10- Relationship	The TIP will be used to continue implementation of the 2035 LRTP, STAC Plan and Chapel Hill Long Range Transit Plan.
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 250
15- Section 104 (f) PL FHWA 80%	\$ 1,000
16- Section 5303 Local 10%	\$ 250
17- Section 5303 NCDOT 10%	\$ 250
18- Section 5303 FTA 80%	\$ 2,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442700
3- Task Code	III-D-3
4- Title	<i>Special Studies</i>
5- Task Objective	To complete the Rams Plaza Transportation Analysis
6- Tangible Product Expected	Rams Plaza Transportation Analysis.
7- Expected Completion Date of Products	June 2011
8- Previous Work	None.
9- Prior FTA Funds	\$0
10- Relationship	This project supports the implementation of the 2035 LRTP.
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	
15- Section 104 (f) PL FHWA 80%	
16- Section 5303 Local 10%	\$ 563
17- Section 5303 NCDOT 10%	\$ 563
18- Section 5303 FTA 80%	\$ 4,500
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442200
3- Task Code	III-D-4
4- Title	<i>Regional or Statewide Planning</i>
5- Task Objective	To support regional and statewide planning projects.
6- Tangible Product Expected	Long Range Transportation Plan
7- Expected Completion Date of Products	June 2011
8- Previous Work	STAC process
9- Prior FTA Funds	\$10,000
10- Relationship	This project supports the implementation of the 2035 Regional Plan, STAC recommendations and Chapel Hill Long Range Transit Plan.
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 617
15- Section 104 (f) PL FHWA 80%	\$ 2,468
16- Section 5303 Local 10%	\$ 625
17- Section 5303 NCDOT 10%	\$ 625
18- Section 5303 FTA 80%	\$ 5,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

**CHAPEL HILL TRANSIT
FTA TASK NARRATIVE TABLE
FY2010-2011 (FY 2011) UPWP**

1- MPO	Town of Chapel Hill
2- FTA Code	442100
3- Task Code	III-E
4- Title	<i>Management and Operations</i>
5- Task Objective	To support various transit planning activities.
6- Tangible Product Expected	Ongoing.
7- Expected Completion Date of Products	June 2011
8- Previous Work	Management and operation of transit planning program.
9- Prior FTA Funds	\$31,553
10- Relationship	Supports all other transit planning activities.
11- Agency	Town of Chapel Hill's Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PL Local 20%	\$ 4,500
15- Section 104 (f) PL FHWA 80%	\$ 18,000
16- Section 5303 Local 10%	\$ 3,944
17- Section 5303 NCDOT 10%	\$ 3,944
18- Section 5303 FTA 80%	\$ 31,553
19- Section 5307 Transit - Local 10%	\$ 3,003
20- Section 5307 Transit - NCDOT 10%	\$ 3,003
21- Section 5307 Transit - FTA 80%	\$ 24,024
22- Additional Funds - Local 100%	

CHAPEL HILL

Anticipated DBE Contracting Opportunities for FY11

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.

NCDOT

**Durham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Proposed Funding Source Tables**

3/18/2010 16:37

	Task Description	SPR Highway		Sec. 104(f) & 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 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	NCDOT	Federal	Total
II A	Surveillance of Change														
1	Traffic Volume Counts	0	0									-	-	-	-
2	Vehicle Miles of Travel	0	0									-	-	-	-
3	Street System Changes	0	0									-	-	-	-
4	Traffic Accidents	0	0									-	-	-	-
5	Transit System Data	0	0						0	0		-	-	-	-
6	Dwelling Unit, Pop. & Emp. Change	0	0									-	-	-	-
7	Air Travel	0	0									-	-	-	-
8	Vehicle Occupancy Rates	0	0									-	-	-	-
9	Travel Time Studies	0	0									-	-	-	-
10	Mapping	0	0									-	-	-	-
11	Central Area Parking Inventory	0	0									-	-	-	-
12	Bike & Ped. Facilities Inventory	0	0									-	-	-	-
13	Bike & Ped. Counts	0	0									-	-	-	-
II B	Long Range Transp. Plan														
1	Collection of Base Year Data	0	0									-	-	-	-
2	Collection of Network Data	0	0									-	-	-	-
3	Travel Model Updates	2,100	8,400									-	2,100	8,400	10,500
4	Travel Surveys	0	0									-	-	-	-
5	Forecast of Data to Horizon year	0	0									-	-	-	-
6	Community Goals & Objectives	0	0									-	-	-	-
7	Forecast of Future Travel Patterns	0	0									-	-	-	-
8	Capacity Deficiency Analysis	0	0									-	-	-	-
9	Highway Element of the LRTP	2,300	9,200									-	2,300	9,200	11,500
10	Transit Element of the LRTP	1,000	4,000									-	1,000	4,000	5,000
11	Bicycle & Ped. Element of the LRTP	1,000	4,000									-	1,000	4,000	5,000
12	Airport/Air Travel Element of LRTP	0	0									-	-	-	-
13	Collector Street Element of LRTP	200	800									-	200	800	1,000
14	Rail, Water or other mode of LRTP	0	0									-	-	-	-
15	Freight Movement/Mobility Planning	0	0									-	-	-	-
16	Financial Planning	0	0									-	-	-	-
17	Congestion Management Strategies	200	800									-	200	800	1,000
18	Air Qual. Planning/Conformity Anal.	200	800									-	200	800	1,000
II C	Short Range Transit Planning											-	-	-	-
III-A	Planning Work Program	400	1,600									-	400	1,600	2,000
III-B	Transp. Improvement Plan	400	1,600									-	400	1,600	2,000
III-C	Civil Rgts. Comp./Otr. Reg. Reqs.											-	-	-	-
1	Title VI	0	0									-	-	-	-
2	Environmental Justice	0	0									-	-	-	-
3	Minority Business Enterprise	0	0									-	-	-	-
4	Planning for the Elderly & Disabled	0	0									-	-	-	-
5	Safety/Drug Control Planning	0	0									-	-	-	-
6	Public Involvement	0	0									-	-	-	-
7	Private Sector Participation	0	0									-	-	-	-
III-D	Incidental Plng./Project Dev.											-	-	-	-
1	Transportation Enhancement Plng.	100	400									-	100	400	500
2	Enviro. Analysis & Pre-TIP Plng.	1,000	4,000									-	1,000	4,000	5,000
3	Special Studies	1,000	4,000									-	1,000	4,000	5,000
4	Regional or Statewide Planning	500	2,000									-	500	2,000	2,500
III E	Management & Operations											-	-	-	-
1	Management & Operations	4,000	16,000									-	4,000	16,000	20,000
Totals		\$14,400	\$57,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400	\$57,600	\$72,000

Triangle Transit Authority (TTA)

Durham-Chapel Hill-Carrboro Urban Area
 FY 2010-2011 Unified Planning Work Program
 Proposed Funding Source Tables

2/25/2010 15:33

Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 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	NCDOT	Federal	Total
II-A Surveillance of Change														
1 Traffic Volume Counts								0	0	0	-	-	-	-
2 Vehicle Miles of Travel								0	0	0	-	-	-	-
3 Street System Changes								0	0	0	-	-	-	-
4 Traffic Accidents								0	0	0	-	-	-	-
5 Transit System Data								18,200	18,200	145,600	18,200	18,200	145,600	182,000
6 Dwelling Unit, Pop. & Emp. Change								0	0	0	-	-	-	-
7 Air Travel								0	0	0	-	-	-	-
8 Vehicle Occupancy Rates								0	0	0	-	-	-	-
9 Travel Time Studies								0	0	0	-	-	-	-
10 Mapping								0	0	0	-	-	-	-
11 Central Area Parking Inventory								0	0	0	-	-	-	-
12 Bike & Ped. Facilities Inventory								0	0	0	-	-	-	-
13 Bike & Ped. Counts								0	0	0	-	-	-	-
II-B Long Range Transp. Plan														
1 Collection of Base Year Data								0	0	0	-	-	-	-
2 Collection of Network Data								0	0	0	-	-	-	-
3 Travel Model Updates								16,000	16,000	128,000	16,000	16,000	128,000	160,000
4 Travel Surveys								0	0	0	-	-	-	-
5 Forecast of Data to Horizon year								0	0	0	-	-	-	-
6 Community Goals & Objectives								0	0	0	-	-	-	-
7 Forecast of Future Travel Patterns								0	0	0	-	-	-	-
8 Capacity Deficiency Analysis								0	0	0	-	-	-	-
9 Highway Element of th LRTP								0	0	0	-	-	-	-
10 Transit Element of the LRTP								4,500	4,500	36,000	4,500	4,500	36,000	45,000
11 Bicycle & Ped. Element of the LRTP								0	0	0	-	-	-	-
12 Airport/Air Travel Element of LRTP								0	0	0	-	-	-	-
13 Collector Street Element of LRTP								0	0	0	-	-	-	-
14 Rail, Water or other mode of LRTP								0	0	0	-	-	-	-
15 Freight Movement/Mobility Planning								0	0	0	-	-	-	-
16 Financial Planning								0	0	0	-	-	-	-
17 Congestion Management Strategies								0	0	0	-	-	-	-
18 Air Qual. Planning/Conformity Anal.								0	0	0	-	-	-	-
II-C Short Range Transit Planning								67,000	67,000	536,000	67,000	67,000	536,000	670,000
III-A Planning Work Program								0	0	0	-	-	-	-
III-B Transp. Improvement Plan								0	0	0	-	-	-	-
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.											-	-	-	-
1 Title VI								0	0	0	-	-	-	-
2 Environmental Justice								0	0	0				
3 Minority Business Enterprise								0	0	0				
4 Planning for the Elderly & Disabled								0	0	0	-	-	-	-
5 Safety/Drug Control Planning								0	0	0	-	-	-	-
6 Public Involvement								0	0	0	-	-	-	-
7 Private Sector Participation								0	0	0	-	-	-	-
III-D Incidental Plng./Project Dev.											-	-	-	-
1 Transportation Enhancement Plng.								0	0	0	-	-	-	-
2 Enviro. Analysis & Pre-TIP Plng.								0	0	0	-	-	-	-
3 Special Studies								13,800	13,800	110,400	13,800	13,800	110,400	138,000
4 Regional or Statewide Planning								0	0	0	-	-	-	-
III-E Management & Operations											-	-	-	-
1 Management & Operations								0	0	0				
Totals	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,500	\$119,500	\$956,000	\$119,500	\$119,500	\$956,000	\$1,195,000

**TRIANGLE TRANSITY AUTHORITY
FTA TASK NARRATIVE TABLE
FY 2010-2011 (FY 2011) UPWP**

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442400
3- Task Code	II-A-5
4- Title	<i>Transit System Data</i>
5- Task Objective	To collect route patronage, on-time performance data, and passenger amenity data and customer preferences for service improvements.
6- Tangible Product Expected	Route planning changes and recommendations from both staff and hired consultants
7- Expected Completion Date of Products	June-11
8- Previous Work	Initial analysis of amenities and on-time performance
9- Prior FTA Funds	\$20,000
10- Relationship	APC data can be used to calibrate the travel times in the regional model. Data will inform route planning decisions.
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%	\$ 18,200
20- Section 5307 Transit - NCDOT 10%	\$ 18,200
21- Section 5307 Transit - FTA 80%	\$ 145,600
22- Additional Funds - Local 100%	

**TRIANGLE TRANSITY AUTHORITY
FTA TASK NARRATIVE TABLE
FY 2010-2011 (FY 2011) UPWP**

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442301
3- Task Code	II-B-3
4- Title	<i>Travel Model Updates</i>
5- Task Objective	Ongoing support of TRM service bureau
6- Tangible Product Expected	Updated Triangle Regional Model
7- Expected Completion Date of Products	June-11
8- Previous Work	Ongoing support of TRM service bureau
9- Prior FTA Funds	\$0
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%	

**TRIANGLE TRANSITY AUTHORITY
FTA TASK NARRATIVE TABLE
FY 2010-2011 (FY 2011) UPWP**

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442301
3- Task Code	II-B-10
4- Title	<i>Transit Element of the LRTP</i>
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-11
8- Previous Work	Continued and ongoing regional corridor analysis for LRTP and other projects
9- Prior FTA Funds	\$0
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%	\$ 4,500
20- Section 5307 Transit - NCDOT 10%	\$ 4,500
21- Section 5307 Transit - FTA 80%	\$ 36,000
22- Additional Funds - Local 100%	

**TRIANGLE TRANSITY AUTHORITY
FTA TASK NARRATIVE TABLE
FY 2010-2011 (FY 2011) UPWP**

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442400
3- Task Code	II-C-1
4- Title	<i>Short Range Transit Planning</i>
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-11
8- Previous Work	Ongoing staff salaries
9- Prior FTA Funds	\$0
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%	\$ 67,000
20- Section 5307 Transit - NCDOT 10%	\$ 67,000
21- Section 5307 Transit - FTA 80%	\$ 536,000
22- Additional Funds - Local 100%	

**TRIANGLE TRANSITY AUTHORITY
FTA TASK NARRATIVE TABLE
FY 2010-2011 (FY 2011) UPWP**

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442302
3- Task Code	III-D-3
4- Title	<i>Special Studies</i>
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-11
8- Previous Work	Rail corridor schedule report from Parsons Brinkerhoff
9- Prior FTA Funds	\$57,000
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%	\$ 13,800
20- Section 5307 Transit - NCDOT 10%	\$ 13,800
21- Section 5307 Transit - FTA 80%	\$ 110,400
22- Additional Funds - Local 100%	

Attachment # 7 Anticipated DBE Contracting Opportunities for FY11

Name of MPO: Durham Chapel Hill Carrboro – Triangle Transit Authority

Person Completing Form: Patrick McDonough

Telephone Number: (919) 485-7485

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
III-D-3	Special Studies	Triangle Transit	Consultant	\$138,000	\$138,000
II-A-5	Transit System Data	Triangle Transit	Consultant	Zero to \$182,000	Zero to \$182,000

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.

Triangle J COG

Durham-Chapel Hill-Carrboro Urban Area
 FY 2010-2011 Unified Planning Work Program
 Proposed Funding Source Tables

2/25/2010 15:23

Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 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	NCDOT	Federal	Total
II - A Surveillance of Change														
1 Traffic Volume Counts											-	-	-	-
2 Vehicle Miles of Travel											-	-	-	-
3 Street System Changes											-	-	-	-
4 Traffic Accidents											-	-	-	-
5 Transit System Data											-	-	-	-
6 Dwelling Unit, Pop. & Emp. Change											-	-	-	-
7 Air Travel											-	-	-	-
8 Vehicle Occupancy Rates											-	-	-	-
9 Travel Time Studies											-	-	-	-
10 Mapping											-	-	-	-
11 Central Area Parking Inventory											-	-	-	-
12 Bike & Ped. Facilities Inventory											-	-	-	-
13 Bike & Ped. Counts											-	-	-	-
II - B Long Range Transp. Plan														
1 Collection of Base Year Data											-	-	-	-
2 Collection of Network Data											-	-	-	-
3 Travel Model Updates											-	-	-	-
4 Travel Surveys	0	0	0	0							-	-	-	-
5 Forecast of Data to Horizon year	0	0	0	0							-	-	-	-
6 Community Goals & Objectives											-	-	-	-
7 Forecast of Future Travel Patterns											-	-	-	-
8 Capacity Deficiency Analysis											-	-	-	-
9 Highway Element of the LRTP											-	-	-	-
10 Transit Element of the LRTP	0		0	0							-	-	-	-
11 Bicycle & Ped. Element of the LRTP	0	0	0	0							-	-	-	-
12 Airport/Air Travel Element of LRTP											-	-	-	-
13 Collector Street Element of LRTP			0	0							-	-	-	-
14 Rail, Water or other mode of LRTP											-	-	-	-
15 Freight Movement/Mobility Planning											-	-	-	-
16 Financial Planning											-	-	-	-
17 Congestion Management Strategies											-	-	-	-
18 Air Qual. Planning/Conformity Anal.	3,125	12,500	0	0							-	3,125	12,500	15,625
II - C 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 Plng./Project Dev.											-	-	-	-
1 Transportation Enhancement Plng.											-	-	-	-
2 Enviro. Analysis & Pre-TIP Plng.											-	-	-	-
3 Special Studies	0	0	0	0							-	-	-	-
4 Regional or Statewide Planning	4,375	17,500	0	0							-	4,375	17,500	21,875
III-E Management & Operations														
1 Management & Operations	0	0												
Totals	\$7,500	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500	\$30,000	\$37,500

TRIANGLE J COUNCIL OF GOVERNMENTS TASK DESCRIPTIONS & NARRATIVES FY 2010-2010 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 revision to the national ozone standard and subsequent 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, 2035 LRTPs and Hopson Road amendment to the 2035 LRTP (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 www.triangleair.org website was created as a vehicle to share technical documents.

Proposed Activities:

1. Oversee the Conformity Process associated with the 2012-18 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 revised federal ozone standard and development of the Ozone SIP for the subsequent 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.

TRIANGLE J COUNCIL OF GOVERNMENTS TASK DESCRIPTIONS & NARRATIVES FY 2010-2010 UPWP

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.

TRIANGLE J COUNCIL OF GOVERNMENTS TASK DESCRIPTIONS & NARRATIVES FY 2010-2010 UPWP

Proposed Activities:

1. Work with partners on updating land use and socioeconomic data to better model land use for the 2040 LRTP, 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. Work with the MPO, member communities, TTA and other organizations on matching land use decisions to proposed transit investments.
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. Reports, analysis and visualizations designed to promote transit oriented development in appropriate transit corridors.
3. GIS data layers related to land use, SE data and transportation projects, including related natural resource conditions and governmental boundaries.
4. ITRE TRM service bureau executive committee meeting summaries, and any related material.
5. 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 FY10-11 fiscal year, although some tasks may carry over into FY11-12 depending on schedules set by other partners.

**TRIANGLE J COUNCIL OF GOVERNMENTS
TASK DESCRIPTIONS & NARRATIVES
FY 2010-2010 UPWP**

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 allocated to this task.

End of Document.

	LUCID: Land Use - Community Infrastructure – Development <i>Matching Land Use with Transit Investments</i>
	Project Summary
Triangle Transit ♦ Triangle J Council of Governments	

lucid ['lu : sɪd]

adj [Latin *lūcidus*, from *lūcere*, to shine]

1. readily understood; clear
2. shining or glowing

The Research Triangle Region is embarking on a renewed effort to match development with planned transit investments, so the more than 1 million new people added to the region over the next generation can be welcomed in a way that supports the Triangle’s values and assets.

The LUCID program is a way for Triangle Transit and Triangle J Council of Governments to work with the region’s two Metropolitan Planning Organizations and their member communities to ensure that plans, practices and projects support coordinated land use and transit investments.

This close coordination is important since there are several recent and ongoing efforts that focus on successfully matching transit investments with land use development. Common to these efforts are interests in the four legs of the successful transit investment table:



1. the ***transit facilities and services*** – their alignments, technologies and service characteristics;



2. the ***costs*** of these facilities and services and the ***revenues*** to pay for them;



3. the ***development*** these facilities serve and which in turn supports the investments; and



4. the ***community infrastructure and related policies*** (sidewalks, shelters, parking, Transportation Demand Management and other features) that influence transit use.

LUCID activities to match land use with transit will include:

1. a single technical guidance team to provide input and coordinate with stakeholders
2. a common website to provide access to information and links to related activities (transitblueprint.org)
3. a coordinated workplan to provide decision-makers with products on the land use and transit connection and links to products on the other three elements of successful regional transit investments: alignments & service characteristics, costs & revenues, and supportive policies. Products underway include a summary and map of activity centers in adopted community plans; a summary of research and studies on the market for living in compact, complete, connected centers; and a guide to understanding and measuring the ingredients of transit-ready centers.
4. a set of engagement documents to provide a ready source of information, including a Frequently Asked Questions (FAQ) document and an issues log to track issues raised by stakeholders and responses to these issues.



LUCID: Land Use - Community Infrastructure – Development

Matching Land Use with Transit Investments

Technical Guidance Team

Triangle Transit ♦ Triangle J Council of Governments

6.	Organization	Representation
1	DCHC MPO (LRT, CORE, XRail)	Technical Coordinating Committee chair and staff
2	NC CAMPO (LRT, CORE, XRail)	Technical Coordinating Committee chair and staff
3	Regional Transportation Alliance	Staff
4	NCDOT	Board Member, TPB and PTD staff
5	Raleigh (LRT, CORE, XRail)	Planning Department & Capital Area Transit
6	Durham City & County (LRT, CORE, XRail)	Planning Department & DATA
7	Chapel Hill (LRT)	Planning Department & Chapel Hill Transit
8	Cary (LRT, CORE, XRail)	Planning Department & C-Trans
9	Research Triangle Foundation (LRT, CORE, XRail)	Staff
10	Morrisville (LRT, CORE, XRail)	Planning Department
11	UNC-Chapel Hill (LRT)	Community Relations, Facilities, Parking, Transit
12	Duke (LRT, XRail)	Community Relations, Facilities, Parking, Transit
13	NC State University (LRT, XRail)	Community Relations, Facilities, Parking, Transit
14	NC Central University (LRT)	Community Relations, Facilities, Parking, Transit
15	RDU Airport (LRT, CORE)	Staff
16	Wake Forest (XRail)	Planning Department
17	Apex (LRT)	Planning Department
18	Clayton (XRail)	Planning Department
19	Garner (XRail)	Planning Department
20	Hillsborough (XRail)	Planning Department
21	Pittsboro	Planning Department
22	Holly Springs	Planning Department
23	Fuquay-Varina	Planning Department
24	Rolesville	Planning Department
25	Knightdale	Planning Department
26	Wendell	Planning Department
27	Zebulon	Planning Department
28	Granville County, Creedmoor & Butner	Planning Departments
29	Carrboro	Planning Department
30	Harnett County & Angier	Planning Departments
31	Orange County (LRT, XRail)	Planning Department
32	Wake County (LRT, CORE, XRail)	Planning Department
33	Chatham County	Planning Department
34	Johnston County (XRail)	Planning Department
35	Franklin County, Franklinton & Youngsville	Planning Departments
36	Kerr-Tar RPO: Person & Vance Counties and towns	Planning Departments

LRT = along 50+ miles of LRT in 2035 Plan. CORE = Center Of the Region Enterprise. XRail = NCRR or 2035 Plan

TO: Technical Advisory Committee (TAC)
Durham-Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO)

FROM: Lead Planning Agency

SUBJECT: Church Street/Hopson Road Project (U-4716)
Amendment 1 to 2035 LRTP
Amendment 11 to 2009-2015 TIP
Air Quality Analysis and Determination Report

Staff Recommendation

The NCDOT Rail Division will continue to work with Keystone to realize a signed agreement through June 1, 2010, at which time any further delay in the development process will delay construction completion. After that date, with no signed agreement, the NCDOT will move forward with the project, the Church Street extension will be constructed to minimum NCDOT standards, and the NCDOT will make every effort to minimize the cost of the project to the public whether an agreement is eventually signed, or not.

Staff recommends that the TAC approve the amendments related to this project, even though an agreement has not yet been signed, because the project provides a high level of benefits. The bridge that will grade separate Hopson Road and the railroad, and the closing of the Church Street at-grade rail crossing will greatly increase motorist safety. In addition, the easing of the rail curvature and construction of a side rail will provide operational efficiencies to high speed rail.

Project Schedule

The current schedule for TIP project U-4716 is the following:

- Environmental Assessment – complete by May 2010;
- Preliminary Engineering – complete by spring 2010;
- Right-of-way acquisition – begin August 2010 complete by April 2011);
- Contract let – April 2011; and,
- Complete construction – 2012.

Background

The TCC reviewed this item and recommended that the TAC release the 2035 Long Range Transportation Plan (2035 LRTP) amendment for public review. At their September meeting, the TAC referred this item back to the TCC because the interagency consultation group, in the interim, had determined that a Transportation Improvement Program (TIP) amendment was required. In addition, the TAC requested information on the roadway construction commitments of developers in the vicinity of the Hopson Rd. project, and that information has been provided.

The LPA released the amendment on October 27, 2009 and the TAC conducted a public hearing at their November 4, 2009 meeting. No one from the public commented on this issue at the hearing. At that meeting, TAC members expressed a concern that the local government might have to provide fifty percent of the cost for bicycle and pedestrian facilities, and staff agreed to discuss this matter with the NCDOT. In November and December, staff conducted two meetings among representatives from the NCDOT, City of Durham and local developers. At their December meeting, the TAC deferred this item until their January 2010 meeting because no agreement had been signed between the NCDOT and local developer(s) concerning responsibility for the Church Street extension.

The NCDOT and the Keystone developer have an agreement, in principle, for the NCDOT to provide the design and right-of-way and for Keystone to construct the roadway for the Church Street extension. The agreement also includes a clause that Keystone will provide security for the completion of Church Street extension before any right-of-way compensation is provided to Keystone. The technical details of this agreement remain to be completed.

The NCDOT conducted a Public Hearing on this project on January 14, 2010.

Hopson Rd/Church St Project

This project includes:

- widening and realigning Hopson Road from NC 54 to Davis Drive (this particular improvement is not to be funded with this TIP amendment);
- constructing a grade separation of Hopson Road and the railroad tracks;
- realigning the rail tracks to reduce the curvature and adding a sidetrack;
- extending and realigning Church Street; and,
- closing the rail crossing between Church Street and NC 54.

Need for Amendments

The Hopson Road project (U-4716) requires an amendment to the 2035 LRTP, the 2009-2015 TIP and the corresponding Air Quality Analysis and Determination Reports (AQ Report) for those two documents. This project is not in the 2035 LRTP and is listed as an unfunded future year project in the FY 2009-2015 TIP. The Rail Division of the North Carolina Department of Transportation (NCDOT) has received grant from the American Recovery and Reinvestment Act

(ARRA -- stimulus funding) for High Speed Rail funds to pay for one hundred percent of the project except for the Hopson Road widening, which will remain unfunded. These funds are administered by the Federal Railroad Administration (FRA).

The Hopson Road project is not regionally significant, and therefore a new air quality emissions model analysis will not be required.

Public Involvement Policy

The DCHC MPO's Public Involvement Policy (October 11, 2006) requires that "an appropriate subset of the public involvement elements [for an LRTP update] will be implemented for major and minor revisions." The Lead Planning Agency (LPA) staff considers the addition of U-4716 to the 2035 LRTP to be a minor revision because it is a single project and the interagency consultation group has determined that the Hopson Rd. project is not "regionally significant." The LPA originally recommended the following amendment schedule:

Action	Completion
TCC recommends amendment to TAC (Completed)	09/23/09
TAC releases 2035 LRTP, FY 2009-2015 TIP, and Air Quality Conformity amendments for 42-day public comment period (Completed)	10/27/09
LPA advertises amendment on MPO Web site and local government media communications (Completed)	10/27/09
TAC holds public hearing (Completed)	11/11/09
Public comment period ends (Completed)	12/08/09
TAC approves 2035 LRTP and FY 2009-2015 TIP amendments, and Air Quality Conformity Determination	01/13/10

Developer Commitments

Developers with projects that are adjacent to the Hopson Road project are committed through the development approval process to make roadway improvements.

Triangle Metro Center South

This development is to be built north of Hopson Road, between Davis Drive and the railroad tracks to the east. The 2006 "Development Plan – Rezoning Application" commits the developer to widen Hopson Rd. to a four-lane divided facility from Hopson Road to Miami Boulevard (NC 54). The timing of this widening will be determined when the developer submits additional development plan(s) as the project is built in stages. The widening commitment will likely be enforced when the developer is required to build an additional driveway access that lines up with the extension of Church Street.

Keystone Park East

Much of this development has been built and Church Street has been extended to Park Knoll Drive. There is a currently submitted site plan but the plan has not been approved, yet. This submitted site plan commits the developer to:

- Construct an extension of Church Street (called Keystone Park Drive in the site plan) northward that parallels a proposed office building (501 Keystone Park Drive) and reaches to the northern most parking lot. Construction must be completed before the office building is occupied.
- Construct an extension of Church Street (called Keystone Park Drive in the site plan) southward from Hopson Road to the current Church Street Park Knoll Drive intersection before a proposed office building (4700 Hopson Road) is occupied.

The proposed amendments to the 2035 LRTP and FY 2009-2015 TIP do not eliminate the opportunity for developers to participate in the project through right-of-way dedication, roadway construction or other contributions. In addition, the amendments do not release the developers' commitments to widen Hopson Road or extend Church Street in the case that the NCDOT does not complete the Hopson Road project (U-4713).

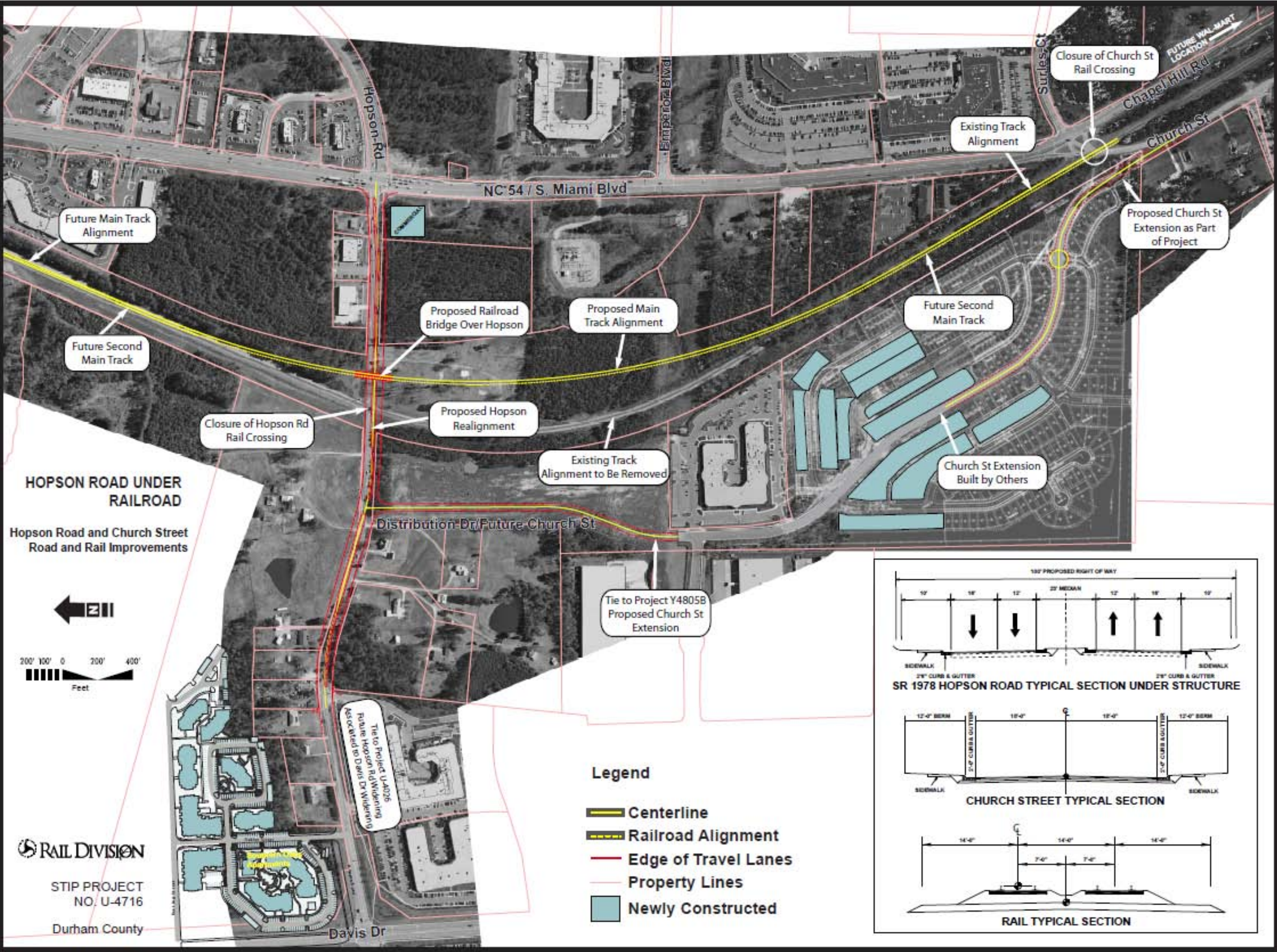
Attachments

The following attachments provide more detailed information. A short note in brackets indicates the extent of any changes to the document since they were released for the January 2010 TAC meeting.

- Attachment 8A is a copy of the public review map for the Hopson Road project [no changes].
- Attachment 8B is the resolution and referenced amendment information for Amendment #1 to the 2035 LRTP [date change only].
- Attachment 8C is the resolution and referenced amendment for Amendment #11 to the FY 2009-2015 MTIP [date change only].
- Attachment 8D is a copy of the Air Quality Analysis and Determination Report [no change].
- Attachment 8E is the Air Quality Analysis and Determination Resolution for Amendment #1 to the 2035 LRTP and Amendment #11 to the FY2009-2015 MTIP [date change only].

Actions

TCC Action: Recommend that the TAC approve the resolutions adopting amendment #1 to the 2035 Long Range Transportation Plan, amendment #11 to the FY 2009-2015 Metropolitan Transportation Improvement Program, and the Air Quality Analysis and Determination Report.



**RESOLUTION APPROVING
AMENDMENT #1 TO
THE 2035 LONG RANGE TRANSPORTATION PLAN
FOR THE
DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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

WHEREAS, the Transportation Advisory Committee is the duly recognized
transportation decision making body for the 3-C transportation planning process (i.e.,
continuous, cooperative, and comprehensive) of the Durham–Chapel Hill–Carrboro
Metropolitan Planning Organization (DCHC MPO); and,

WHEREAS, the Transportation Advisory Committee approved the DCHC MPO 2035
Long Range Transportation Plan (LRTP) on May 13, 2009; and,

WHEREAS, the DCHC MPO has amended the 2035 Long Range Transportation Plan
(LRTP) to ensure that the Plan conforms to the intent and purpose of the North Carolina
State Implementation Plan (or interim emissions tests in areas where no SIP is approved
or found adequate) in accordance with the Clean Air Act Amendment (CAAA); and,

WHEREAS, the Amended 2035 Long Range Transportation Plan (LRTP) meets the
planning requirements of 23 CFR Part 134 and the public involvement policies of the
DCHC MPO as adopted on October 11, 2006; and,

WHEREAS, that conformity determination was made according to the established
interagency consultation (IC) procedures for North Carolina; and,

WHEREAS, the Transportation Conformity Determination Analysis and Report
demonstrate that the Amended 2035 Long Range Transportation Plan (LRTP) conform to
the intent and purpose of the North Carolina State Implementation Plan (or interim
emissions tests in areas where no SIP is approved or found adequate) in accordance with
the Clean Air Act Amendment (CAAA); and,

(Continued)

(Continued – Resolution Adopting Amendment #1 to the DCHC MPO's 2035 LRTP)

NOW THEREFORE, BE IT RESOLVED: that the Amended 2035 Long Range Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) be approved and adopted.

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 14th day of April, 2010, to affix his signature to the foregoing document.

Notary Public

(Seal)

My commission expires _____

Addendum

Amendment 1 (April 14, 2010)

Amendment 1 will make the following changes to the 2035 LRTP:

- a) Project #2, Church St. extension, and project #38, Hopson Rd., have been added to page 1-2 of Appendix 1, Roadway Project List.
- b) These two projects have been added to the highway projects maps on page 11-e of the Executive Summary and page 56 of the report.
- c) The Financial Plan was not changed because the added projects are to be funded by the American Recovery and Reinvestment Act (ARRA) – this one-time funding source was not included in the revenue component of the Financial Plan – and contributions from the private sector. In addition, the cost of the added projects, approximately \$10 million, is a very small fraction of the \$8.1 billion total cost of the 2035 LRTP and therefore the financial impact is inconsequential.

The following table provides the attribute data for these two additional projects using the format from Appendix 1.

		Project Limits								
Project ID	Road Name	From	To	Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
DCHC MPO Roadway Projects										
2	Church St extension	Park Knoll Dr	Hopson Rd	0	2	0.30	No	No	\$1,000,000	2015
38	Hopson Rd (realignment, widening, grade separation)	NC 54	Davis Dr.	2	4	0.70	No	No	\$9,000,000	2015

The Transportation Advisory Committee (TAC -- the DCHC MPO's policy board) approved Amendment 1 on April 14, 2010. Related resolutions and the Air Quality Conformity Analysis and Determination Report are available on the MPO's Web site, www.dchcmpo.org, or by contacting the MPO at (919) 560-4366.

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

**AMENDMENT #11
April 14, 2010**

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 amend 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 Metropolitan Planning Organization Transportation Advisory Committee on August 13, 2008; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends 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 Amendment #11 to DCHC MPO 2009-2015 MTIP” provided here on this, the 14th day of April, 2010.

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 14th day of April, 2010, to affix his signature to the foregoing document.

Notary Public

(Seal)

My commission expires _____

Attachment to Resolution for Amendment #11 to the DCHC MPO 2009-2015 MTIP

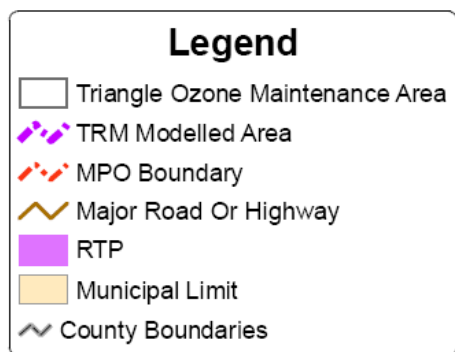
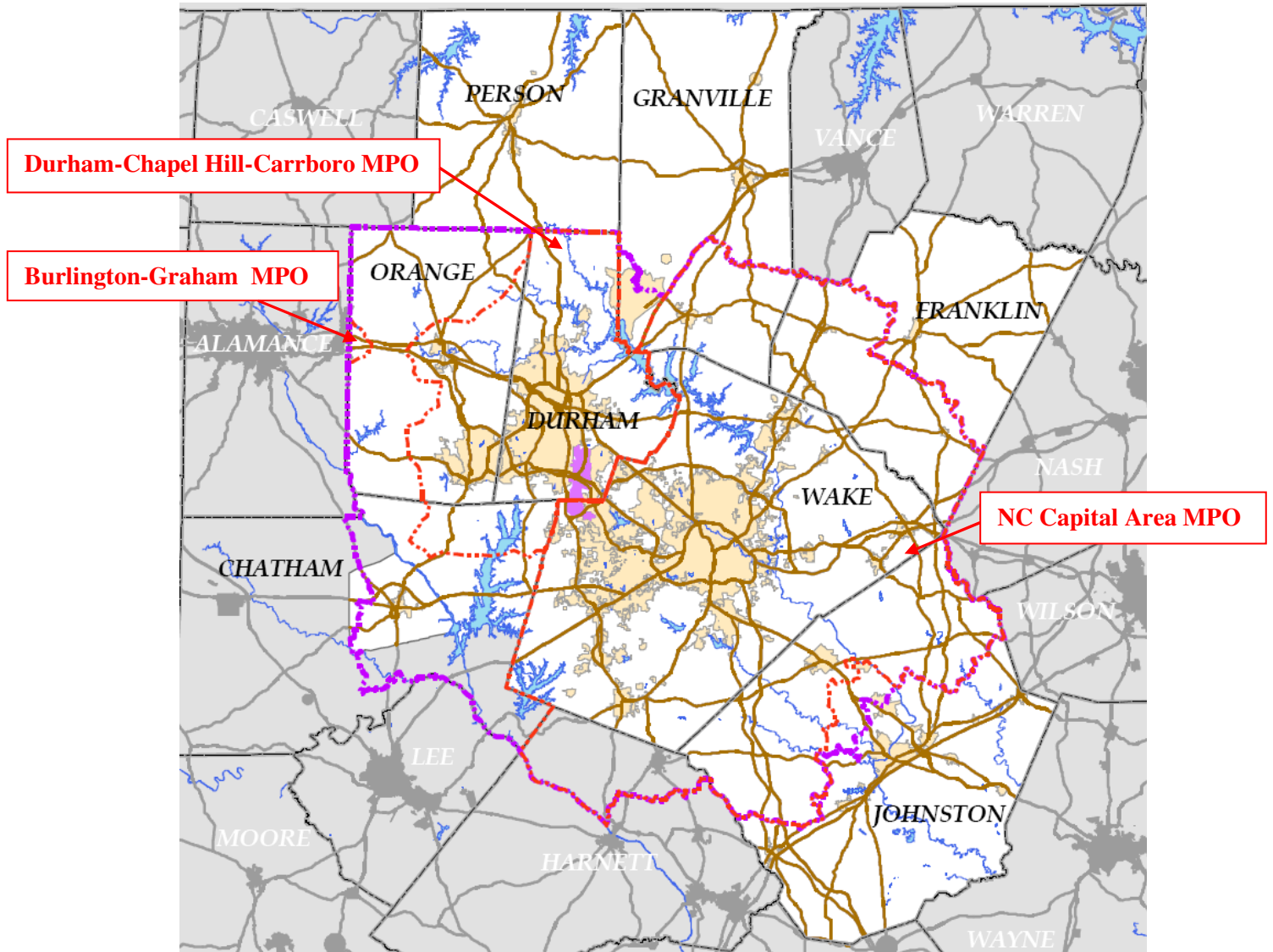
TABLE 1

Modify

I. D. No.	County	Location/ Description	Funding		FY 2010	FY 2011	FY 2012	FY 2013	Unfunded (Future Years)
U-4716	Durham Wake	SR 1978 (Hopson Road), SR 1980 (Church Street), and Norfolk-Southern Railroad / North Carolina Railroad, south of I-40 to north of McCrimmon Parkway.							
		A) Construct a grade separation at SR 1978 (Hopson Road) and realign Norfolk-Southern/North Carolina Railroad,	STHSR RR S	C C C		2757	3764	2159 2088 522	
		B) extend SR 1980 (Church Street) with bicycle lanes and sidewalks and close crossing 734 748 M,	STHSR Other	R C	634	1800	300		
		C) add second track, and	STHSR	C		1510	3504	2664	
		D) widen SR 1978 with bicycle lanes and sidewalks from east of SR 1999 (Davis Drive) to NC 54		R C					0 0
			TOTAL		634	6067	7568	7433	0

RESEARCH TRIANGLE REGION Conformity Determination Report

Amended 2035 Long Range Transportation Plan
Amended 2009–2015 Transportation Improvement Program



TRIANGLE J COUNCIL OF GOVERNMENTS
P.O. Box 12276
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Contact Information

Additional copies of this report can be obtained from the Triangle J Council of Governments
at the following address:

Triangle J Council of Governments
P.O. Box 12276
Research Triangle Park, NC 27709

This document, including the appendices, can be downloaded from the website:

www.triangleair.org

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- Appendix F: FHWA Conformity Letter for 2035 LRTPs

List of Acronyms

BG MPO:	Burlington-Graham Metropolitan Planning Organization
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CFR:	Code of Federal Regulations
CMAQ:	Congestion Mitigation/Air Quality
CO:	Carbon Monoxide
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization
DENR:	Department of Environment and Natural Resources (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
I/M:	Inspection/Maintenance
ISTEA:	Intermodal Surface Transportation Efficiency Act
ITRE:	Institute for Transportation Research and Education
KT RPO:	Kerr-Tar Rural Transportation Planning Organization
LRTP:	Long Range Transportation Plan
MPO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program (regional equivalent of the STIP)
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO _x :	Nitrogen Oxides
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
STIP:	State Transportation Improvement Program (statewide equivalent of the MTIP)
TAC:	Transportation Advisory Committee
TAZ:	Traffic Analysis Zone
TARPO:	Triangle Area Rural Transportation Planning Organization
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TEA-21:	Transportation Efficiency Act for the 21 st Century
TIP:	Transportation Improvement Program
TRM:	Triangle Regional Model
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
USEPA:	United States Environmental Protection Agency
VKT:	Vehicle Kilometers of Travel
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compound

Conformity Analysis and Determination Report

Amended 2035 Long Range Transportation Plans:

- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Amended FY 2009 – 2015 Transportation Improvement Programs

- NC Capital Area Metropolitan Planning Organization
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Projects from the Amended FY 2009-2015 State Transportation Improvement Program:

- the portions of Chatham, Franklin, Granville, Johnston, Orange and Person Counties that are within the Triangle Ozone Maintenance Area but Outside the NC Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas

Executive Summary

This report addresses amendments to the 2035 Long Range Transportation Plan and FY2009-15 TIP to accommodate ARRA (“Stimulus”) High Speed Rail funding for a railroad grade separation and realignment project with associated roadway changes at Hopson Road in Durham County. Based on an interagency consultation meeting on September 4, 2009 and subsequent discussions between MPO, NCDOT and FHWA staff, the following are major points:

1. The “Hopson Road Project” will have four elements:
 - a. Realignment of the NCRP alignment at Hopson Road to lessen the curvature of the rail line and grade separation of the rail road, with the rail road on a bridge over Hopson Road; the bridge will accommodate two tracks allow for a four lane cross-section of Hopson Road
 - b. Closure of the Church Street crossing of the Railroad south of Hopson Road and connection of Church Street north to Hopson Road
 - c. Construction of a second track on NCRP from south of the I-40 underpass to north of McCrimmon Parkway in Wake County.
 - d. Widening of Hopson Road from 2 to 4 lanes from NC 54 to the part east of Davis Drive that is being widened as part of the Davis Drive project (a distance of ~ 0.7 miles) – this element is not part of the ARRA high speed rail funding and is unfunded and unscheduled.
2. The project is not regionally significant (9-4-09 interagency consultation meeting).
3. A regional emissions analysis is not required (9-4-09 interagency consultation meeting).
4. The following actions will need to be taken by the DCHC MPO, NC CAMPO and NCDOT:
 - a. DCHC MPO will adopt a 2035 LRTP amendment
 - b. DCHC MPO will adopt a 2009-15 MTIP amendment
 - c. DCHC MPO will make a conformity determination on the 2035 LRTP amendment
 - d. DCHC MPO will make a conformity determination on the 2009-15 MTIP amendment
 - e. NC CAMPO will adopt a 2009-15 MTIP amendment
 - f. NC CAMPO will make a conformity determination on the 2009-15 MTIP amendment
 - g. NCDOT will adopt a 2009-15 STIP amendment
 - h. NCDOT will make a conformity determination on the 2009-15 STIP amendment

1. Introduction

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and authorizes USEPA to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it violates the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NC DENR/DAQ). The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, which links transportation and air quality planning activities within a non-attainment or maintenance area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within a non-attainment or maintenance area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the state air quality plan.

In order to ensure the conformity requirements are met, Section 176 (c) of the Clean Air Act authorizes the USEPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 in concurrence with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations). It demonstrates that amendments to the financially constrained long-range transportation plans and the transportation improvement programs (TIPs) eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the following jurisdictions:

- The Capital Area Metropolitan Planning Organization (CAMPO) – **2009-15 TIP amendment**,
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) – **2035 LRTP and 2009-15 TIP amendment**, and
- The rural “donut” portions of the Triangle Ozone Maintenance Area outside of the MPOs in four townships in Chatham County and Orange, Franklin, Granville, Johnston and Person Counties.

Conformity Determinations for the 2035 Long Range Transportation Plans in the Triangle, along with their conforming FY2009-15 TIP subset, were most recently approved as follows:

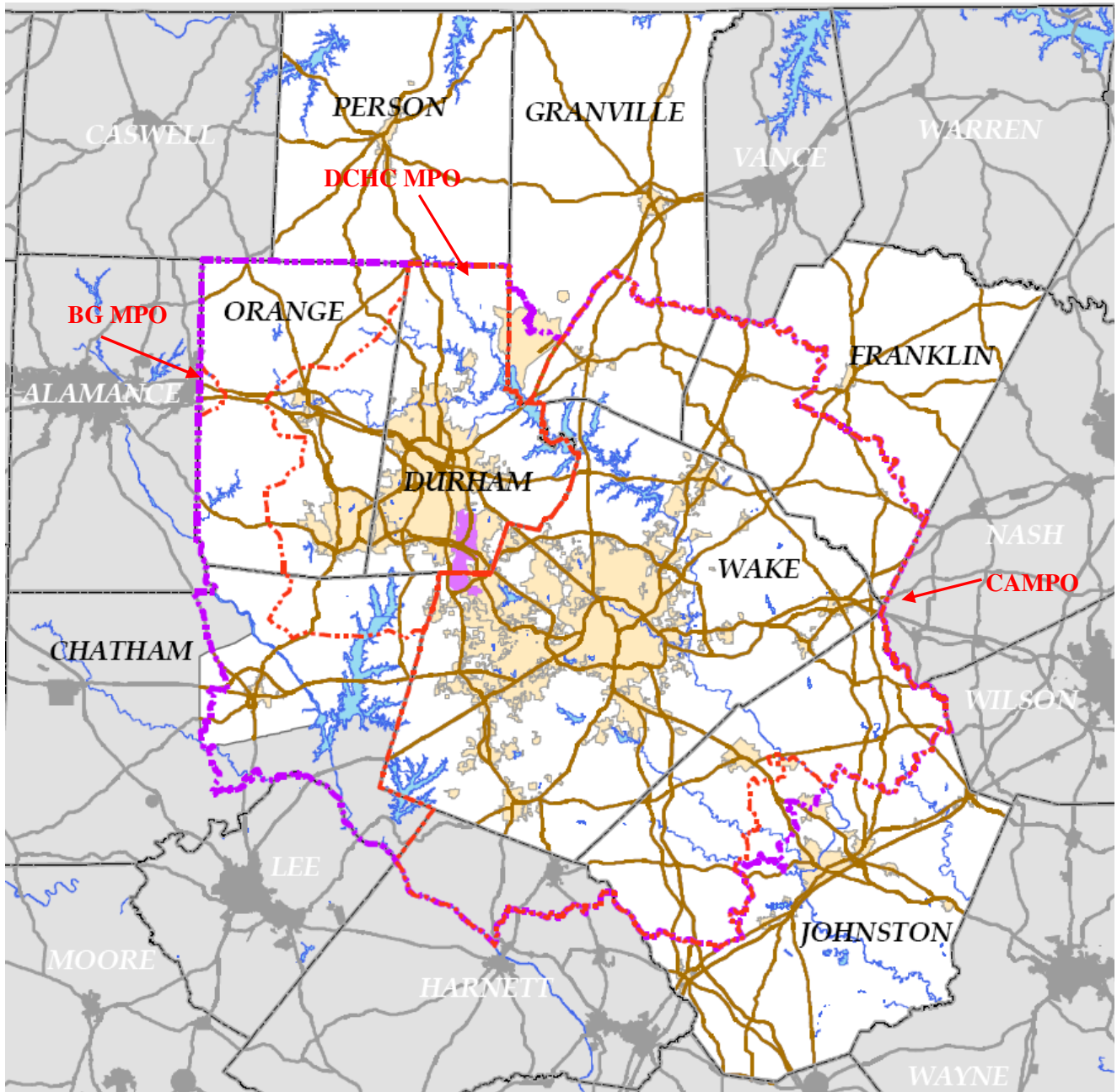
- Capital Area MPO: May 20, 2009
- Durham-Chapel Hill-Carrboro MPO: May 13, 2009
- The NCDOT (for the rural portions of Chatham, Franklin, Granville, Johnston, Person and Orange Counties in the Triangle Ozone Maintenance Area): April 15, 2009
- Burlington-Graham MPO: April 21, 2009 [note: the Burlington-Graham MPO is not affected by the project addressed in this conformity report]

The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

By these actions, the MPOs and NCDOT demonstrated that the 2035 Long Range Transportation Plans are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, SAFETEA-LU, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in the report entitled *Conformity Analysis and Determination Report, May 12, 2009*. That report included the regional emissions test comparison prepared for the 2035 Long Range Transportation Plans demonstrating that emissions in each of the analysis years of the long range plan (2015, 2025 and 2035) are less than or equal to, the motor vehicle emissions budget established by the State Implementation Plan in accordance with 40 CFR Part 93) and approved by USEPA for the corresponding year.

USDOT made its conformity determination on the 2035 Long Range Transportation Plans and the conforming FY2009-15 subsets listed above on June 15, 2009. A copy of the letter approving the conformity determinations is included in Appendix F.

All Federally funded projects and regionally significant projects, regardless of funding source, in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming long-range transportation plan and transportation improvement program (TIP). The Triangle region is required by 40 CFR 51 and 93 to make a conformity determination on any newly adopted or amended fiscally constrained long-range transportation plan and TIP. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on MPO Plans in the Triangle region and the related TIPs in all non-attainment and maintenance areas.

Figure 1. Triangle Ozone Maintenance Area**Legend**

- Triangle Ozone Maintenance Area
- TRM Modelled Area
- MPO Boundary
- Major Road Or Highway
- RTP
- Municipal Limit
- County Boundaries

BG MPO is Burlington-Graham MPO (small part of Orange County in the maintenance area).

CAMPO is Capital Area MPO (all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties)

DCHC MPO is Durham-Chapel Hill-Carrboro MPO (all of Durham and parts of Orange and Chatham Counties)

40 CFR Part 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (*40 CFR Part 93.118*).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (*40 CFR Part 93.113b*).
- The MPO must make the conformity determination according to the consultation procedures of *40 CFR Part 93.105*.
- The conformity determination must be based on the latest emissions estimation model available (*40 CFR Part 93.111*).
- The conformity determination must be based on the latest planning assumptions (*40 CFR Part 93.110*).
- The Transportation Plan, TIP, or FHWA/FTA project must meet the interim emissions tests where applicable (*40 CFR Part 93.119*).

This report shows that each MPO's 2035 Transportation Plan, the 2009-15 TIPs and projects from the 2009-15 STIP in the donut areas meets each condition. Each condition is discussed in subsequent sections of this report. This report documents the interagency consultation process, public involvement process, and analysis used to demonstrate transportation conformity for amendments to the 2035 LRTP and 2009-15 TIP.

These analyses are consistent with the set of amendments to 40 CFR Parts 51 and 93, published in the January 24, 2008 **Federal Register**, *Transportation Conformity Rule Amendments to Implement Provisions Contained in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); Final Rule*, effective on February 25, 2008. Based on the analysis documented in this report, the following Long Range Transportation Plans and TIPs conform to the purpose of the Triangle Area SIP:

- Capital Area MPO 2035 LRTP and the amended 2009-15 TIP
- Durham-Chapel Hill-Carrboro MPO amended 2035 LRTP and the amended 2009-15 TIP
- Projects from the amended 2009-2015 STIP in the donut areas of the Triangle Maintenance Area

The amended 2035 Long Range Transportation Plan and 2009-15 TIP accomplish the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on the original regional emissions analysis that uses the transportation network approved by each of the above-named Metropolitan Planning Organizations (MPOs) and NCDOT, in coordination with the affected Rural Planning Organizations (RPOs), for the 2035 long-range transportation plan, and the emissions factors developed in cooperation with the North Carolina Department of Environment and Natural Resources (DENR).

The amended TIP for Fiscal Years 2009-2015 developed by the Capital Area MPO and adopted by the TAC on [date to be added in final document] is a subset of the conforming 2035 LRTP documented in this report.

The amended TIP for Fiscal Years 2009-2015 developed by the Durham-Chapel Hill-Carrboro MPO and adopted by the TAC on [date to be added in final report] is a subset of the conforming amended 2035 LRTP also adopted on [date to be added in final report] documented in this report.

The rural (donut area) county projects from the amended STIP for Fiscal Years 2009-2015 developed by the NCDOT and adopted by the Board of Transportation on [date to be added in the final report], are consistent with the rural (donut area) projects from the 2009-2015 STIP (for the donut area counties of Chatham, Franklin, Granville, Johnston, Orange and Person) that were modeled and found to conform by the USDOT on June 15, 2009.

2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O_3) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the one-hour standard. The USEPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard. The USEPA direct final rule from the Federal Register for CO is found in Appendix A. The USEPA direct final rule for ozone is provided in Appendix B.

2.1 Emissions Budgets

DENR prepared emissions budgets as part of their CO and 8-hour ozone maintenance plans for those areas subject to budgets. Each of the eight counties or portions of counties in the bulleted list above is part of the Triangle ozone maintenance area under the 8-hour ozone standard and has emissions budgets for NO_x. Emissions budgets were established for 2008 and 2017. The 2008 budgets apply for years up to and including 2016, while the 2017 budgets apply for 2017 and all subsequent years. The December 26, 2007 Federal Register notice establishing the NO_x budgets deemed VOCs insignificant, hence no VOC budgets apply to the region.

Durham and Wake Counties have CO maintenance requirements under the most recent SIP Maintenance Plan update, which supplemented the pre-existing 2005 CO budgets with new 2015 budgets for each county. Under the update, the existing 2005 budgets from the prior SIP apply between 2005 and 2014 and the newer 2015 budgets apply from 2015 onwards.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the March 24, 2006 Federal Register and effective May 23, 2006 (see Appendix A).

Tables 1 and 2 list the motor vehicle emission budgets for those portions of the Triangle subject to SIP budgets.

Table 1. NO_x Budget for Triangle Counties

NO _x : Redesignation SIP (kilograms/day)		
Area	SIP Budget year	
	2008	2017
Chatham	1,565	948
Durham	13,106	4,960
Franklin	2,048	1,139
Granville	4,649	1,714
Johnston	12,583	5,958
Orange	9,933	3,742
Person	1,359	791
Wake	36,615	16,352

* the last NO_x emission budgets are for 2017; all subsequent years are compared to the 2017 budget.

Table 2. CO Budget - Durham and Wake Counties

CO: from State Implementation Plan (SIP)	
Area	motor vehicle emissions budget (tons/day)
	March 24, 2006 Federal Register -- Maintenance Plan Update (2015 budget)
Durham County	177.22
Wake County	384.27

* the last CO emission budgets are for 2015; all subsequent years are compared to the 2017 budget.

3. Long-Range Transportation Plans

The 2035 Transportation Plans were developed between 2007 and 2009. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart.

The CAMPO area includes all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties. The DCHC MPO area includes all of Durham and parts of Orange and Chatham Counties. The BGMPO area includes a small portion of Orange County within the 8-hour maintenance area for ozone. The remaining portions of the non-attainment area are rural (donut) areas within the Triangle Area, Kerr-Tar and Upper Coastal Plain RPOs.

This report amends the DCHC MPO 2035 Long Range Transportation Plan by adding TIP Project #U4716, a railroad realignment and grade separation project with associated roadway changes at Hopson Road in Durham County; the project includes four elements:

- a) Project Element A - Realign railroad and construct double track railroad bridge over Hopson Road; close Hopson at-grade crossing.
- b) Project Element B - Extend Church Street north to Hopson Road and close Church St. at-grade crossing
- c) Project Element C - Construct second track on NCRR from south of I-40 underpass to north of McCrimmon Parkway.
- d) Project Element D - Widen Hopson Road to multilanes from east of Davis Drive to NC 54 (unfunded).

In addition to DCHC MPO amending its LRTP, the DCHC MPO, NC CAMPO and NCDOT will need to amend their relevant MTIPs and STIP to accommodate the project. NC CAMPO will need to amend the MTIP since the addition of a section of railroad track in Project Element C extends into Wake County. The NC CAMPO LRTP will not need to be amended to include the Hopson Road Project Elements because rail projects are included in the LRTP as a general funding category (which covers this project).

3.1 Consultation

The amendments to the 2035 Transportation Plan and FY2009-15 TIP are consistent with consultation requirements discussed in *40 CFR 93.105*. Consultation on the development of this conformity determination was accomplished through an interagency consultation meeting held on September 4, 2009. A summary of the topics discussed and decisions reached at this meeting is included in Appendix C.

3.2 Financial Constraint Assumptions

Project Elements A, B and C listed earlier have been submitted for ARRA High Speed Rail stimulus funding. Grant awards are expected in January 2010 for the ARRA High Speed Rail

funding. Projects A and B will also receive funding through federal crossing elimination funds and railroad participation.

Estimates of cost and year of expenditure for Federal Fiscal Year (FFY) is as follows:

	2010	2011	2012	2013	unfunded
Element A		\$1,756,588	\$3,764,117	\$2,844,000	
Element B	\$633,600 (ROW)	\$1,800,000	\$300,000		
Element C		\$1,509,779	\$3,503,901	\$2,664,297	
Element D					\$1,126,400 (ROW) \$3,160,045 (construction)

Note: All costs are for construction, except where noted. Right-of-Way (ROW) is not required for Project elements B and C as these projects are being constructed on existing North Carolina Railroad (NCR) ROW. Note that Project element D is unfunded and not scheduled. Eventual funding for Project element D is a condition of private sector development approvals in Durham and would not affect the fiscal constraint assumptions of the LRTP.

Therefore, with this amendment, the Transportation Plans remain fiscally constrained as discussed in *40 CFR 93.108*. The DCHC MPO, Capital Area MPO and Burlington-Graham Long Range Transportation Plans are fiscally constrained to the year 2035. All projects included in the current 2009-2015 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in each MPO long range transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are described in the respective 2035 Long-Range Transportation Plans.

3.3 Latest Planning Assumptions

The 2035 Transportation Plans used the latest adopted planning assumptions as discussed in *40 CFR 93.110*, and were adopted as part of the Plans. No changes to these assumptions were made as part of the Plan amendment covered by this conformity report. A single travel demand model was developed for the urbanized portion of the Triangle non-attainment area. A single set of population, housing and employment projections was developed. In addition, a set of highway and transit projects that was consistent across jurisdictional boundaries was developed and refined through MPO cooperation. This collection of socioeconomic data, highway and transit networks and travel forecast tools, representing the latest planning assumptions, was finalized through the adoption of the Long Range Transportation Plans by the Capital Area MPO and Durham-Chapel Hill-Carrboro MPO in May 2009. Additional detail on these planning assumptions is available in the 2035 Long Range Transportation Plans and the conformity determination report for those plans.

3.4 Future year roadway projects

Roadway improvements used for conformity modeling were developed in the 2035 Transportation Plan process in each MPO. Outside of the MPO boundaries, TIP projects from the 2009-2015 TIP served as the future year roadway projects. For the 2035 Plans, lists of needed projects were developed based on modeled congestion and identified local needs. Improvements were coded into the TRM and analyzed. Intermediate analysis for the years 2015 and 2025 were performed to assist in prioritizing the 2035 roadway needs. The final 2015, 2025, and 2035 networks are fiscally constrained. Projects were added from MPO priority lists until estimated project costs equaled the expected funding available. The base network (2005) and the three future networks (2015, 2025, and 2035) used for the conformity determination were the same as the networks used for the 2035 Transportation Plans. Throughout the process to develop the roadway networks, the MPOs and NCDOT identified any initial inconsistencies in project timing and characteristics (e.g. cross-section) for those projects crossing jurisdictional boundaries and reached consensus on consistent solutions.

The amendment to the DCHC MPO LRTP adds two roadway projects to the project list for the 2015 interim analysis year:

- a) the widening of existing Hopson Road, a 2-lane collector street, to 4-lanes for a 0.7 mile segment between Davis Drive and NC 54.
- b) the closure of the Church Street crossing of the NCRR and the extension of Church Street, a 2-lane collector street, north to Hopson Road.

The interagency partners also jointly developed lists of regionally significant and exempt projects for the 2035 LRTPs. The checklist below was used to guide the identification of regionally significant projects. After the MPOs, RPOs and NCDOT generated initial lists, the lists were reviewed by DENR, EPA, FTA and FHWA. Hopson Road is classified as an urban collector in the federal functional classification and is included in the Triangle Regional Travel Demand Model as a collector. The participants discussed the nature of the project and all concurred that the project elements, along with the designation of Hopson as a collector street, means that the project is not regionally significant as defined by 40 CFR Part 93.101.

<i>Regionally Significant Project Checklist</i>

- | |
|---|
| <ol style="list-style-type: none"> 1. The facility serves regional transportation needs (i.e. facilities that provide access to and from the region or that provide access to major destinations in the region). 2. The facility is functionally classified higher than a minor arterial (minor arterials may be regionally significant if their main purpose is to provide access to major facilities in the region). 3. The facility is a fixed guideway transit facility. 4. The facility is included in the travel model for the region (in many cases collector streets are modeled and not regionally significant). |
|---|

To be regionally significant a facility should meet one or more criteria in this checklist. 40 CFR Part 93.101

3.5 Transit networks

As with the roadway projects, each MPO developed transit projects for its LRTP. The base year network was modeled from existing routes and fares for the transit systems in 2005. Future year networks were based on fiscally-constrained projected new or expanded services from regional transit plans, local bus system short range plans, corridor transit plans and other projected bus service expansion estimates, where available. As with the roadway networks, the MPOs and NCDOT identified and rectified any initial inconsistencies in project characteristics or implementation years where transit projects crossed jurisdictional boundaries. Additions of passing sidings or additional double tracking of the freight/intercity rail system was not part of the modeled network; therefore, this amendment does not affect modeled transit networks.

3.6 Congestion Mitigation/Air Quality (CMAQ) Projects

The NC Department of Transportation has established an allocation and review process for CMAQ projects. Each MPO and RPO in a non-attainment or maintenance area receives an allocation of CMAQ funds based on population and air quality status. In addition, a statewide pool of CMAQ funds is allocated to projects serving more than one non-attainment or maintenance area on a competitive basis. This amendment does not affect CMAQ projects in the Triangle region.

4. Regional Emission Analysis

In areas with an USEPA approved attainment demonstration or maintenance plan, an emissions budget comparison satisfies the emissions test requirement of 40 CFR Part 93.118. For pollutants for which an emissions budget has been submitted, the estimated emissions from the transportation plan must be less than or equal to the emissions budget values. Emissions factors were provided by DENR.

All parts of the Triangle Ozone Maintenance Area have emissions budgets. The participants at the September 4, 2009 Interagency Consultation Meeting discussed appropriate analysis. The participants concurred that because the project is not regionally significant, a new regional emissions analysis is not required; the analysis conducted earlier in 2009 for the 2035 LRTP is sufficient to demonstrate conformity.

For the LRTP amendment, 2 changes to the LRTP document will be prepared for the DCHC MPO:

- An amended project list in Appendix 1 of the 2035 LRTP to include the Hopson Road and Church Street changes
- A new amendment page within the body of the document to track this and any future amendments to the 2035 LRTP.

4.1 Transportation Control Measures

The North Carolina State Implementation Plan lists no transportation control measures pertaining to the Triangle.

5. Public Involvement and Interagency Consultation

The amended 2035 Transportation Plan is consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the North Carolina Department of Transportation and the Federal Highway Administration. The process was administered by the Triangle J Council of Governments on behalf of the partners and an interagency consultation meeting was held on September 4, 2009; the meeting summary is included in Appendix C.

Public review of this report is being handled in accordance with each MPO's public participation policy. A copy of the public participation policies are available for review. Comments from the public participation process will be incorporated into the final Conformity Analysis and Determination Report. Those comments will be included in Appendix D of the final report.

6. Conclusion

Based on the analysis and consultation discussed above the following transportation plans and TIPs conform to the purpose of the North Carolina State Implementation Plan. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the long-range plans and TIPs are less than the emissions budgets established in the SIP.

Table 3: Summary of Conformity Status of Triangle Transportation Plans

Criteria (✓ indicates the criterion is met)	Burlington-Graham MPO 2035 LRTP & 2009-15 TIP*	Durham-Chapel Hill-Carrboro MPO 2035 LRTP & 2009-15 TIP*	Capital Area MPO 2035 LRTP & 2009-15 TIP*	Rural (Donut) Area of the Triangle 2009-15 STIP
Less Than Emissions Budgets	✓	✓	✓	✓
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	✓	✓	✓	✓
Latest Emissions Model	✓	✓	✓	✓
Latest Planning Assumptions	✓	✓	✓	✓
Fiscal Constraint	✓	✓	✓	✓

* The amended 2009-15 TIPs are direct subsets of the amended 2035 LRTPs

Yellow highlighting indicates amendments covered by this conformity report.

Specific conformity findings for each of these areas are listed below:

Burlington-Graham MPO Ozone Conformity Finding for the 2035 Long-Range Transportation Plan and 2009-2015 Transportation Improvement Program

No amendment to the 2035 LRTP or 2009-15 TIP is required

Capital Area MPO Ozone and Carbon Monoxide Conformity Finding for the amended 2009-2015 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO amended 2009-2015 Transportation Improvement Program is found to conform to the purpose of the North Carolina State Implementation Plan. The amended FY2009-15 TIP is a conforming subset of the conforming 2035 LRTP, thus emissions expected from the implementation of the Capital Area MPO 2035 Long-Range Transportation Plan and 2009-2015 Transportation Improvement Program are less than the applicable budgets for NO_x and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

Durham-Chapel Hill-Carrboro MPO Ozone and Carbon Monoxide Conformity Finding for the amended 2035 Long-Range Transportation Plan and amended 2009-2015 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO amended 2035 Long-Range Transportation Plan and amended 2009-2015 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2035 Long-Range Transportation Plan and 2009-2015 Transportation Improvement Program are less than the applicable budgets for NO_x and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

NCDOT Triangle Rural (Donut) Area Ozone Conformity Finding for the amended 2009-2015 State Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the amended 2009-2015 State Transportation Improvement Programs for the rural areas of counties in the Triangle that are outside of the MPO boundaries are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2009-2015 State Transportation Improvement Program are less than the applicable budgets for NO_x in the SIP; therefore the TIP is in conformity with the 8-hour ozone standard.

**RESOLUTION FINDING AMENDMENT #1 OF THE 2035 LONG-RANGE
TRANSPORTATION PLAN (2035 LRTP) AND AMENDMENT #11 OF THE FY 2009-
2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)
FOR OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING
ORGANIZATION (DCHC MPO) IN CONFORMITY WITH THE NORTH CAROLINA
STATE IMPLEMENTATION PLAN**

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

WHEREAS, the Transportation Advisory Committee is the duly recognized transportation decision making body for the 3-C transportation planning process of the DCHC MPO as required by 23 CFR Part 134;

WHEREAS, the amended DCHC MPO 2035 Long-Range Transportation Plan and the amended FY 2009-2015 Metropolitan Transportation Improvement Program meet the planning requirements of 23 CFR Part 134;

WHEREAS, the United States Environmental Protection Agency designated Durham County, Orange County and parts of Chatham County (Baldwin, Center, New hope and Williams Townships) as non-attainment under the new 8-hour ozone standard on June 15, 2004, and redesignated the same areas as attainment with a maintenance plan on December 26, 2007.

WHEREAS, the United States Environmental Protection Agency redesignated Durham County as a maintenance area for carbon monoxide on September 18, 1995;

WHEREAS, the conformity analysis report used the latest planning assumptions approved by the DCHC MPO for population, employment, travel and congestion as required in 40 CFR Part 93.110;

WHEREAS, the conformity determination used the latest emissions model approved by the United States Environmental Protection Agency;

WHEREAS, interagency consultation has been made in accordance with the established interagency consultation procedures for North Carolina and the DCHC MPO;

WHEREAS, there are no transportation control measures listed in North Carolina's State Implementation Plan;

WHEREAS, the programs and projects included in the amended 2035 Long-Range Transportation Plan are consistent with the North Carolina State Implementation Plan emissions budgets based on a regional emissions analysis.

(Continued)

(Continued – Resolution stating Air Quality Conformity)

WHEREAS, the programs and projects included in the amended DCHC MPO Transportation Improvement Program for FY 2009-2015 are financially constrained in accordance with State and Federal law; and

WHEREAS, the programs and projects included in the amended DCHC MPO Transportation Improvement Program for FY 2009-2015 are a direct subset of the amended 2035 Long-Range Transportation Plan.

NOW, THEREFORE BE IT RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's amended 2035 Long-Range Transportation Plan and amended 2009-2015 Metropolitan Transportation Improvement Program conforms to the intent of the North Carolina State Implementation Plan in accordance with the Clean Air Act as Amended on this, the 14th day of April, 2010.

TAC Chair

STATE of: North Carolina

COUNTY of: _____

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the 14th day of April, 2010, to affix his signature to the foregoing document.

Notary Public for the State of NC

Residing at: _____

My commission expires _____

(Seal)

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: April 14, 2010

RE: Federal Rescission and Rescission Restoration

The Federal Highway Administration announced that \$8.7 billion of federal-aid highway funds apportioned to states was rescinded on September 30, 2009, as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Based on the legislation, North Carolina's share of the rescission was \$249.8 million. The amount of the rescission by state was determined by proportionately distributing the \$8.7 billion across the states by their share of appropriations from FY 2005-2009. One state, Nevada, did not have enough unobligated funds to rescind. The difference between Nevada's proportionate share and their unobligated funds (\$22.4 million) was proportionately distributed among the other states. The distribution of the rescission across federal programs was determined by proportionately distributing the \$249.8 million across the federal programs by the share of appropriations from FY 2005-2009. If a program did not have enough unobligated funds to rescind, the difference between the proportionate share and the unobligated funds was proportionately distributed among the other federal programs.

The Hiring Incentives to Restore Employment (HIRE) Act, signed in March 2010, restored the contract authority that was rescinded. The Federal Highway Administration has provided the MPO the following information about the restoration of the rescinded funds:

FHWA is finalizing a notice restoring \$8.708 billion that was rescinded at the end of FY2009. The State-by-State and program-by-program amounts restored will be equal to the actual amounts rescinded from each State and each program under section 10212 of SAFETEA-LU. Only contract authority was rescinded; therefore, only contract authority is being restored. No additional obligation limitation is being provided.

Contract Authority - Contract authority is a special type of budget authority where authorized amounts become available for obligation according to the provisions of the authorization act without further legislative action. Contract authority is usually available for multiple fiscal years.

Obligation Limitation - A limitation on obligations acts as a ceiling on the sum of all obligations that can be made within a specified time period, usually a fiscal year.

The difference between contract authority and obligation authority could be stated in this way. Contract authority establishes the maximum amount of Federal highway funding that would be available for obligation over a given time period. The obligation limitation is the maximum amount of Federal funding that could be obligated (authorized) during the given fiscal year.

STPDA Projects in the DCHC MPO

The rescission of Surface Transportation Program – Areas with a Population $\geq$ 200K (STPDA) was distributed amongst the state's seven largest MPOs. The distribution of the rescission across the MPOs was determined by proportionately distributing the \$47.5 million across the MPOs by the share of appropriations from FY 2005-2009. If a MPO did not have enough unobligated funds to rescind, the difference between the proportionate share and the unobligated funds was proportionately distributed among the other MPOs. The DCHC MPO had \$6,984,302 of unobligated STPDA funds rescinded.

The TCC developed a recommended STPDA schedule to address the impact that the rescission would have on our previously selected projects. This schedule prioritized funding the previously programmed projects that were selected using the previously adopted allocation methodology. It was created by compiling the schedules and funding amounts that each local jurisdiction reported to the LPA staff. Local staffs were asked to provide the most up-to-date and realistic schedules for their projects as well as a priority order for each project. One high priority programmed project, the bicycle and pedestrian improvements to Old Durham-Chapel Hill Road, has a revised cost estimate that requires additional funding for construction. The additional funding request is \$1,169,200. The local match for this project is proposed to be shared between Durham and Chapel Hill at an approximately 65%/35% split, based on the distance of the project located in each jurisdiction.

Since the rescission has been restored, we now have access to the \$6,984,302 of rescinded STP-DA funding. We can obligate these funds through spending more than our anticipated annual STP-DA allocation in FY 2010 and FY 2011. However, these funds cannot roll-over into the funding programmed in the FY 2012-2018 TIP. We are still subject to the obligation limitation of our annual allocation plus our unobligated balance for the seven years included in the TIP. This is roughly \$4 million per year, or \$28 million over seven years.

Our STP-DA schedule proposed that we would obligate \$5.4 million in FY 2010 and \$11.4 million in FY 2011. We were planning on "borrowing" from our future years' annual allocations in order to front-load our project schedule and not delay implementation of any projects. However, now that we have access to our rescinded funds, we will instead obligate these funds in addition to our FY 2010 and 2011 annual allocations. We will be using the following funding sources for these projects:

<u>FY 2010 Programming</u>	<u>Funds to be Obligated</u>	
Programmed Projects \$5,405,784	FY 2010 Allocation	\$4,102,170
	Previously Rescinded Funds	\$1,303,614

<u>FY 2011 Programming</u>	<u>Funds to be Obligated</u>	
Programmed Projects \$11,395,374	FY 2011 Allocation	\$4,102,170
	Previously Rescinded Funds	\$5,680,688
	Borrowed FY 2012 Allocation	\$1,612,516

As a result, since we will be borrowing only a small portion of our future annual allocations, we will be able to add more projects in FY 2012 through 2018 beyond what is currently shown in the proposed schedule.

Since the proposed schedule is based on the realistic project implementation schedules provided by each local jurisdiction, we do not think it is feasible to further accelerate any of our projects. As a result, LPA staff recommends that the TAC go ahead and approve the proposed STP-DA project schedule for FY 2010 through 2015 through an amendment to the FY 2009-2015 MTIP. We will discuss options for adding additional STP-DA projects for FY 2012 through FY 2018 at upcoming TCC meetings and bring back a proposal at a future TAC meeting.

Background on STP-DA Project Selection and Implementation Process

The DCHC MPO programs STPDA funds for a variety of projects including bicycle and pedestrian facilities, enhancements to highway projects, transit capital, and planning activities. These projects are either administered locally, by NCDOT, or by the LPA. Traditionally, funding has been programmed by the MPO in advance of the actual obligation of funds. For locally administered projects, once the funding was programmed by the MPO, the local governments were required to execute agreements with NCDOT, obtain the necessary certifications for the design, right-of-way, and environmental impacts, implement the project, and seek reimbursement from NCDOT. The funding is considered to be obligated when the certifications have been received from FHWA and the project is under contract. Often the time needed to execute the agreements and obtain certifications took longer than expected or the projects were delayed because the local match was not available. Several projects were programmed by the MPO in fiscal years 2009 and earlier but have not yet been obligated.

In May of 2008, the DCHC MPO approved an STPDA project schedule that programmed much of the MPO's unprogrammed funds and anticipated future funds through FY 2015. The MPO used a formula to divide the total funding by category and by local jurisdiction. At the time, the unprogrammed previous years' balance was \$3,993,060 and the anticipated future funds through FY 2015 were \$3,977,133 per year (\$27,839,931 over the seven years) for a total of \$31,832,991 available to program. The MPO set aside \$596,570 per year (15% of the annual funding) as part of an annual reserve to be used to cover unanticipated expenses, planning activities, and cost over-runs. The MPO also did not fully program some of the project categories designated during the process. \$94,214 of transit funding was assigned to either DATA or Chapel Hill Transit, but not programmed; \$1,405,546 of regional bicycle and pedestrian funding was not programmed; and \$313,109 of local discretionary funding was assigned to Durham, Chapel Hill, Carrboro, and Hillsborough, but not programmed. As a result, the MPO had a total of \$5,392,288 of FY 2010 through FY 2015 anticipated future funding unprogrammed.

Category	Funding Available for FY 2009-2015 Using Formula	Programmed for FY 2009-2015	Unprogrammed
Annual Reserve	\$4,175,990	\$596,570	\$3,579,420
Staff & Routine Planning	\$4,542,818	\$4,542,818	\$0
Extra Planning	\$1,800,000	\$1,800,000	\$0
Transit	\$5,328,546	\$5,234,332	\$94,214
Regional Bicycle and Pedestrian	\$5,328,546	\$3,923,000	\$1,405,546
Local Discretionary	\$10,657,092	\$10,343,983	\$313,109
Total	\$31,832,991	\$26,440,703	\$5,392,288

In summary, in May of 2008, the DCHC MPO considered that the following funds were available and either programmed or set aside the funds for future programming:

Pre-Rescission (May 2008)			
Funds Available		Funds Programmed or Set Aside for Future Programming	
Unprogrammed Balance From Pre-FY 2009	\$3,993,060	Programmed FY 2009-2015	\$26,440,703
FY 2009-2015 Anticipated Funding (using FY 2008 allocation)	\$27,839,931	FY 2010 and Later Funds Not Programmed	\$5,392,288
Total	\$31,832,991	Total	\$31,832,991

CMAQ Projects in the DCHC MPO

NCDOT Transportation Planning Branch has reported that the rescission and restoration of the rescission will not have any impact on Congestion Mitigation Air Quality (CMAQ) projects in the State. CMAQ funds are allocated to the State based on the population of the air quality non-attainment and maintenance areas and the degree that each area is in non-attainment. NCDOT then sub-allocates the funds to MPOs and RPOs in those non-attainment areas. The DCHC MPO has held several calls for projects for CMAQ funds within the past several years. The DCHC MPO has programmed all of its CMAQ funds through the year 2017.

Future STDPA, Metropolitan Planning, and CMAQ Project Funding Procedures

The TCC will be developing recommendations for future project funding procedures that will help ensure that future rescissions do not affect MPO projects. LPA staff will work with other MPOs in the state and NCDOT to develop these procedures. Communication must improve between NCDOT's Financial Management Division and the MPOs, and the MPOs must have continuous access to information about the obligation of federal funds.

The tracking of the obligation of funding will occur in a manner similar to the effort required for the 2009 American Recovery and Reinvestment Act projects. If a project is not making progress, the funding will be made available for other projects. It is imperative that each local government develop and follow realistic schedules for project planning, design, and construction. A final policy will be developed for TAC approval in the coming months.

TCC Recommendation: That the TAC approve the Resolution to Modify the FY 2009-2015 Metropolitan Transportation Improvement Program for the DCHC Urban Area.

TAC Action: Approve the Resolution to Modify the FY 2009-2015 Metropolitan Transportation Improvement Program for the DCHC Urban Area.

DCHC MPO STPDA Funding Table for FY 2010 through 2015 - Presented for Approval April 14, 2010

Local Priority #	Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		2011		2012		2013		2014		2015		Was		
						Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Total STPDA	Year	Source
1	Carrboro	U-4726	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684	Construction	\$168,684											\$ 168,684	2010	Local Discretionary
2	Carrboro	EL-4994	Bolin Creek Greenway - Carrboro (Homestead to Estes)	\$ 737,500	\$ 590,000			Construction	\$590,000									\$ 590,000	2008	Pre-2009
3	Carrboro	EL-4828	Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000	Planning	\$84,000	Construction	\$396,000									\$ 480,000	2007	Pre-2009
4	Carrboro	U-4726	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700			Construction	\$214,700									\$ 214,700	2011	Local Discretionary
5	Carrboro	U-4726	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960	Planning	\$ 65,000	Construction	\$363,960									\$ 428,960	2010	Local Discretionary
6	Carrboro	U-4726	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640					Construction	\$46,640							\$ 46,640	2012	Local Discretionary
7	Carrboro	U-4726	Bicycle Loop Detectors	\$ 37,500	\$ 30,000			Construction	\$30,000									\$ 30,000	2011	Local Discretionary
8	Carrboro	U-4726	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000							Construction	\$ 67,000					\$ 67,000	2013	Local Discretionary
1	Chapel Hill	TG-4731	Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332			Capital	\$ 204,332									\$ 592,332	2010	Transit
2	Chapel Hill	U-4727	Chapel Hill Transit Planning	\$ 951,250	\$ 761,000	UPWP/Plan	\$ 388,000	UPWP/Plan	\$ 373,000											
3	Chapel Hill	U-4727	Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Plan	\$ 32,000	UPWP/Plan	\$ 48,000										new project	
4	Chapel Hill	U-4726	P CH - Culbreth Rd: Cobble Ridge to Rosssburn sidewalk	\$ 135,000	\$ 108,000	Construction	\$ 108,000											\$ 108,000	2006	Pre-2009
5	Chapel Hill	U-5119	NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000					Construction	\$ 452,000							\$ 500,000	2010-2011	Local Discretionary
6	Chapel Hill	xxxxxx	FCC Radio Communications (Upgrade fleet)	\$ 1,656,250	\$ 1,325,000			Capital	\$ 1,325,000										new project	
7	Chapel Hill	xxxxxx	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 700,000	\$ 560,000			Construction	\$ 560,000										new project	
8	Chapel Hill	U-4726	IF Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000			Construction	\$ 100,000									\$ 100,000	2010	Local Discretionary
9	Chapel Hill	U-4726	F CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000			Construction	\$ 320,000									\$ 200,000	2007	Pre-2009
10 and 12	Chapel Hill	U-4726	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000			Construction	\$ 150,000	Construction	\$ 150,000							\$ 300,000	2009-2010	Local Discretionary
11	Chapel Hill	U-4727	Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000			UPWP/Plan	\$ 24,000									\$ 24,000	2009	Annual Reserve
13	Chapel Hill	U-4726	Bolin Creek Greenway construction	\$ 937,500	\$ 750,000							Construction	\$ 750,000					\$ 750,000	2010	Local Discretionary
1	Durham	U-4445	NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000											\$ 800,000	2009	Local Discretionary
2	Durham	E-2921E	American Tobacco Trail Phase E - Durham, Durham County	\$ 1,680,000	\$ 1,344,000	Construction	\$1,344,000											\$ 1,181,000	2009-2010	Regional Bike/Ped
3	Durham	U-4726	Barbee Rd. (Orindo to Pearsontown Elem.) Sidewalk	\$ 19,600	\$ 15,680	Construction	\$15,680											\$ 15,680	2009	Annual Reserve
4	Durham	U-4726	DATA Sidewalk	\$ 19,800	\$ 15,840	Construction	\$15,840											\$ 15,840	2009	Annual Reserve
5	Durham	C-4928	Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,560,000	\$ 1,248,000	Planning	\$ 317,400	Construction	\$930,600									\$ 1,248,000	2010	Local Discretionary
6	Durham	U-4724	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.)	\$ 2,395,000	\$ 1,916,000	Planning	\$ 340,500	Construction	\$1,575,500									\$ 1,816,000	2010	Local Discretionary
?	Durham	U-3804	Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915			Construction	\$64,915										new project	
7	Durham	U-4726	O DUR - Carpenter Fletcher RD;Woodcroft- Alston bike impr.	\$ 142,740	\$ 114,192	Planning	\$ 17,129			Construction	\$97,063							\$ 114,192	2008	Pre-2009
7	Durham	U-4726	O Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 1,282,976	\$ 1,026,381	Planning	\$ 153,957			Construction	\$872,424							\$ 1,026,381	2010	Local Discretionary
8	Durham	U-4726	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000					Construction	\$412,000							\$ 412,000	2011	Local Discretionary
9	Durham	U-4726	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000			Planning	\$83,400			Construction	\$ 472,600					\$ 556,000	2011	Local Discretionary
10	Durham	U-4726	K DUR - Hillandale:Club to I-85 5' sidewalk on both sides	\$ 165,484	\$ 132,387			Planning	\$19,858					Construction	\$ 112,529			\$ 132,387	2008	Pre-2009
11	Durham	U-4726	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,150,000	\$ 920,000			Planning	\$138,000			Construction	\$ 782,000					\$ 920,000	2011	Local Discretionary
12	Durham	U-4726	G DUR - Holloway St sidewalks	\$ 157,106	\$ 125,685									Construction	\$ 125,685			\$ 53,600	2006	Pre-2009
1	LPA	U-4727	UPWP - staff and routine	\$ 5,176,492	\$ 4,141,193	UPWP/Plan	\$ 432,794	UPWP/Plan	\$ 662,709	UPWP/Plan	\$ 883,959	UPWP/Plan	\$ 699,526	UPWP/Plan	\$ 720,370	UPWP/Plan	\$ 741,836	\$ 4,141,193	2009-2015	Staff and Planning
2	LPA	U-4727	UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Plan	\$ 56,000											\$ 56,000	2009	Extra Planning
2	LPA	U-4727	UPWP - Bike/Ped (non-motorized trip)Model Development	\$ 175,000	\$ 140,000	UPWP/Plan	\$ 113,500	UPWP/Plan	\$ 26,500									\$ 140,000	2009	Extra Planning
2	LPA	U-4727	UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	UPWP/Plan	\$ 160,000											\$ 160,000	2009	Extra Planning
2	LPA	U-4727	UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 200,000											\$ 200,000	2009	Extra Planning
2	LPA	U-4727	UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Plan	\$ 40,000											\$ 40,000	2009	Extra Planning
2	LPA	U-4727	UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 50,000									\$ 200,000	2009	Extra Planning
2	LPA	U-4727	UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Plan	\$ 55,100	UPWP/Plan	\$ 44,900									\$ 100,000	2009	Annual Reserve
3	LPA	U-4727	UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 150,000					\$ 300,000	2010	Extra Planning
4	LPA	U-4727	UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Plan	\$ 100,000							\$ 100,000	2009	Annual Reserve
5	LPA	U-4727	UPWP - Transit Studies	\$ 750,000	\$ 600,000					UPWP/Plan	\$ 300,000	UPWP/Plan	\$ 300,000					\$ 600,000	2009	Extra Planning
1	NCDOT	EB-4707	Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$511,200	Construction	\$3,200,000									\$ 2,542,000	2009-2010	Regional Bike/Ped
				\$ 31,312,237	\$ 25,049,789		\$ 5,168,784		\$11,495,374		\$3,464,086		\$ 3,333,655		\$ 846,055		\$ 741,836			

The Following Projects Have Been Canceled at the Request of the Jurisdiction

cancel	Chapel Hill	TA-4726		Chapel Hill Transit - 5 Replacement Buses														\$ 1,650,000	2010	Transit
cancel	Chapel Hill	U-4726	M	CH - Drainage gate replacement (NC 86)														\$ 8,000	2006	Pre-2009
cancel	Chapel Hill	EL-4995		Dry Creek Greenway - Chapel Hill														\$ 560,000	2008	Pre-2009
cancel	Chapel Hill	U-4726		Old Mason Farm Pedestrian Safety Improvements														\$ 120,000	2009	Local Discretionary
cancel	Chapel Hill	U-4726		Ephesus Church Road Sidewalk														\$ 72,232	2010	Local Discretionary

Updated
Approved by TAC via TIP Amendment - 2/10/2010

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

AMENDMENT #15

April 14, 2010

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 amend 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 Metropolitan Planning Organization Transportation Advisory Committee on August 13, 2008; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends 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 Amendment #15 to DCHC 2009-2015 MTIP” provided here on this, the 14th day of April, 2010.

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 14th day of April, 2010, to affix his signature to the foregoing document.

Notary Public

(Seal)

My commission expires _____

Attachment to Resolution for Amendment #15 to DCHC 2009-2015 MTIP

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
U-4726	Durham, Orange, Chatham	DCHC Urban Area Bicycle and Pedestrian Allocation	STPDA	PE	\$ 236,000	\$ 241,000				
			C	PE	\$ 59,000	\$ 60,000				
			STPDA	C	\$ 308,000	\$ 1,178,660	\$ 1,578,127	\$ 2,184,129	\$ 125,685	
			C	C	\$ 77,000	\$ 294,665	\$ 394,532	\$ 546,032	\$ 31,421	

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
EL-4994	Carrboro	Bolin Creek Greenway - Carrboro (Homestead to Estes)	STPDA	C		\$ 590,000				
			C	C		\$ 147,500				

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
EL-4828	Carrboro	Morgan Creek Greenway - Carrboro (Smith Level to University Lake)	STPDA	PE	\$ 84,000					
			C	PE	\$ 21,000					
			STPDA	C		\$ 396,000				
			C	C		\$ 99,000				

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG-4731	Chapel Hill	Chapel Hill Transit - Misc. Capital	STPDA	C		\$ 204,000				
			C	C		\$ 51,000				

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
U-5119	Chapel Hill	NC 86/US 15-501 BRT Improvements	STPDA	C			\$ 452,000			
			C	C			\$ 113,000			

New Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
X-XXXX	Chapel Hill	FCC Radio Communications (Upgrade fleet)	STPDA	C		\$ 1,325,000				
			C	C		\$ 331,250				

New Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
X-XXXX	Chapel Hill	Morgan Creek Greenway Phase 2 - Chapel Hill	STPDA	S		\$ 560,000				
			C	C		\$ 140,000				

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
U-4727	Durham Orange Chatham	Durham-Chapel Hill-Carrboro Urban Area Planning Allocation and Unified Work Program	STPDA	C	\$ 1,627,394	\$ 1,229,109	\$ 1,433,959	\$ 1,149,526	\$ 720,370	\$ 741,836
			O	C	\$ 406,849	\$ 307,277	\$ 358,490	\$ 287,382	\$ 180,093	\$ 185,459

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
U-4445	Durham	NC 147 Bicycle/Pedestrian Bridge - Durham	STPDA	PE	\$ 400,000					
			C	PE	\$ 100,000					

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
E-2921E	Durham	American Tobacco Trail Phase E - Durham, Durham County (NC 54 to Chatham County Line)	STPDA	C	\$ 1,344,000					
			C	C	\$ 1,055,920					
			DP	C	\$ 482,000					
			HP	C	\$ 2,879,680					

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
C-4928	Durham	Morreene Road - Bike/Ped Facilities (Neal to Erwin)	STPDA	PE	\$ 317,000					
			C	PE	\$ 79,250					
			STPDA	C		\$ 931,000				
			CMAQ	C		\$ 222,000				
			C	C		\$ 288,250				

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
U-4724	Durham	Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.H.)	STPDA	PE	\$ 341,000					
			C	PE	\$ 85,250					
			STPDA	C		\$ 1,576,000				
			C	C		\$ 394,000				

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
U-3804	Durham	SR 1321 Hillandale (I-85 to Carver) Widen to Multi-lanes with sidewalks	STP	C	\$ 1,950,000	\$ 1,950,000				
			STPDA	C		\$ 64,915				
			C	C		\$ 16,229				

Amended Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
EB-4707	Durham Chapel Hill	SR 2220 (Old Chapel Hill Rd)-SR 1838 (Old Durham Road), SR 1116 (Garrett Road) to US 15-501 - Bicycle and Pedestrian Improvements	STPDA	R	\$ 511,000					
			C	R	\$ 127,750					
			STPEB	R	\$ 400,000					
			STPDA	C		\$ 3,200,000				
			C	C		\$ 800,000				

Deleted Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
EL-4995	Chapel Hill	Dry Creek Greenway - Chapel Hill								



JOINT MPO TRANSPORTATION FUNDING INITIATIVES TASK FORCE

LEGISLATIVE AGENDA

The Joint Transportation Funding Initiatives Task Force met on Friday, March 31, 2006 to discuss the region's transportation needs and formulate a unified legislative agenda.

The Capital Area Metropolitan Planning Organization Transportation Advisory Committee adopted the legislative agenda on April 19, 2006.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee adopted the legislative agenda on April 12, 2006.

Unified Position on Transportation

The Joint Transportation Funding Initiatives Task Force, representing the Greater Triangle Region, has identified a unified legislative agenda that is consistent with the State of North Carolina's Blue Ribbon Commission on Transportation Needs.

Based on the funding needs in the Triangle and other funding initiatives in North Carolina, the emphasis items in order of priority are:

- (1) Permanently end the transfer of Highway Trust Fund Revenue (over \$250 million/year) to the North Carolina General Fund.
- (2) Modernize the equity formula to address congestion related needs.
- (3) Create transportation and infrastructure local revenue option authority.
- (4) Ensure that any toll revenue generated in a region stays in that region



JOINT TRANSPORTATION ADVISORY COMMITTEE DRAFT LEGISLATIVE AGENDA

Unified Position on Transportation

The Joint Transportation Advisory Committee (TAC), representing the Greater Triangle Region, has identified a unified legislative agenda.

Based on the funding needs in the Triangle and other funding initiatives in North Carolina, the emphasis items are:

- (1) Modernize the equity formula to address congestion related needs.
- (2) Create additional transportation and infrastructure local revenue option authority.
- (3) Identify funding for the Intermodal 21st Century Transportation Fund to ensure state participation in local and regional transit initiatives.
- (4) Oppose shifting the state's existing responsibility for funding transportation construction and maintenance projects to county and local governments.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 14, 2010

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

This memorandum provides a summary status of tasks for projects in the FY 2009-2010 Unified Planning Work Program.

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

2009-2010 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

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 May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - Public Workshop #2 – Feb 25, 2010
- Transportation/Land Use Master Plan – June 2010
 - Public Workshop #3 – Spring 2010

- Documentation and Final Presentation – June 2010
- Study completion – June 2010

Commercial Vehicle/Freight Survey (TRM Service Bureau Project)

- ✓ Pilot study
- ✓ Obtain DMV records
- ✓ Finalize sample plan
- ✓ Begin survey mail out – Jan 2010
- ✓ Surveyor Training – Jan 2010
- Survey Data Collection – Jan through March 2010
- Data Processing/Geocoding – April 2010
- Weighting and Expansion – April 2010
- Analysis/Draft Report – May 2010
- Final Report/Draft Dataset – June 2010
- Presentation of Results – July 2010

GIS/Data Integration and Automation

- ✓ Phase I in progress
- ✓ Initial Kick of meeting and scan completed
- ✓ Initiation Workshop report completed
- ✓ Draft Requirement Assessment & Application Development Report - October 2008
- ✓ Needs Assessment Workshop
- ✓ Final Draft Needs Assessment Report
- ✓ Application Development Plan – Sept 09
- ✓ Application Plan/Algorithm for CMP – complete
- ✓ Application Plan/Algorithm for LRTP Tool – Oct 2009
- ✓ Application Plan/Algorithm for SE Data Tool – Oct 2009
- ✓ Supporting Hardware/Software Recommendation – complete
- ✓ Functional capability for TELUDE – Nov 2009
- Database Design – Feb 2010
- Database Design Document – Feb 2010
- Strategic Planning Document – Feb 2010
- TELUDE User's Handbook v1 – Mar 2010
- Hands-on Training – May 2010
- TELUDE Test and Evaluation Manual – July 2010
- Project Completion – Sept 2010

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
- Zone level model for Triangle Region v1
 - ✓ Database completion – Aug 09

- ✓ Initial model estimation – Sept 09
- ✓ Initial calibration – Oct 09
- 2035 model run – Jan 2010
- Installation and documentation – Feb 2010
- Parcel level model for DCHC
 - Initial database – Mar 2010
 - Initial model estimation – Apr 2010
 - Initial calibration – May 2010
 - 2035 model run – June 2010
- Installation and documentation – July 2010

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 underway
- ✓ Update and enhancement of Generation Choice Models – Sept 2009
- Revision and revalidation of Destination choice models – Mar 2010
- Development of improved Model Choice model – Jan 2010
- Prepare and implement new TransCAD routines to implement new models – Apr 2010
- Documentation, User's manual, and training – Jun 2010
- Project completion date anticipated in July 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.

MPO Collector Street Plan

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Coordination with partner agencies to classify roads and identify collector streets

- Public review (possibly with Comprehensive Transportation Plan)
- Completion of study and integration with related plans and review processes

MPO Expansion for the next LRTP Update

- ✓ Approved February 2010. Expansion approved for Orange County. No expansion in Chatham County.

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 Assessment – signed December 2009
- ✓ Public meeting/hearing – March 25, 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 to TAC – March 2010

MPO Parking Survey and Study (postponed to FY 2011)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

TAC 4/14/2010 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 Contract Amount: \$35,467,891.08 Availability Date: 2/5/2007 Completion Date: 11/1/2009 Revised Completion Date: 12/14/2009 Last Estimate Thru: 12/31/2009 Last Estimate Paid: 1/14/2010	Route: NC-54 County: Durham TIP Number: R-2904, U-4026 Federal Aid Number: STP-54(5) RE Phone Number: (919)733-9499 Cost Overrun/Underrun: 6.9% Letting Date: 12/19/2006 Work Began: 2/19/2007 Estimated Completion: 4/1/2010 Scheduled Progress: 100% Actual Progress: 97.44%
Contract Number: C201487 Physical Division: 5 Administrative Division: 5 Length: 1.769 miles Resident Engineer: Chad 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) Contract Amount: \$18,810,912.36 Availability Date: 10/1/2007 Completion Date: 8/1/2010 Revised Completion Date: 8/3/2010 Last Estimate Thru: 2/28/2010 Last Estimate Paid: 3/9/2010	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 Cost Overrun/Underrun: 3.71% Letting Date: 8/21/2007 Work Began: 10/1/2007 Estimated Completion: 9/3/2010 Scheduled Progress: 71.2% Actual Progress: 69.79%
Contract Number: C201994 Physical Division: 5 Administrative Division: 5 Length: 4.2 miles Resident Engineer: Jason R. Peterson, PE Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS. Contractor Name: S. T. WOOTEN CORPORATION Contract Amount: \$137,446,000.00 Availability Date: 9/19/2008 Completion Date: 7/1/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: NC-147 County: Durham TIP Number: U-4763B Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)571-3000 Cost Overrun/Underrun: Letting Date: 8/5/2008 Work Began: 8/3/2009 Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: C202064 Physical Division: 5 Administrative Division: 5 Length: 1.165 miles Resident Engineer: Cadmus Capehart, PE Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM. Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS. Contractor Name: THOMPSON CONTRACTING, GRADING, PAVING & UTILITIES, INC. Contract Amount: \$6,502,648.68 Availability Date: 2/1/2010 Completion Date: 8/15/2011 Revised Completion Date: Last Estimate Thru: 2/28/2010 Last Estimate Paid: 3/25/2010	Route: SR-2028 County: Durham TIP Number: U-3309A Federal Aid Number: STP-2028(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 0% Letting Date: 12/15/2009 Work Began: 2/8/2010 Estimated Completion: 8/15/2011 Scheduled Progress: 2.6% Actual Progress: 3.77%
Contract Number: C202277 Physical Division: 5 Administrative Division: 5 Length: 3.56 miles Resident Engineer: Jeffrey D. Allen, PE	Route: I-40 County: Durham TIP Number: R-2000AF, R-5164B Federal Aid Number: STM-540(15) RE Phone Number: (919)733-9499

TAC 4/14/2010 Attachment 14

Location Description: NORTHERN WAKE FREEWAY INTERCHANGE IMPROVEMENTS AT I-540 AND I-40, AND I-40 FROM NC-147 TO EAST OF I-540. Type of Work: WIDENING, GRADING, DRAINAGE, MILLING, PAVING, & STRUCTURE . Contractor Name: C C MANGUM COMPANY LLC Contract Amount: \$7,577,355.48 Availability Date: 3/1/2010 Completion Date: 12/31/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:		Cost Overrun/Underrun: Letting Date: 1/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: C202313 Physical Division: 5 Administrative Division: 5 Length: 16.62 miles Resident Engineer: Chad D. Hinnant Location Description: 1 SECTION OF US-501 BYPASS, 1 SECTION OF NC-98 & 3 SECTIONS OF SECONDARY ROADS. Type of Work: WIDENING, MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$3,611,898.13 Availability Date: 7/27/2009 Completion Date: 5/14/2010 Revised Completion Date: Last Estimate Thru: 3/7/2010 Last Estimate Paid: 3/11/2010		Route: US-501 County: Durham TIP Number: R-5135, U-5122, U-5124 U-5126, U-5127 Federal Aid Number: STM-1004(39) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 0% Letting Date: 6/16/2009 Work Began: 7/28/2009 Estimated Completion: 5/14/2010 Scheduled Progress: 84% Actual Progress: 91.31%
Contract Number: C202405 Physical Division: 5 Administrative Division: 5 Length: 0.2 miles Resident Engineer: Chad D. Hinnant Location Description: INTERSECTION OF SR-1171 (RIDDLE RD) AND NC-55. Type of Work: GRADING, DRAINAGE, PAVING, CURB AND GUTTER, AND SIGNALS. Contractor Name: C C MANGUM COMPANY LLC Contract Amount: \$176,802.75 Availability Date: 8/3/2009 Completion Date: 10/30/2009 Revised Completion Date: Last Estimate Thru: 1/7/2010 Last Estimate Paid: 1/15/2010		Route: NC-55 County: Durham TIP Number: U-5143 Federal Aid Number: STM-0055(42) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 14.49% Letting Date: 7/7/2009 Work Began: 8/3/2009 Estimated Completion: 3/20/2010 Scheduled Progress: 100% Actual Progress: 74.9%
Contract Number: C202408 Physical Division: 5 Administrative Division: 5 Length: 18.15 miles Resident Engineer: Chad D. Hinnant Location Description: US-501 BUS FROM SOUTH OF SR-1669 (CLUB BLVD) TO SR-1443 (HORTON RD) AND 8 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: C C MANGUM COMPANY LLC Contract Amount: \$2,694,654.51 Availability Date: 10/5/2009 Completion Date: 6/11/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:		Route: US-501 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 8/18/2009 Work Began: 4/5/2010 Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: C202493 Physical Division: 5 Administrative Division: 5 Length: 9.6 miles Resident Engineer: Cadmus Capehart, PE Location Description: 1 SECTION OF I-85, 1 SECTION OF US-15/501, AND 1 SECTION OF NC-147. Type of Work: MILLING, RESURFACING & MILLED RUMBLE STRIPS. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$6,088,736.11 Availability Date: 3/15/2010		Route: I-85 County: Durham TIP Number: R-5164A Federal Aid Number: STM-085-4(114)171 RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 1/19/2010

TAC 4/14/2010 Attachment 14

Completion Date: 12/16/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Work Began: Estimated Completion: Scheduled Progress: Actual Progress:
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Contract Number: C202496 Physical Division: 5 Administrative Division: 5 Length: 2.9 miles Resident Engineer: Chad D. Hinnant Location Description: 3 SECTIONS OF US-15/501 BUS AND 3 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING & RESURFACING. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$861,556.72 Availability Date: Completion Date: Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: US-15501 County: Durham TIP Number: R-5164C Federal Aid Number: STM-0015(30) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 1/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:
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Contract Number: C202538 Physical Division: 5 Administrative Division: 5 Length: 22.96 miles Resident Engineer: Cadmus Capehart, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Availability Date: 3/15/2010 Completion Date: 12/16/2010 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 1/19/2010 Work Began: 4/5/2010 Estimated Completion: Scheduled Progress: Actual Progress:
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ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Spending Authority FY '10-'11
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000 (Statewide Contingency)	See U-4726 JA
Orange	42486	SR 1008 (Mt. Carmel Ch. Rd.) @ SR 1913 (Bennett Rd.)	Install solar powered flashers at both approaches to the intersection	\$10,000	Flashers operating 10/6/09
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	FA const. to begin after compl. of sidewalks on U-4726 IE
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 to Town for execution 3/9/10; Const. FY '10-'11
Orange	42810	SR 1713 (Mt. Hermon Ch. Rd.) and SR 1710 (Old NC 10)	Install a flasher	\$15,000	Installation =100% compl.
Orange	7CR.10681.15	NC 57 from joint north of SR 1544 (Pearson Rd.) to approx. 685' south of centerline of NC 157	Widening, resurfacing and pavement markings		S.T. Wooten Corp.- work resumed 3/15/10
Orange	7CR.10681.16 7CR.20681.16	NC 54 and 11 sections of secondary roads	Milling, resurfacing and shoulder reconstruction		S.T. Wooten Corp.- -Pre-con. conf. 4/1/10; FA patching compl.
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Dane Const. Inc. began work 3/8/10
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. (Patching spalls, Diamond grinding and slab repair added)	\$7.4 million	Safety Grooving & Grinding, L.P., Napoleon, Ohio - night work to begin 4/26/10
Orange	I-5142	I-85/I-40	Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	\$8.60 million	C.C. Mangum Co., LLC; will begin work 7/12/10 and compl. all lanes in one direction by Dec.-lanes in other direction will be compl. by 7/15/11

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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; Const. FY '10-'11
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; Const. FY '10-'11
Orange	42423.3 42423.1 SS -4907V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl.& Design underway; Const. FY '10-'11; flasher has been installed by separate project
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	R-5200	NC 86	Widen for 2' paved shoulders from SR 1730 (Whitfield Rd.) to south of SR 1710	\$950,000.00	Letting not scheduled
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.30 million	Nov. 2011
Orange	U-3306	SR 1733 (Weaver Dairy Rd.) from NC 86 to SR 1734 (Erwin Rd.)	Grading, drainage, paving, signals, curb and gutter	\$13.4 million	July 20, 2010

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	B-5191A	Various	Repairs to Bridge expansion joints (Bridge #6 on US 70 Bus. over the Eno River)	\$40,000	ARRA- Applied Polymeric, Inc.- compl. 1/28/10
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern work 3/12/10
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction - Pre-con. conf. 4/9/10- work has not begun
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping - work has not begun
Orange	I-5138	I-85	Mill, resurface, and overlay from I-85/I-40 split to Bridge over SR 1006 (Orange Grove Rd.)	\$2.0 million	ARRA-Rea Contracting, LLC; Night work began 4/6/10
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	ARRA-Riley Paving, Inc.; Pre-con. conf. 3/31/10- work has not begun
Orange	R-5178B	NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave.	Mill, resurface, and replace curband gutter	\$200,000.00	ARRA-Eastern Services, LLC dba Raleigh Paving to be compl. by 8/13/10
Orange	U-3100B	SR 1107 (Old Fayetteville Rd.) from NC 54 to SR 1106 (Stroud Lane)	Safety Improvements (Bicycle, Pedestrian, and Transit Accommodations)	\$1.8 million	ARRA-Atwell Const. Co., Inc., Greenville, NC; work began 3/3/10-3.29% compl.
Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga.; work began 2/8/10
Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$284,176.00	ARRA- Centurion Construction Co. ; Pre-con. conf. 2/8/10-no work underway
Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	Combined w/ U-4726 DA	ARRA-Centurion Construction Co; Pre-con. conf. 2/8/10-Drainage work began 3/22/10

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA- McQueen Construction began clearing and grubbing work 2/22/10
Orange	U-4726 IA	Chapel Hill	ADA ramps at selected locations	\$53,924.00	ARRA- Econ International began work 2/15/10; 75% compl.-all WCR to be installed per NCDOT Std.
Orange	U-4726 IB	Chapel Hill	Raised crosswalks/traffic calming	\$65,189.00	ARRA -Turner Asphalt ; no work underway
Orange	U-4726 IC	Chapel Hill	Pedestrian safety improvements (refuge islands @ 7 locations)	\$370,014.80	ARRA-Econ International; work beagn 2/16/10
Orange	U-4726 ID	Chapel Hill	Install in-street pedestrian lighting	\$0.00	ARRA-Project voided by request of Town; funds redistributed to other Town projects
Orange	U-4726 IE	Chapel Hill	Sidewalk construction on US 15-501/NC54 from SR 1902 (Manning Dr.) to Old Mason Farm Rd.	\$142,613.00	ARRA- Holmes Contracting began drainage, curb and gutter on 2/8/10; Supplemental construction agreement will be needed
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp. began clearing and grubbing and erosion control on 3/1/10
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	TA-5117		Two 28' light transit vehicles w/ wheelchair lift	\$183,200.00	ARRA Letting by County TBD

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Panel will explore road-money split

They snipped a red ribbon in Beaufort County a couple of weeks ago to celebrate the nearly finished U.S. 17 bypass around Chocowinity, a shrinking town with a pretty name.

The state Department of Transportation has laid out a \$210 million freeway that curves east to pass Chocowinity and then zooms around the west side of nearby Washington, N.C., crossing the Tar River on a 2.8-mile bridge.

The Washington-Chocowinity Bypass is a pretty good example of what's wrong or what's right - depending on where you live and drive - with the "equity formula" that governs how most road-building money is divided between rural and urban areas of North Carolina.

The legislature is considering whether to tinker with the formula this year.

Is it equitable? City-dwellers generally think not.

That's because the equity formula gives no weight to spending scarce dollars where North Carolina has its worst traffic congestion. Population is a minor factor in the formula, but residents are counted where they live and not where they drive.

Rural business and political leaders in Eastern North Carolina like the equity formula, which has helped pay for their push to four-lane every foot of U.S. 17 from South Carolina and Wilmington to Elizabeth City and Virginia.

"As you all know, this is a significant corridor that supports the needs of Eastern North Carolina," Jim Trogon, the No. 2 man at the DOT, told members of the state Board of Transportation last week. U.S. 17 carries about 21,000 cars each day near Washington, a figure that has not changed since 2000.

Trogon said the new 6.8-mile U.S. 17 bypass "is going to benefit drivers in Washington as well as Chocowinity by certainly improving mobility on this critical route."

Washington has grown in recent years, with an estimated 10,216 residents in 2008. But Chocowinity surely must be one of the smallest towns in North Carolina with a new four-lane, 70-mph bypass.

And it is getting smaller. The official 2008 estimate of 706 residents in Chocowinity marks a population drop of 27 since the 2000 Census.

Rolesville's long wait

Meanwhile, back in the Triangle, the northern Wake County town of Rolesville counted 907 residents in the 2000 Census, making it slightly larger than Chocowinity. Since then, Rolesville's population has nearly tripled, to an estimated 2,673 in 2008.

One of Wake County's top highway priorities is the perennially postponed widening of U.S. 401, a project that includes a Rolesville bypass. The DOT now expects to start work on the Rolesville bypass next year.

A House-Senate committee that oversees transportation issues will discuss the equity formula at a meeting scheduled for April 6. Triangle, Triad and Charlotte leaders are ready to lobby for changes.

"Right now the weight is favored toward the less urban areas," said Sen. Neal Hunt of Raleigh, a member of the oversight committee. "It certainly ought to have an ingredient for congestion, absolutely."

Rep. Jim Crawford of Oxford, also on the committee, says the equity formula has been good for North Carolina.

"The rural areas have a hard time getting their share, and that's why we have an equity formula," Crawford said.

Triangle transit plan experiencing stop-and-go-traffic

10 MAR 2010 • by **Bob Geary**, rjgeary (at) mac (dot) com

A new plan for rail transit in the Triangle is coming down the tracks—if at a crawl. An optimistic forecast is that, if approved by the voters in 2011 or 2012, it would bring localized light-rail passenger services to parts of the region by the early 2020s, or about 25 years behind Charlotte. Until then, the emphasis would be on improved bus service and heavy commuter trains similar to Amtrak connecting Raleigh, Durham and their respective suburbs, only at rush hour.

The old plan for frequent light-rail transit between Raleigh and Durham, which was designed to spark a dense development corridor through the center of the region, has been shelved—perhaps permanently.

There's not a lot of political energy behind the new plan, either. What momentum does exist comes from the General Assembly's enactment last summer of legislation to allow a half-cent sales tax for transit in Wake, Durham and Orange counties. That legislation, however, requires voter approval county by county, and it gave the board of commissioners in each county the power to schedule the referendum (or not) and to approve any plan for spending the money its county generated.

Three counties, three transit plans

In **Wake County**, the commissioners are considering a draft plan that includes a light-rail transit line from downtown Raleigh to the northeast in an existing rail corridor that parallels Capital Boulevard. The plan is to build the service as far as Triangle Town Center (at I-540) in the first 10 years, with future connections possible to Wake Forest and southern Franklin County. Initially, a western light-rail spur would run from downtown Raleigh only as far as the State Fairgrounds. A connection to Cary would follow four years later (in 2024 at the earliest), with a subsequent extension going either to Apex or to Research Triangle Park sometime after 2030. A link-up with Durham County, therefore, could be decades off.

Durham County is looking at a rail-transit line from East Durham (Alston Avenue) through downtown Durham to a connection with Orange County close to the I-40/N.C. 54 interchange. The connection could be made at the old Leigh Farm, tentatively designated as a metro hub called Leigh Village, according to Woodard. **Orange County**, too, is focused on light-rail in the so-called U.S. 15-501 corridor, linking Chapel Hill to Durham and UNC to Duke University.

Instead of frequent light-rail transit between Durham and Raleigh, the region's two center cities, some officials are coalescing behind the idea of **rush-hour rail on heavy passenger trains** (including Amtrak) that are built to share existing freight-line tracks. A light-rail system would require a new set of tracks separated from the freight cars. Others, though, question whether putting money into rush-hour rail cars would doom the chance of ever connecting Durham's light-rail line to Raleigh's.

The Durham and Wake plans call for **enhanced regional bus services**. Wake's plan would put 45 new buses into service in the first two years after passage of the half-cent sales tax, increasing bus miles in the county by about one-third. The new routes would connect the western- and easternmost parts of Wake to Raleigh in the center. Durham, according to Mike Woodard, Durham City Council member and chair of the Durham-Chapel Hill-Carrboro (DCHC) also expects to emphasize better bus service as its

"major objective" for transit in the next seven to eight years. City officials, he says, are in discussions with the Triangle Transit Authority about turning over the DATA (Durham area) bus operations to the TTA. That decision may come within a month.

The upshot is that the counties are developing separate plans (see box at right) that they may present to the voters as a coordinated package in the next two or three years. How coordinated it will be remains an open question, though, and the subject of a lot of behind-the-scenes debate.

A leadership group comprised of county and city officials in Wake, Durham and Orange counties has been meeting every six weeks or so for nearly a year, according to Mike Woodard, a Durham City Council member and chair of the Durham-Chapel Hill-Carrboro (DCHC) transportation planning organization. They've agreed that the three county referendums should be held simultaneously, Woodard says. They've also agreed that, while each county's plan should stand on its own, "When we go to the voters, the question will be how do they all connect up?"

In other words, would the plans eventually come together as a single, regional system? Or would they develop as two or three separated, disconnected systems?

The group's tentative target date for the three referendums is the fall of 2011, Woodard says. But that timetable is complicated by the fact that Raleigh and Cary hold their municipal elections in October, while everyone else in the region votes in November. The legislation requires the sales tax to be approved at a regular (rather than a special) election. Thus, Raleigh and Cary could vote first in 2011, with everyone else a month later; alternatively, Raleigh and Cary could hold a second election—their part of the Wake referendum—a month later, in November. Or the referendum date could be pushed to May 2012, when statewide primary elections are scheduled and the entire region will be voting.

"At their most basic, the current proposals would provide Raleigh a light-rail line heading in from its western and northern suburbs, and Durham would get a light-rail line to the southwest," says analyst Yonah Freemark, a Durham native who writes the online newsletter TransportPolitic.com. "The goal espoused by planners in the early 2000s of connecting the region's two largest cities has been laid by the wayside, reserved for a second phase."

At the Wake Commissioners' retreat, where a draft transit plan was unveiled, Triangle Transit Authority General Manager David King said the emerging plans make sense financially and operationally. Light-rail transit, with frequent stops on separate tracks, costs about \$50 million-\$60 million a mile to build and works best in densely populated cities, he said.

Commuter rail, which he termed "express rail," uses heavier cars that would stop in fewer places (Raleigh, Cary, Durham). For both reasons, it would make faster connections between stops. And at \$12 million-\$15 million a mile, it would be cheaper, assuming the heavier cars could continue to share the existing freight tracks as Amtrak trains currently do.

Also, because the freight tracks already exist, commuter rail trains can be in operation within six to seven years of the passage of the sales-tax referenda, he said. Light rail will take 10 years or more to get off the ground.

Woodard agrees. "Everybody's trying to compare us to something," he says, "and I think the best comparison is with Dallas-Fort Worth, not Charlotte." Dallas and Fort Worth have separate transit systems and a commuter rail connection of some 25 miles, with an airport in between; Charlotte, on the other hand, is one city at the center of a region.

"Light rail from Raleigh to Durham doesn't make sense because of what's in the middle," Woodard says. If you get off at sprawling Research Triangle Park, he asks, "Where do you go from there? You'd have to get on a bus."

Durham Mayor Bill Bell, on the other hand, says he still prefers using light rail between his city and Raleigh as well as within them. "Long term, I'm not convinced, if we start with the express rail, we'll ever get the light-rail [connection]," the *Herald-Sun* quoted Bell as saying recently when Bull City officials met with King

It's not clear as yet whether Triangle Transit would operate a regional commuter-rail service, according to King. It could be the state Department of Transportation, which already operates the Amtrak trains through Raleigh and Durham, or some new partnership of the two. The service would use a corridor leased to the freight railroads (who share it with Amtrak) by the state-owned North Carolina Railroad Company (NCRR).

The corridor runs from Raleigh southeast to the coast, and from Raleigh northwest through Cary, Durham and on to Burlington, Greensboro and eventually to Charlotte.

The existence of the corridor has led to talk within the Raleigh business community, encouraged by NCRR, that commuter rail cars could carry rush-hour passengers into and out of Raleigh from Clayton and the rest of sprawling Johnston County—as well as from Durham. They could also bring commuters into and out of Durham from Hillsborough, Burlington and points west—as well as from Raleigh.

In this view, rather than invest in an expensive light-rail system to transform land use in the region, a smaller investment in commuter rail would help service the sprawl by taking car traffic off I-40.

The advent of increased federal funding for rail transportation by the Obama administration, after eight years of the very transit-unfriendly Bush presidency, has local officials hoping for new money from Washington as well, though it's yet to materialize.

"Federal stimulus money will help the commuter rail parts of this plan in ways we're still figuring out," King says. A recent \$545 million grant to the state for high-speed rail will be spent mostly on track improvements from Greensboro to Charlotte. But future high-speed funds could help to pay for track upgrades in the Triangle, he says, and other programs to support rail transit may follow.

Wake County, which accounts for 70 percent of the Triangle's population and will control about the same percentage of transit-tax receipts, is highly interested in spending some of that money on track improvements between Raleigh and Johnston County, according to its draft plan. (And under the legislation, Johnston County itself could enact a quarter-cent sales tax for transit with voter approval.)

Wake isn't interested, though, in spending money on a Durham connection, at least not for at least 15 years, says Commissioner Joe Bryan, the Wake board's leader on transportation issues.

When King asked, at the commissioners' retreat, whether Wake would consider at some point paying part of the cost of extending light rail from Cary to an RTP station a mile over the border in Durham County, Bryan said it shouldn't happen until 2025 at the earliest. "We have a big system to build ourselves," Bryan answered.

Correction (March 10, 2010): Light-rail transit costs about \$50 million-\$60 million per mile, not per year, as the print version of this article stated.

Consultant hired to boost regional rail bid

03.19.10 - 09:45 pm

Triangle Transit to ready new request for federal transit subsidies

By Ray Gronberg

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DURHAM -- Triangle Transit has hired a consultant to prepare the ground for a new request for federal subsidies to build some sort of rail system for commuters to link the region's key cities.

The consultants come from URS Corp., a large, San Francisco-based firm that's also been hired to operate a toll road the N.C. Turnpike Authority is building between RTP and Holly Springs.

On the transit front, the company's been asked to perform an "alternatives analysis" federal regulators would demand before they'd consider a subsidy request from Triangle Transit.

The consultant who will spearhead the work, Bill Houppermans, told officials from Durham, Wake and Orange counties Friday that the study will take a bit more than a year.

It should lay out the merits for commuters of existing road and transit programs, potential non-rail improvements like the addition of commuter lanes to the region's freeways, and a full-blown rail network.

Regulators will want to see that local officials have studied all potential solutions and come to a consensus about what package of investments would most benefit the region, Houppermans said.

"We're not walking through it with a presumed answer," he said, adding that the consultants would soon be checking in with local governments and soliciting comment from the public.

Houppermans also said it's "very difficult" to assemble the sort of regional consensus federal regulators like to see, to the point it's taken transit supporters in some states several tries to get it right.

That was not necessarily news to the local officials he briefed on Friday, who are in the midst of their second attempt to hammer out a plan the Federal Transit Administration would deem worthy of so-called "new starts" money.

The first fell through in the summer of 2006 after it became clear the FTA wouldn't fund it. Officials at the time blamed the failure on moves by the Bush administration to tighten ridership-driven funding guidelines.

But Triangle Transit General Manager David King said the region's failure to earmark a significant amount of local money to the project "was [a] more important" contributor to what happened in 2006.

King added that local leaders would likely have to call and pass referendums on a local-option sales-tax surcharge to help pay for a system before the feds seriously consider a new subsidy request.

"They will want to see our money on the table before they put in their money," he said.

Officials appear unlikely to call a referendum this year, thanks to the economy, but are looking at dates in 2011 and 2012.

In addition to preparing the ground for federal regulators, officials are plainly hoping the URS-led review of local transit planning helps clear up some of the disagreements about the best strategy for connecting the region.

The sharpest of those concern whether there a rail network should use one technology, most likely light rail, from end to end or mix and match heavy and light carriages to different parts of the region.

Durham Mayor Bill Bell has emerged as the leading backer of a single-technology solution, but Triangle Transit officials don't think ridership or revenue numbers will support that.

Houppermans said it's by no means uncommon for systems to mix and match, given that few people actually need to ride them end-to-end.

But "building the best possible system needs to be a goal, or we won't be competitive with other regions," he added.

Bell had no quarrel Friday with the consultant's approach. "I'm glad you made that point," he told Houppermans.

The mayor added, however, that U.S. Secretary of Transportation Ray LaHood and other Obama administration figures have made it clear to him that they intend to reward proposals that "think regionally [and] act regionally."
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Friday, March 12, 2010

NCDOT bulk bridge projects could be boon to contractors, engineers

Triangle Business Journal - by [Chris Baysden](#)

RALEIGH –The North Carolina Department of Transportation is developing a \$100 million design-build bridge replacement program that would allow contractors and engineering firms to land multiple jobs at once.

The idea is to replace a chunk of the state's outdated bridges while also giving smaller contractors a chance to participate in design-build projects, which they normally eschew due to the financial risk involved. Funding for the proposed program is still a question mark, but NCDOT seems so enamored of its potential that the department is considering rolling out a scaled-down version if it can't go full bore.

This latest move by the DOT is a departure from its typical modus operandi of awarding bridge projects in piecemeal fashion.

And officials say there's good reason for ramping up bridge work. Of the state's 13,251 bridges, 2,557 – or 19 percent – are classified as structurally deficient while 2,739 – or almost 21 percent – are categorized as functionally obsolete. Wake County alone has 66 structurally deficient bridges and 99 functionally obsolete ones.

Currently, NCDOT awards individual bridge projects separately to contractors after the department's engineers have designed the structures. The new idea is to let a group of about 10 bridge projects all together in each of the department's 14 divisions around the state. Each replacement would cost from \$500,000 to \$1 million, says Victor Barbour, the administrator of NCDOT's Technical Services Division. In total, the department would spend roughly \$100 million to replace about 140 bridges.

Road construction companies would team up with private engineering firms to place their bids for each package of bridge work. The private engineering firm would do the design work instead of NCDOT. This design-build process has proven to be an efficient way to tackle large road construction projects in the past few years.

But smaller firms have stayed away from bidding on such work, says Berry Jenkins, a road construction insider with the Carolinas chapter of the Associated General Contractors of America, because of the financial risks involved. Putting together a design-build bid requires more up-front work, which increases the cost to contractors who aren't assured of getting the job.

"A lot of the smaller firms have been very scared about getting involved," says Jenkins.

The new bridge program wouldn't cost the contractors as much up front because the bridges involved would be fairly similar: two-lane concrete bridges, 25 to 60 feet long, and located on secondary roads.

Lacy Love, NCDOT's director of asset management, says it would take two to three months per bridge replacement. He thinks that the engineering firms and contractors would find efficiencies since the design and construction techniques would be repeated for each bridge. Contractors also should be able to save on material costs since they would be buying in bulk.

Barbour says the department would give each contractor about three years to complete all 10 bridges. NCDOT hopes to have a list of the top bridges that need to be replaced in each division within the next 30 days. The department already has briefed contractors and engineering firms on the proposed program.

The critical question remaining is where the money would come from to fund such a program. NCDOT officials hope to use a second wave of federal stimulus money or new funds from a federal jobs bill. That type of legislation has been discussed in Washington, but nothing that could fund the program has been passed.

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Tuesday, March 9, 2010

Report: 18,000 stimulus road jobs in N.C.

Triangle Business Journal - by [Chris Baysden](#)

Stimulus-funded highway improvement projects in North Carolina have supported 18,403 jobs in the state, according to a new report from the **American Road & Transportation Builders Association**.

Those jobs would not have existed without the stimulus, says the Washington, D.C.-based association.

According to an analysis of Federal Highway Administration data, ARTBA found that 294 stimulus-funded projects are either under way or have been completed in North Carolina at a cost of \$661.4 million. Another 79 projects have been identified and are scheduled to start shortly.

The American Recovery & Reinvestment Act, which was passed in early 2009, provided \$48 billion for transportation improvements over two years. That includes \$27.5 billion for highway, bridge and related construction projects around the country.

The Tar Heel State received \$735.5 million for highway, bridge and related improvement projects.

The ARTBA report included a breakdown of spending by congressional district.

Twenty-seven projects totaling \$50 million have been obligated in the second congressional district, which includes part of Wake County. Another 23 projects totaling nearly \$32 million have been obligated in the fourth congressional district, which includes parts of Durham and Orange counties. The 13th district, which includes part of Wake County, has had \$1.7 million in funds obligated to one project.

The fifth congressional district, which stretches from the mountains to the Triad, has been the big winner, with 35 projects worth \$94 million having been obligated. Another \$305 million has been obligated to 144 projects in multiple districts.

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Friday, March 5, 2010

Benchmarks set, but NCDOT falling short of own goals

Triangle Business Journal - by [Chris Baysden](#)

RALEIGH – As the **North Carolina Department of Transportation** focuses its reform efforts on improving the way it builds roads, the agency’s own annual report shows that NCDOT isn’t getting the job done in maintaining its existing roads and bridges.

That prompts a multibillion-dollar question that will chafe the hide of politicians statewide: Can NCDOT actually solve the state’s most vexing transportation problems on its own, or will elected officials eventually have to rev up funding?

NCDOT has needed an overhaul both for operational reasons and pragmatic political ones. Troubled by inefficiency, the department began a reform process toward the end of former Secretary Lyndo Tippet’s tenure. Reform has accelerated under the administration of Gene Conti, who took the driver’s seat last year after being appointed by Gov. Beverly Perdue.

One aspect of the reform process has been the development of what NCDOT calls a “dashboard” of performance metrics that can be easily accessed by the public on its Web site. NCDOT’s 2010 annual report includes dashboard statistics that show the department is failing to hit its targets in the following

areas: Percentage of lane miles in good condition, percentage of bridges in good condition and percentage of projects awarded to contractors on schedule.

“We’re not happy with the reds,” Highway Administrator Terry Gibson says of the color often used in dashboard diagrams to denote that the department hasn’t met its goals. “Absolutely not.”

Gibson isn’t sure how long it will take for the department to meet those goals, and he points to funding as a key issue. Others have similar concerns about the department’s revenue streams, which didn’t seem adequate before the recession walloped them.

“Taxes are going to have to go up at some point,” says Steve Jackson, a public policy analyst with the liberal **North Carolina Justice Center**. “Otherwise, you’re just going to get deteriorating infrastructure.”

Transportation insiders have been trumpeting a “fix it first” campaign for years, says Jackson. But so far, Conti’s most visible reform efforts seem to have been geared more toward new construction and making the project-selection process less political and more data-driven and transparent.

Conti also has worked to make NCDOT’s new multi-year “work plans” more realistic than what was in Transportation Improvement Programs of the past. The TIP, which is designed to be a master list of major NCDOT projects, has been notoriously unreliable.

NCDOT has developed the new model’s selection framework over the past year. Projects will receive scores based on criteria ranging from pavement condition, traffic counts, car crash data and input from local transportation planners. Each project’s scores will be developed separately from the others.

“It’s kind of like a divers’ meet,” says spokeswoman Greer Beaty.

NCDOT currently is explaining the new process to local transportation planners around the state. Jackson says the changes are an improvement. But he thinks that the input from local officials still leaves wiggle room for politics to get involved in the process.

Jackson also would like to see land-use planning and fiscal responsibility married up in a way it hasn’t been before. He argues that local governments should have a greater responsibility for road funding since they are the ones approving residential and commercial developments that lead to sprawl and the transportation problems that it begets.

During the first year of Conti’s term, NCDOT assembled a five-year work program that runs to 2015. Now, using the new selection metrics, the department is developing a work plan that will run from 2015-20.

Beaty says that more than 1,100 potential highway construction projects, which would cost \$45 billion, have been evaluated. But NCDOT estimates it will have just \$9 billion to spend on highway projects during that period. The work program will be available for public comment later this year.

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Triangle rail plans chug on, but issues aren't resolved

After talking about regional rail transit for more than 20 years, leaders in Wake, Durham and Orange counties are still struggling to agree on plans that would suit each county and also fit together to serve the whole Triangle.

They're forging ahead in hope that the economy will rebound while they map out timetables for laying tracks and beefing up bus service. Meanwhile, they're looking back at one of the first ideas floated for regional rail service, back in the late 1980s.

Those leaders will face a test of regional cooperation this year when they set the date for a three-county referendum, so voters can consider paying for most of the new transit plan by adding a half penny to the 7.75-cent sales tax. The state law authorizing a tax vote says it must be held on a regular election day.

The first feasible date is in October 2011, when Raleigh and Cary hold local elections and Durham has a city primary. In November 2011, there are elections for other Wake and Orange towns, Durham and the Wake school board.

County commissioners, facing their own elections this fall, will get an update Wednesday on public sentiment for a transit sales tax. Joe Milazzo II, executive director of the nonprofit Regional Transportation Alliance, will release three-county poll results he says are "not celebratory, but they are promising" for transit supporters.

The key premise of the failed Triangle Transit rail plan, killed by federal regulators in 2006, was a regional rail link from Durham to Raleigh through Research Triangle Park. Now, the Durham-to-Raleigh link is the central source of disagreement.

Orange and Durham county leaders generally agree on an electric-powered light-rail line that would travel from Chapel Hill along N.C. 54, Interstate 40 and U.S. 15-501 into Durham.

Wake officials see their first light rail running south from Triangle Town Center and I-540 through downtown Raleigh and west to, at least, the State Fairgrounds.

Where it goes from there - and when - is up in the air. There's no agreement on when the trains would reach Cary, RTP, the airport and Durham - or what kind of trains they would be.

Durham Mayor Bill Bell wants to complete the Durham-Raleigh link with light rail, which costs more than \$50 million a mile. But transportation planners say the sprawling RTP and nearby suburbs would not have enough riders to justify frequent light-rail stops.

David King, general manager of Triangle Transit, has advanced the alternative of linking Durham and Raleigh with rush-hour commuter trains. That idea was floated in the late 1980s by Avery Upchurch, the popular Raleigh mayor who died in 1994.

Commuter trains use existing tracks to offer a faster trip with fewer stops than light rail. They could start rolling many years sooner than light rail, for \$12 million to \$15 million a mile.

Tony Gurley, chairman of the Wake County commissioners, says his priority is to work out a transit plan that makes sense for Wake residents - who would be contributing more than 70 percent of the region's sales tax revenue.

"I need to be confident that we're getting something that satisfies the Wake County voters first, and regional voters second," Gurley said.

But Wake's interest doesn't stop at the county line. Thousands of Wake residents commute to jobs in RTP, which is mostly in Durham County.

"A Wake County plan must connect to the Park," Gurley said. "Even if it includes Wake County money being spent for a station that's in Durham County but it's at RTP, that's still a Wake County plan."

Study: Roads cost Triangle drivers \$1,350 a year (WRAL.com)

Posted: 10:31 a.m. today

Updated: 4:27 p.m. today

RALEIGH, N.C. — A national transportation group says drivers in North Carolina's largest urban areas lose \$1,350 a year because of lost time and gasoline costs sitting in traffic and because of bumpy pavement or poor safety conditions.

[The nonprofit group TRIP released a report Tuesday](#) that uses federal data to show what inadequate roads and bridges mean for drivers in the Triangle, the Triad and Charlotte.

The group says the costs for drivers in Raleigh, Durham and Charlotte are essentially the same, while drivers in Greensboro and Winston-Salem on average face \$900 in expenses because there's less congestion in the Triad. Statewide, poor pavement, traffic congestion and other highway problems cost North Carolina drivers \$5.7 billion a year, according to the report.

"Our highways and bridges were once the envy of the entire country – not so much anymore," said Marc Finlayson, co-chairman of the North Carolina transportation advocacy group NC Go!

The TRIP report projects a \$65 billion shortfall over the next 20 years to adequately plan, design, build and maintain the state's transportation system. Forty-five percent of Triangle roads are in poor or mediocre condition, according to the report.

"The consequences of not investing in transportation infrastructure are dire," Finlayson said, citing the August 2007 collapse of an interstate bridge in Minneapolis, which killed 13 people and injured scores more.

"Eventually, transportation infrastructure will rise to the surface. I don't want it to rise to the surface because we have a catastrophe," he said. "What we need to do is recognize that we've got a problem (and) address it now before it becomes worse than we care to deal with. I'm confident we will."

In 2008, the traffic fatality rate in North Carolina was higher than the national average, according to the TRIP report. Roadway design was a leading contributing factor in many of the fatal wrecks.

TRIP found that nearly 30 percent of the state's bridges show significant deterioration or don't meet current design standards. State Department of Transportation engineers estimate that 400 bridges a year need to be replaced, but the department has funding for slightly more than 100 projects per year.

"Bottom line – our needs in North Carolina are growing, (but) our revenue stream is not," Transportation Secretary Gene Conti said. "It's critically important we find new and more stable sources of funding."

The study could help state transportation boosters persuade the legislature to approve new ways to raise road construction funds.

Ideas to fund more highway and bridge maintenance include expanding the use of toll roads, increasing the state gas tax and creating a system that charges drivers for the number of miles they drive. Pushing some of the responsibility for road maintenance to the local level is also part of the discussion.

"For local governments, that'll be a hard situation for them to handle," said Paul Meyer, chief legislative counsel for the North Carolina League of Municipalities.

- **Reporter:** [Bruce Mildwurf](#)
- **Photographer:** [Edward Wilson](#)
- **Web Editor:** [Matthew Burns](#)

Pricetag for bad roads: \$1350 per motorist (News and Observer)

Tags: [Crosstown Traffic](#) | [NCDOT](#) | [transportation money](#)

North Carolina and its road needs are growing like crazy, but our transportation system is hurt by dwindling and unreliable state and federal funds, a [national transportation research group](#) says in a new study.

The Road Information Project, known as TRIP, represents transit, road and insurance interests. Its officers all work for engineering and construction firms. Will Wilkins, TRIP's executive director, released a 47-page report on North Carolina's transportation funding needs in Raleigh today.

The TRIP report calculates the need for safety improvements, congestion reduction and pavement repair and figures that these needs translate to \$1350 a year in added costs for each Triangle motorist. The breakdown:

Time wasted in congestion delays: \$733

Damage and injury in crashes where road design safety is a factor: \$238

Maintenance problems caused by rough pavement: \$379

Since 1990, North Carolina has seen a population growth of 42 percent, a traffic volume growth of 60 percent, and a GDP growth (adjusted for inflation) of 73 percent, the report said. By 2030, the state expects vehicle travel to increase another 45 percent and population to grow by 30 percent.

Wilkins, TRIP's executive director, and local speakers said state and federal officials need to consider increasing the gas tax and indexing it to inflation in the short run. In the long run, they said, the gas tax probably should be replaced with some kind of tax on the miles driven by each car.

Sales tax surcharge finds support

Poll shows that counties want transit improved

By Ray Gronberg

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DURHAM -- A new poll finds that support for a half-percent sales tax surcharge to pay for new bus and rail transit has risen slightly in Wake, Durham and Orange counties compared to levels last year.

About 58 percent of the registered voters in Durham a pollster hired by the Regional Transportation Alliance said they'd favor such a levy.

Wake County voters backed the idea with a 55 percent majority, as did some 61 percent of the Orange County voters questioned, said Paul Fallon, the pollster who led the survey.

All those percentages were slightly higher than those reported by a similar poll Fallon conducted for the business-interest alliance in March 2009.

But Fallon told members of Triangle Transit's board of trustees Wednesday that the new numbers, though favorable, aren't necessarily solid enough to count on the sales levy passing separate referendums in the three counties.

In fact, as planning for an expanded transit network gets more specific, "I suspect support will wither a bit," Fallon said. "It always does."

The telephone survey, conducted March 7 to March 10, took comment from 901 voters, about 300 in each county. Its margin of error at the county level was plus or minus 5.6 percent.

Fallon conceded in response to a question from Durham County Commissioner Ellen Reckhow that the structure of the questionnaire might have induced a "priming effect" that boosted reported support for the sales tax.

Polls specifically undertaken to guide an election campaign would use somewhat different methods to filter out such effects, he said. And such a poll-guided campaign typically would start about 18 months in advance of an election.

The survey did clearly suggest that there's strong support for the general idea of beefing up the Triangle's bus and rail network.

Overall, about 69 percent of the voters in the three counties somewhat or strongly favor adding buses and bus routes, and about 78 percent likewise favor a rail system.

Fallon said voters here tend to see the benefits of transit investments even if they don't intend to use such a system themselves.

Roughly in line with last year's survey, 34 percent of Wake County voters said connections to RTP should receive the highest priority from planners. Some 35 and 34 percent of Durham and Orange voters, respectively, said connections between all three counties merit top priority.

New questions bearing on a disagreement between Durham Mayor Bill Bell and transit planners suggest that voters would prefer that a new rail system start "cheaper, shorter," to prove that the concept works before officials move on to build a comprehensive network.

That idea, increasingly favored by the Triangle Transit staff, won backing from 65 percent of all those polled. There were no significant differences in sentiment on the point among the three counties.

Bell has indicated he'd like to see the counties' transit plans embrace the idea of running frequent-stop light rail trains throughout the region. Other officials, however, say finances could force them to start small, with limited use of light rail and more of an emphasis on linking cities and suburbs during the morning and evening rush hours.

Fallon said the standout, statistically significant discrepancy he saw in the numbers was a split in party affiliation among those who support a sales-tax surcharge for transit.

Only about 38 percent of the Republicans polled favored the levy, compared to 62 percent of Democrats

and 66 percent of unaffiliated voters in favor.

"Clearly, there is a partisan cleavage that exists when it comes to this issue," he said, adding that the most common reason people gave for opposing the surcharge was a general dislike of higher taxes.

Triangle Transit trustees conceded that they and other supporters of an expanded referendum are still facing a sales job, not to mention a tough decision about the timing of any referendum.

Even at 58 percent favorable across the region, the poll "clearly doesn't allow us to pop the champagne corks yet," said Jeff Merritt, the Wake County appointee who chairs the transit board.

Last year's survey found that about 52.2 percent of Durham voters, 50.5 percent of Wake County voters and 56.6 percent of Orange County voters polled supported a sales surcharge.

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Road funds don't follow population

Raleigh drivers think they and their city are getting ripped off.

And they're right. Sort of.

Raleigh commuters routinely idle in traffic snarls such as the Interstate 40 bottleneck in and out of Research Triangle Park. They believe that local taxpayers shovel millions of dollars into the state Department of Transportation and get squat in return, especially when it comes to asphalt and yellow stripes.

Wake is the state's second-most populous county, and second only to Mecklenburg in state spending for road maintenance and construction.

But when spending shares are counted on a per-capita basis, according to DOT and census data analyzed by The News & Observer, Wake ranks 90th out of North Carolina's 100 counties.

DOT spent an average \$3,756 for each North Carolinian during the past 10 years, but only \$2,959 per person in Wake. That statewide average would have boosted Wake's share of DOT money since 2000 by 27 percent, or \$715 million.

IBM manager Bruce Morris' commute from his home near Apex into Research Triangle Park can last 40 to 90 minutes, depending on how clogged I-40 gets each day.

"If I'm on brake lights by Aviation Parkway, it's going to take me forever," Morris said.

He has a secret, until now, strategy for coping with the daily jam. He stays in the right-hand lanes leading up to the Harrison Avenue exit. It's an uphill climb, which slows down the trucks in the left lanes.

The magic point is just before the exit and the crest of the hill. Before I-40 starts downhill and the trucks speed up, Morris slips into the left lanes ahead of them.

Next week, a legislative transportation committee will hold a public hearing on whether the state should update its 21-year-old "equity formula" for dividing most road construction money.

A consensus for overhaul seems to be building among urban lawmakers. Rural leaders rebuffed such efforts in the past. But the tide could turn when legislative districts are redrawn after this year's census to reflect a surge in urban growth since 2000.

DOT officials say transportation spending is not about matching dollars with head counts. It's about building a network that can move people and goods across the state.

Businesses might be less interested in moving to North Carolina if they can't get their goods from the Wilmington ports to Raleigh stores, regardless of traffic conditions on the I-40 Beltline, said Greer Beaty, DOT communications director.

"The benefits don't stop at the county line," Beaty said. "Our role at DOT is to maintain and enhance the system for the entire state. ... What's good for I-85 in Mecklenburg County is good for I-85 in Durham County. Those are major commercial routes."

Raleigh's 540 Outer Loop is a major route, too. But DOT said a few years ago that it would not have enough money to finish building it in the next three decades.

So local drivers will pay tolls to use the next 540 extension when the N.C. Turnpike Authority opens the state's first modern toll road, the Triangle Expressway. Meanwhile, Raleigh also is spending 7 percent of city property taxes to improve roads that are supposed to be the state's responsibility.

Wake isn't getting its fair share because the equity formula reserves too much money for rural areas, Raleigh Mayor Charles Meeker says.

"There are no thoroughfare projects being undertaken by DOT in Wake County, and there are none planned," Meeker said. "Road projects need to be built for roads that are used a lot."

Charlotte leaders have argued for years that the state's system of paying for roads shortchanges their city.

"The number one complaint we hear from citizens is congestion," said Rep. Becky Carney, a Charlotte Democrat and House Transportation Committee chairwoman. "Why aren't we addressing that?"

Four lanes, 10 miles

The equity formula was created in 1989, under then-Gov. Jim Martin, a Republican, with goals that included ensuring that nearly everyone in the state will live within 10 miles of a four-lane road.

Over the past decade, the county with the fewest people, Tyrrell, has received the most road money per capita. Tyrrell, in Eastern North Carolina, had a population of 4,078 in 2009 and is best known as the last county that Outer Banks-bound travelers pass through before they get to Dare County's beaches.

Much of Tyrrell County's big share reflects the expansion of U.S. 64, said Van Argabright, a top project manager at DOT. That project mostly benefits other counties, he said.

"The primary reason you do that is to get people from Raleigh to the Outer Banks," Argabright said.

Legislators and governors from both parties have used road building as a lure for economic development.

But Rep. Ric Killian, a Charlotte Republican, said spreading economic development is not state government's job. The state should provide citizens with security and a sound infrastructure, he said.

"Businesses want to come to an area where employees can buy a house, send their kids to a good school and enjoy the amenities of the community," he said. "That usually means urban areas, and that won't change."

David Hartgen, a retired UNC Charlotte transportation professor, faults both state and city leaders for failing to focus spending priorities on projects that will relieve congestion.

Raleigh and Charlotte planners have earmarked too much of their money for big transit investments that will serve only 1 to 2 percent of their residents, he said.

"The problem is the misallocation of the money we have," Hartgen said.

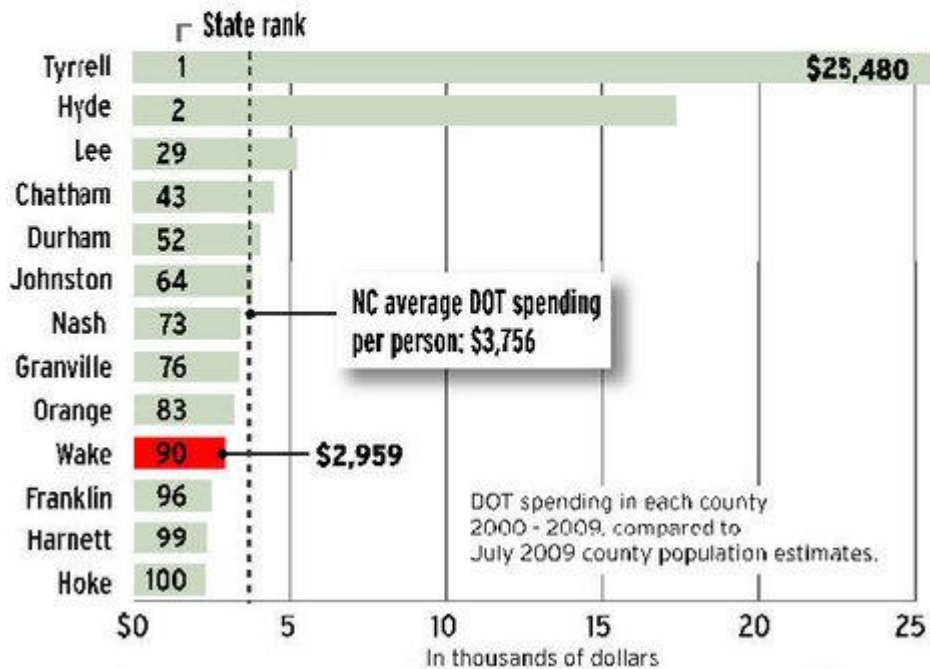
Sen. Clark Jenkins, an Edgecombe County Democrat, doesn't want to see money taken from rural areas. But he agrees that DOT needs to find new money to reduce congestion in cities.

"The bottom line is we need more money," said Jenkins, vice-chairman of the Senate Transportation Committee. "And it should go into the congested areas."

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HOW TRIANGLE COUNTIES COMPARE

Wake County has 9.56 percent of North Carolina's population, but it received only 7.54 percent of state road construction and maintenance spending over the past decade. So Wake ranked near the bottom among the 100 counties in DOT per-capita spending.



Source: N.C. Department of Transportation, U.S. Census Bureau The News & Observer

Church Street closure draws ire

By Ray Gronberg, gronberg@heraldsun.com; 419-6648

DURHAM -- A 2005 zoning decision that went against advice the Durham Planning Commission gave City Council members has come back to bite officials who are now trying to spend \$18.1 million in federal economic-stimulus dollars.

The money would pay for speed-boosting improvements to the railroad line that parallels N.C. 54 just east of Research Triangle Park, including closing an at-grade road crossing of the tracks along Church Street less than 60 yards away from Durham's border with Wake County.

But the Church Street closure is drawing opposition from residents of Keystone Crossing, a new townhouse development under construction just to the northwest.

Residents say local and state plans for re-routing motorists who travel the area are badly thought-out because they'd increase cut-through traffic in the new neighborhood.

Its narrow main drag, Keystone Park Drive, is supposed to be extended north to Hopson Road and become a primary road outlet for emerging neighborhoods in northwest Morrisville.

Critics have taken to the Internet to voice their displeasure to local, state and federal officials.

The additional traffic "will decrease safety [and] diminish the integrity of the neighborhood," Keystone Park Drive resident Shannon Watson said in a recent e-mail. "Since there is no support for this project within the areas that will directly be affected, please cancel the project and use the taxpayers' money for something that the taxpayers are actually in support of."

But Durham officials note that the planned road extension has long been part of the plan for the area, figuring in at least two permit decisions.

N.C. Department of Transportation engineers are eager to get started on the rail work, and are in talks with the developer of the Keystone business park, who's supposed to help pay for the road extension.

City records show that the Keystone Crossing neighborhood wouldn't even have been built had the City Council heeded the Planning Commission's advice in 2005.

The rezoning approved that year allowed Keystone developers to build up to 382 homes on the 48-acre site, instead of the industrial buildings they originally intended.

Planning Commission members voted 12-0 to advise against amending Durham's long-range land-use plan to accommodate the request, and 9-1 against changing the property's zoning.

They warned that the proposed Keystone Crossing neighborhood was poorly designed and badly placed.

"This site is inappropriate for housing," Don Moffitt, a city delegate who now chairs the panel, said in written comments about the proposal he sent on to council members in 2005.

"This is a really tacky proposal," added then-county delegate Bob Jentsch. "It reminds me of the slums of old New York, Chicago, London and Belfast."

But City Council members voted 6-1 in April 2005 for the plan change and 6-1 again that June for the rezoning. Councilwoman Diane Catotti cast both dissenting votes. The rezoning's conditions included a demand for right-of-way for the future road extension.

Officials in the City/County Planning Department also advised against the plan change, and in their subsequent memo on the rezoning warned that "the proposed new residential area is likely to be subjected to large truck and commuter traffic."

City Council minutes show that the project had the support of lawyers from what is now the RTP branch of the K&L Gates law firm, plus that of Triangle Transit officials eager to boost the number of likely customers for what then figured to become a new commuter rail system.

Plans for that system fell through a year later, though there's a move under way to revive them.

Some complaints voiced by Keystone Crossing residents went to elected officials in Morrisville, who've relayed them to their counterparts in Durham.

But city administrators have responded by urging critics to, as Assistant Transportation Director Wesley Parham put it in an e-mail to a Morrisville council member, "become familiar with the development history" of the neighborhood.

"The dilemma is, that's what the plan calls for," Transportation Director Mark Ahrendsen said Friday.

The money for the project is part of the \$545 million the Obama administration promised the state in late

January for high-speed rail upgrades.

The \$18.1 million coming Durham's way would also pay for a new bridge to carry the railroad over Hopson Road, the partial straightening of a curve in the main line and the installation of a 2.4-mile-long passing track.

The project is the only one DOT listed in its application for the high-speed rail grant that specifically allotted money to work in Durham County.

Local officials have to clear the way for the project by amending the Durham-Chapel Hill area's transportation improvement plan, which hadn't anticipated money for the work arriving so soon.

Ahrendsen said officials will brief the local Transportation Advisory Committee next month, to prepare for a vote in May.

Reckhow seeks 'traction' on transit future

03.31.10 - 10:29 pm

Officials seek right mix of rail technologies for linking Triangle towns

By Ray Gronberg

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DURHAM -- Officials should reconvene a blue-ribbon citizens' panel to see whether there's support in that quarter for using heavyweight "commuter" trains to link Raleigh, Durham and maybe other towns, a Durham county commissioner says.

Checking in with the people who served on the group "would serve us well" because they're well-informed and could provide an early warning if the commuter-rail idea has problems, County Commissioner Ellen Reckhow said during a meeting Wednesday of the elected officials who oversee the region's road and transit planning.

Reckhow added that an endorsement from the group would conversely "give this approach traction" going into a potential referendum in the fall of 2011 on whether to use a sales-tax surcharge to fund transit.

Other officials backed Reckhow's suggestion.

"We picked a lot of those folks for their great advocacy skills," Durham City Councilman Mike Woodard said, referring to the members of the former Special Transit Advisory Commission.

The panel led a review of area transit planning, and in spring 2008 endorsed the idea of spending more than \$8 billion over three decades to beef up the Triangle bus and rail service.

Officials following up on the panel's advice are now trying to figure out the right mix of rail technologies to use in linking the region's major communities.

The key issue is how much of the system should use so-called light rail technology, which Triangle Transit General Manager David King explained would use dedicated tracks, tap overhead wires for power and be nimble enough to make frequent stops.

Commuter rail, by contrast, would share existing tracks with freight and Amtrak passenger trains and wouldn't need wires. Such a service would offer speedy connections between cities, but stops would be farther apart.

Reckhow's request touched on a smoldering quarrel that's pitted Mayor Bill Bell against other officials.

The mayor has signaled he prefers a "seamless" system that would predominantly use light rail. But planners appear to favor commuter rail for runs from Durham east, because it would cost less and allow for more links to suburbs in Wake and Johnston counties.

The 2008 recommendations from the Special Transit Advisory Commission also favored a split-technology approach.

It endorsed using mainline-capable trains between Durham, Cary, downtown Raleigh and north Raleigh. Members at the time favored light rail only for a run from the Duke University Hospital area to the UNC campus in Chapel Hill.

Reckhow nonetheless said it "would be good to have another pass with them" on the issue, because the group's previous recommendation "didn't include the express-rail component" planners are now talking about.

King said the current thinking for the commuter service is to build on the four trains Amtrak already runs through the area, plus the two midday runs the national system is adding to its schedule on June 5.

Wednesday's meeting brought together elected officials from Wake, Durham and Orange counties so they could hear an update from administrators on each county's transit planning.

All three are planning on large, early expansions of bus service, to build ridership and public support for transit in the short run and serve as feeders into the rail system in the long run.

But each county is facing special problems.

Wake County officials noted that they have to work with 12 city and town governments, to build support for a referendum spelling out how each would benefit.

Durham administrators acknowledged again that geography makes their community the pivot point of a regional system, with decisions on either side of it having ripple effects here.

And Chapel Hill planner David Bonk said Orange's small sales-tax base means that officials there might have to come up with an "additional contribution" to supplement what a sales surcharge and higher vehicle registration fees would bring in.

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DOT chief: Roads not counties' burden

03.31.10 - 10:04 pm

Conti: Still, how to maintain secondary roads is an issue

By Ray Gronberg

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DURHAM -- Some at his agency might disagree, but state Transportation Secretary Gene Conti made it clear Wednesday that he's not inclined to ask county governments to shoulder the burden of maintaining North Carolina's secondary roads.

"I don't think that would be at all workable, financially or institutionally or any other way," Conti told elected officials from Triangle counties. "That's not our goal."

Conti did say, however, that the state needs to "figure out some innovative ways to address" secondary-road maintenance in partnership with local governments.

The secretary's comments alluded to a squabble that erupted last year when three bills surfaced in the General Assembly that would have forced cities or counties to pick up the tab for the upkeep of thousands of miles worth of state roads.

The bills grew out of the feeling among officials at the N.C. Department of Transportation that the cash-strapped agency should concentrate its maintenance dollars on interstates and numbered U.S. and state routes.

But DOT is also responsible for the upkeep of a good number of other roads in cities and counties across the state, thanks to its Depression-era takeover of what to that point had been county road programs.

The most aggressive of the bills calling for a transfer came from Mecklenburg County state Sens. Bob Rucho and Dan Clodfelter. They figured on shifting responsibility for 64,000 of the state's roughly 79,000 miles of roads to counties.

Conti alluded to that bill Wednesday and told Triangle officials it's "not something we're advocating."

The secretary had signaled his position before, "but not quite that strongly," Durham City Councilman Mike Woodard said after the morning meeting.

"I thought [he] was fairly emphatic," Woodard added.

Conti's top lieutenant, DOT Chief Operating Officer Jim Trogdon, supported a variant of the maintenance transfer in the past. He also spoke during Wednesday's meeting, but didn't touch on the point.

Both state officials touted the agency's efforts to beef up cooperation with local officials and set up priority rankings for road projects that should take some of the politics out of DOT's decision-making.

Trogdon detailed the system DOT is considering for ranking so-called "urban loop" projects, a matter of local concern because it will affect funding decisions for Durham's East End Connector.

He said officials intend to grade projects on factors like their potential to relieve congestion, improve safety, boost travel time and ease freight movements.

But two factors appear particularly likely to influence consideration of the East End Connector, which is supposed to link the Durham Freeway and U.S. 70.

DOT figures to give extra weight to projects backed by funding other than state loop dollars. That's a help to the connector because Durham officials have signaled that they're willing to see some of the area's normal road money go to the project.

On the flip side, Trogdon said DOT also would give weight to projects that appear likely to trigger economic development. That could hurt the connector, which is unlikely to spark much real-estate speculation because its two interchanges will go in at points already served by major highways.

Trogdon also told local officials that last year's federal economic-stimulus bill had allowed DOT to "do better than probably just sustain" its construction and maintenance program in the face of other revenue shortfalls.

He said that from talking to contractors, DOT believes the bill's proceeds kept about 30,000 workers in the field for about 2 million hours of labor that otherwise would have gone undone for lack of money.

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State to add midday rail service with Durham stops

From staff reports

Raleigh -- State Transportation Secretary Gene Conti on Tuesday announced that two additional trains providing mid-day service between Raleigh and Charlotte will begin on June 5, increasing the state-sponsored passenger rail service to six trains operating daily between the state's two largest cities.

The new midday service will include stops in Durham.

"As our population continues to grow, we must provide people with travel alternatives," said Conti. "Train travel also provides environmental and energy benefits through reduced congestion and improved air quality."

The state already sponsors four trains daily, the Piedmont and Carolinian, as North Carolina's Amtrak. Each train makes a morning and evening run between Raleigh and Charlotte, a trip that is auto competitive at 3 hours and 7 minutes, including intermediate stops at Cary, Durham, Burlington, Greensboro, High Point, Salisbury and Kannapolis.

The morning train for Charlotte departs Durham daily at 7:22 a.m. and the evening train at 5:24 p.m.

Northbound service from Charlotte arrives in Durham at 10:15 a.m. and 7:49 p.m. daily.

The new daily midday service will depart Durham for Charlotte at 12:22 p.m. and arrive in Durham from Charlotte at 3:04 p.m.

The Carolinian also provides daily service to Selma, Wilson, Rocky Mount, to Richmond, Virginia and to the northeast including Washington D.C. and New York City.

NEW PLAN OFFERED ON SMITH LEVEL RD.

04.06.10 - 06:15 pm

DOT hopes Carrboro residents will accept it

BY BETH VELLIQUETTE

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CARRBORO -- After a N.C. Department of Transportation plan to widen Smith Level Road to four lanes was rejected last year by the Carrboro Board of Aldermen, the DOT has come up with a new plan that it hopes is more in line with what Carrboro wants.

The new plan proposes widening Smith Level Road to two lanes divided by a grass median with 8-foot shoulders from the bridge crossing Morgan Creek up the hill to BPW Club Road.

The previous plan called for widening Smith level Road to four lanes with a grass median, but nearby residents and some aldermen didn't like that plan, fearing it would bring more traffic to the area.

The new plan also calls for building a three-lane section from BPW Club Road to Culbreth Road, and from there widening Smith Level Road from two to three lanes up to Rock Haven Road, which leads to Carrboro High School.

A roundabout at the intersection of Rock Haven Road that was in the first plan remains in the new plan.

The road will not have curbs and gutters, just the wide shoulders, which will give bicyclists who don't want to ride in the traffic lane space to ride, said Mike Mills, DOT's Division 7 engineer. A sidewalk will be built along the side of the road on the other side of the ditch and won't be connected to the street, he said.

The sidewalk will run the complete length of the project and connect to sidewalks on Rock Haven Road. The project also calls for sidewalks to be built on Culbreth Road from the corner of Smith Level Road to fill the gap where there are no sidewalks and connect to sidewalks already on Culbreth Road, Mills said.

After the first plan was rejected, DOT staff met with some Carrboro officials to try to come up with a revised plan for Smith Level Road. The road is narrow and runs up a steep hill. During rush hour, traffic frequently backs up on the hill.

If Carrboro accepts the new plan, the DOT will buy enough right-of-way on each side of the road so that the road eventually could be widened to four lanes if needed, Mills said.

"It could be 10 years. It could be 20 years. It could be never," he said. "I don't know."

The project is estimated to cost \$5.8 million.

The Carrboro Board of Aldermen has set a public information session on the design on April 27 at 6:30 p.m. at the Carrboro Town Hall. It will be followed by a public hearing at 7:30 p.m.

If Carrboro gives the DOT the go-head, it likely would take DOT staff six to eight months to draw up the right-of-way plans and then another year and a half to two years to buy the rights-of-way, meaning construction wouldn't begin until 2013, Mills said.

It would then take 18 to 24 months to complete the construction phase of the project, he said.

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Nobody's happy in road fund fight

RALEIGH Speakers from across North Carolina found little to like Tuesday in the "equity formula" used to distribute most state road-building money, but small-town advocates fretted that any change would make things worse for rural areas.

"There are a lot more losers than there are winners, but it isn't because of the equity formula," said Craig Hughes of the High Country Rural Planning Organization, which serves mountain counties in the state's northeast corner. "We all need more funding."

A House-Senate transportation oversight committee heard ideas from 16 civic and political leaders about possible changes to the formula. The committee was asked to consider improvements but is not expected to recommend big changes in the General Assembly this year.

The formula was adopted in 1989 as part of a compromise funding plan to pave rural dirt roads, surround big cities with freeway loops and link nearly every town in a web of four-lane highways.

Areas with more residents get more dollars, but big-city speakers complained that the formula ignores urban commuting patterns, air pollution and traffic jams.

"The funding definitions were created 20 years ago, when our population looked dramatically different," Durham Mayor Bill Bell said.

Stephen Jackson of the left-leaning N.C. Budget and Tax Center said the state should funnel more money to reducing urban congestion.

"We need to put the money where the traffic is," Jackson said. He also called for local governments to take over the burden of secondary roads. To pay for that, he said, local governments could be empowered to levy fuel and income taxes.

Joseph Coletti of the right-leaning John Locke Foundation warned that fuel taxes are higher in North Carolina than in neighboring states. But he floated the idea of boosting diesel fuel taxes for commercial vehicles.

Rural leaders sought to protect pet projects to improve local highways. But Leigh Woodall of Roxboro said Wake County has hogged Triangle funds, thwarting plans to widen U.S. 501 in Person County.

"Because of the equity formula, not a single dollar has been spent in Person County for a highway construction project since 1987," Woodall said.

Durwood Stephenson, a Smithfield developer, doubted that legislators could find a better way to divide scarce funds.

"The equity formula is equally unfair to us all," Stephenson said.

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