

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

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

**March 9, 2011
7:00 PM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. February 9, 2011 TAC Meeting Minutes (9:00-9:05)
(Attachment 5)**

A copy of the February 9, 2011 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the February 9, 2011 TAC meeting.

**6. FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range
Transportation Plan Amendment #2, and Air Quality Conformity Process (7:05-7:25)
(Attachment 6, 6A, 6B, 6C)**

Felix Nwoko, LPA Staff
Andy Henry, LPA Staff

The DCHC MPO will be approving three documents by August 2011:

- the FY 2012-2018 Metropolitan Transportation Improvement Program,
- Amendment #2 to the 2035 Long Range Transportation Plan,
- And corresponding air quality conformity determinations.

The MTIP must be coordinated with the State Transportation Improvement Program which is scheduled to be approved by the Board of Transportation in August 2011. The LRTP amendment is needed to ensure that the MTIP/STIP and the LRTP are consistent. Since both documents are subject to the air quality conformity process, air quality conformity determination reports must be prepared and approved.

Attachment 6 is a memo on the three documents and the approval process. Attachment 6 highlights differences between the draft STIP and draft MTIP. Attachment 6A is NCDOT's response to the one-on-one meeting. Attachment 6B is the draft MTIP released by the TAC for public comment in February. Attachment 6C is a resolution and table displaying the 2035 LRTP amendment for the DCHC MPO and the Capital Area MPO.

Both the adoption of the MTIP and the adoption of the 2035 LRTP amendment require adoption of an air quality conformity determination report. The draft air quality conformity report will not be complete until early June and must be adopted in August.

TAC Action: Hold a public hearing on the FY 2012-2018 Draft Metropolitan Transportation Improvement Program and draft 2035 Long Range Transportation Plan Amendment #2.

7. FY 2009-2015 Metropolitan Transportation Improvement Program Amendment #18 and Surface Transportation Program Direct Attributable (STPDA) Approval (7:25-7:30)

(Attachment 7, 7A)

Felix Nwoko, LPA Staff

Dale McKeel, LPA Staff

Amendment #18 to the FY 2009-2015 Metropolitan Transportation Improvement Program is necessary to add funding to a City of Durham project. The City of Durham has requested adding \$200,800 of STPDA to the Fayetteville Road Safe Routes to School project (SR-5001C) in FY 2011. Funding is requested to be taken from the Carpenter Fletcher Road bicycle and pedestrian project in FY 2012. Attachment 7 is the resolution adopting Amendment #18 to the FY 2009-2015 MTIP. Attachment 7A is the amended STPDA table.

TCC Recommendation: That the TAC approve Amendment #18 to the FY 2009-2015 MTIP and the STP-DA Table.

TAC Action: Approve Amendment #18 to the FY 2009-2015 MTIP and the STP-DA Table.

8. FY 2011-2012 Unified Planning Work Program (7:30-7:45)

(Attachment 8, 8A, 8B)

Felix Nwoko, LPA Staff

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 receives draft 2011-2012 UPWP	1/26/11
TAC receives draft 2011-2012 UPWP	2/09/11
TAC receives draft 2011-2012 UPWP and releases for public comments	3/09/11
TAC holds hearing for public comments	4/13/11
TAC approves final 2011-2012 UPWP	5/11/11

Attachment 8 is a memo regarding the draft FY12 UPWP. Attachment 8A is the draft FY12 UPWP document. Attachment 8B is the STP-DA change that will accompany the approval of the FY12 UPWP development and approval process.

TCC Recommendation: That the TAC release the draft FY 2011-2012 UPWP for public comment and schedule a public hearing at the April 13, 2011 TAC meeting.

TAC Action: Release the draft FY 2011-2012 UPWP for public comment and schedule a public hearing at the April 13, 2011 TAC meeting.

REPORTS:

9. Report from the TAC Chair
Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

10. Report from the TCC Chair
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

11. Report from Staff
(Attachment 11)
Felix Nwoko, LPA Staff

12. NCDOT Report
(Attachment 12)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

13. Recent News Articles and Updates
(Attachment 13)

14. Letter to DCHC MPO State Legislative Delegation re Urban Loop Prioritization – February 17, 2011
(Attachment 14)

15. Triangle Regional Transit Program Meeting Notice
(Attachment 15)

Adjourn**Next meeting: April 13, 2011, 9am****Dates of Upcoming Transportation-Related Meetings:**

3/8/2011, 7:30am	Regional Transportation Alliance 2011 Transportation Breakfast, Research Triangle Park Foundation
3/21/2011, 4-7pm	NCDOT Public Meeting on Draft STIP, Division 5, Oxford City Hall
3/22/2011, noon	Durham Chamber Transportation Committee Meeting
3/23/2011, 4-7pm	Triangle Regional Transit Program Public Workshop, Durham Station Transportation Center
3/24/2011, 4-7pm	Triangle Regional Transit Program Public Workshop, Friday Center
3/29/2011, 4-7pm	NCDOT Public Meeting on Draft STIP, Division 7, Kernodle Senior Citizens Center, Burlington
3/31/2011, 4-7pm	Triangle Regional Transit Program Public Workshop, Research Triangle Park Foundation
3/31/2011, 4-7pm	NCDOT Public Meeting on Draft STIP, Division 8, Traffic Services Building, Carthage
4/15/2011, 10:30am	Tri-MAP, RDU Airport Conference Room
4/26/2011, noon	Durham Chamber Transportation Committee Meeting

TAC Directives to Staff

06/11/03 – 12/31/09 (Pending/In Progress/On Going)

01/01/10 – 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.
8/9/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress</u> :
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.
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> : Status provided to TAC, TAC Chair and elected officials on an ongoing basis
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. Study has been drafted.
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
5/12/10	Send letter to Secretary Conti regarding funding for the East End Connector.	<u>Completed</u> : See 5/12/10 TAC Agenda.
8/11/10	Follow-up with UNC-Chapel Hill during public involvement period for NC 54 Corridor Study.	<u>Completed</u> :
2/9/11	Expedite the contract amendment for the NC 54 Corridor Study and direct the consultant to review the land use assumptions.	<u>In Progress</u> :

43 Patrick Wilson NCDOT – Division Engineer

44

45 **Voting Member

46 *Alternate or Non-Voting Member

47

48 Lydia Lavelle, TAC Chair, called the meeting to order at 9:04 a.m. and the Roll Call was

49 conducted.

50 **PRELIMINARIES:**

51 **Adjustments to the Agenda**

52 There were no adjustments to the agenda. Mark Ahrendsen stated handouts were distributed

53 at the beginning of the meeting which will be discussed during agenda item #6.

54 **Public Comments**

55 There were no public comments.

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

57 The Directives to Staff are attached for review.

58 **ACTION ITEMS:**

59 **December 8, 2010 TAC Meeting Minutes (Attachment 5)**

60 A motion was made by Ellen Reckhow and seconded by Mike Woodard to approve the

61 December 8, 2010 TAC Meeting Minutes. The motion carried unanimously.

62 **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation**
63 **Plan Amendment #2, and Air Quality Conformity Process (Attachments 6, 6A, 6B, and 6C)**

64

65 Ellen Beckmann provided an introduction for the FY 2012-2018 Metropolitan Transportation

66 Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality

67 Conformity Process, along with the attachments.

68 Ellen Reckhow stated \$6.1 million doesn't seem adequate for the cost of the NC54 project. Ellen

69 Beckmann stated that is the sum of the short term roadway recommendations. Ed Harrison stated the

70 collector streets will be built by the private sector.

71 Ed Harrison asked if the new TIP project for Park and Ride described in more detail anywhere
72 else and Ellen Beckmann stated no.

73 A motion was made by Mike Woodard and seconded by Alice Gordon to release the FY 2012-
74 2018 Draft Metropolitan Transportation Improvement Program and draft 2035 Long Range
75 Transportation Plan Amendment #2 for public comment. The motion carried unanimously.

76 **Air Quality Conformity Process Memorandum of Agreement (Attachment 7)**

77 Felix Nwoko provided an introduction for the Air Quality Conformity Process Memorandum of
78 Agreement. Mr. Nwoko stated the definitions of terms and a process for conflict resolution were
79 added at the request of NCDENR.

80 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the
81 Memorandum of Agreement. The motion carried unanimously.

82 **NC 54 Corridor Study – Update (Attachment 8)**

83 Leta Huntsinger provided an introduction for the NC 54 Corridor Study – Update, along with the
84 attachment.

85 A contract amendment was approved to add tasks to the consultant based on public comments
86 in the amount of \$51,752 plus a \$20,000 contingency. Ms. Huntsinger reviewed the funded and
87 unfunded tasks with TAC members. The funded projects are the superstreet, flyover ramps, and park
88 and ride lots; with growth projections being funded by the contingency funds. The unfunded tasks are
89 the shift of the light rail corridor to NC 54 and the Fordham Boulevard analysis.

90 Ellen Reckhow would like to fund revisiting the land use plan assumptions with the contingency
91 funds as that is the baseline for the study. We need to be clear to the consultant that land use is very
92 important and needs to be the first task. Ms. Reckhow stated we should use the results of the Triangle
93 Transit study. Ed Harrison stated the land use for the new station on the south side of NC 54 in Chapel

94 Hill and the Glen Lennox site plan are not set yet. Ms. Huntsinger stated staff will continue coordination
95 with Triangle Transit.

96 Mike Woodard stated the contingency projects will go forward. However, the unfunded items
97 will require more funds from the Durham City Council. Mr. Woodard wants to find a way to fund the
98 shift of the light rail corridor for \$37,000 and the Fordham Boulevard analysis (including redesign) for
99 \$22,000. The consultant estimated high based on the worst case scenario.

100 Mike Woodard asked the time frame and Ms. Huntsinger stated it is a six month time frame for
101 wrapping it up. Mr. Woodard stated the TAC needs answers by late summer in case we need to push for
102 a bond referendum.

103 Mark Ahrendsen stated staff is still finalizing the scope. They are discussing which project
104 elements will be funded. Alice Gordon stated that Leigh Village is a critical area.

105 Leta Huntsinger re-emphasized the TAC preferences as follows. Move forward first with
106 resolving some of the land use questions and the parking structure at Leigh Village.

107 **Triangle Regional Transit Program – Update**

108 Patrick McDonough provided a Power Point Presentation for the Triangle Regional Transit
109 Program – Update.

110 Mr. McDonough stated the New Starts requirement is we must have a Locally Preferred
111 Alternative. The Locally Preferred Alternative does not have to be fiscally constrained and there is no
112 phasing. The feds may ask for minimally operating segments.

113 Mr. McDonough stated the bus element of the Durham County Plan is at the final staff draft
114 level and the Orange County Plan is at the first staff draft. US 15-501 improvements are a top priority in
115 both plans.

116 Damien Graham with Triangle Transit discussed the schedule. The goal is to move forward to
117 allow counties to put transit on the referendum this fall.

118 Lydia Lavelle asked if the feds require the funding be in place to get the project in the hopper
119 and Greg Northcutt stated FTA doesn't require the funding to be in place until you want to move
120 forward with the preliminary engineering.

121 Alice Gordon asked Patrick McDonough to elaborate on the bus plan. Patrick McDonough
122 stated they can't finalize the bus plan until we know the rail costs and revenues. There will be a
123 prioritized list of bus services in the draft plan.

124 Alice Gordon stated that she understood that Wake County voted not to put transit on the
125 referendum in the fall, and Ms. Gordon would like to know how that will affect the schedule. Damien
126 Graham stated the Wake County Board of County Commissioners voted to not address the referendum
127 until spring 2012. Mr. Graham stated that counties can proceed individually. Triangle Transit will
128 continue to move forward with the plan. The timing is up to the counties.

129 **FY 2011-2012 Unified Planning Work Program (Attachments 10 and 10A)**

130 Maricia Brown provided an introduction and update on the FY 2011-2012 Unified Planning Work
131 Program, along with the attachments.

132 The complete draft is under development at this time. It is not ready to release for public
133 comment. The tables are based on last year's allocation. Staff would like local jurisdictions to review
134 the tables. Staff will bring this item back to the TAC next month.

135 **TCC and TAC Meeting Schedule for 2011 (Attachment 11)**

136 Ellen Beckmann reviewed the changes to the TCC and TAC Meeting Schedule for 2011. Ed
137 Harrison stated the Town of Chapel Hill Council has a 5:30 p.m. meeting on May 11, 2011.

138 A motion was made by Mike Woodard and seconded by Bill Bell to approve the 2011 TAC and
139 TCC meeting schedule. The motion carried unanimously.

140 **REPORTS:**

141 **Report from the TAC Chair**

142 Lydia Lavelle introduced Bernadette Pelissier who will be the Orange County alternate. Alice
143 Gordon stated Ms. Pelissier is the Chair of the Orange County Board of Commissioners and is very
144 knowledgeable about transit issues. She served on the Special Transit Advisory Commission.

145 Lydia Lavelle congratulated Mike Woodard on being reappointed to the National League of
146 Cities Transportation and Infrastructure Services Steering Committee.

147 **Report from the TCC Chair**

148 Mark Ahrendsen stated the tentative Joint TAC on March 30, 2011 is unlikely. The other
149 meeting scheduled for August 31, 2011 is tentative at this time. The Federal Transit Administration and
150 Federal Highway Administration Certification is tentatively scheduled for April 11 through April 13, 2011.
151 We will try to get the federal staff to attend the April 13, 2011 meeting.

152 **Report from Staff (Attachment 14)**

153 The Report from Staff is attached for review.

154 **NCDOT Report (Attachment 15)**

155 Patrick Wilson, NCDOT Division 7, provided an update on projects. NCDOT staff met with
156 Orange County staff recently to review projects.

157 Joey Hopkins, NCDOT Division 5, provided an update on projects. Mr. Hopkins stated they
158 haven't heard anything on the budget yet. NCDOT is working on the paperwork to change the
159 contractor for the T.W. Alexander Road project. We are still waiting on the weather to get better to
160 complete the resurfacing on NC 751. The TAC requested an update on the stimulus resurfacing projects.
161 We used \$15 million plus \$4.5 million due to low bids on resurfacing. That equals to about 190 to 200
162 lane-miles paved. The Complete Streets Plan and design guidelines will be out in draft form in March.

163 **Other**

164 Bill Bell doesn't want anyone to get discouraged by the Wake County transit referendum action.
165 Wake County is complicated. Mark Ahrendsen stated staff wants to bring Orange and Durham officials
166 together to discuss a few transit issues soon.

167 **INFORMATIONAL ITEMS:**

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

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

170 **Sustainable Communities Task Force Overview (Attachment 17)**

171 The Sustainable Communities Task Force Overview is attached for review.

172 **Executive Summary/Schedule for the 2040 North Carolina Statewide Transportation Plan**
173 **(Attachment 18)**

174
175 The Executive Summary/Schedule for the 2040 North Carolina Statewide Transportation Plan is
176 attached for review.

177 **NC Metropolitan Mayors Coalition Advocacy Update (Attachment 19)**

178 The NC Metropolitan Mayors Coalition Advocacy Update is attached for review.

179 **RTA 2011 Transportation Breakfast (Attachment 20)**

180 The RTA 2011 Transportation Breakfast announcement is attached for review.

181 **APTA Legislative Alert (Attachment 21)**

182 The APTA Legislative Alert is attached for review.

183 **Adjournment**

184 There being no further business before the Transportation Advisory Committee, a motion was
185 made by Alice Gordon and seconded by Mike Woodard to adjourn the meeting at 10:30 a.m. The
186 motion carried unanimously.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 9, 2011

Subject: **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality Conformity Process**

The DCHC MPO will be approving three documents by August 2011:

- the FY 2012-2018 Metropolitan Transportation Improvement Program,
- Amendment #2 to the 2035 Long Range Transportation Plan,
- and corresponding air quality conformity determinations.

The MTIP must be coordinated with the State Transportation Improvement Program which is scheduled to be approved by the Board of Transportation in August 2011. The LRTP amendment is needed to ensure that the MTIP/STIP and the LRTP are consistent. Since both documents are subject to the air quality conformity process, an air quality conformity determination report must be prepared and approved.

A proposed schedule for the three documents is listed below:

- 2/9/2011 For the air quality modeling process, the TAC needs to identify changes to non-exempt projects in the first four years of the MTIP and projects crossing air quality horizon years in the LRTP.
The TAC releases the draft MTIP and LRTP Amendment #2 for public comment.
- 3/1/2011 through 6/17/2011 Air quality modeling, emission analysis, and conformity report preparation.
- 3/9/2011 The TAC holds a public hearing on the draft MTIP and LRTP Amendment #2.
- 4/13/2011 Earliest date that the TAC may approve the final MTIP and LRTP Amendment #2 (subject to air quality conformity).
- 5/11/2011 If not approved in April, the TAC may consider approval of the final MTIP and LRTP Amendment #2 (subject to air quality conformity).
- 6/8/2011 The TAC releases the air quality conformity draft for public comment.

8/10/2011 The TAC holds a public hearing on the air quality conformity draft and approves the air quality determination report.

9/2/2011 Federal action on air quality conformity determination.

The approval of the final MTIP and LRTP Amendment #2 may shift later in the schedule as long as approval occurs by the August TAC meeting.

Draft MTIP

The North Carolina Department of Transportation released the draft FY 2012-2018 State Transportation Improvement Program (STIP) in August 2010. The seven-year STIP is included within the Department's ten-year work program for FY 2011-2020. The DCHC MPO met with NCDOT to discuss the STIP in November 2010. Attachment 6A is a summary of the one-on-one meetings with NCDOT's responses to the MPO's requests. Subsequently, the TCC developed a recommended draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP) (Attachment 6B). Attachment 6A also includes a table sent by NCDOT in late January that displays three project schedule updates that they intend to include in the final STIP. LPA staff recommends including these updates in the final MTIP.

The differences between the draft STIP and the draft MTIP are listed in the table below. These differences are also highlighted in Attachment 6B. Federal regulations require that the STIP and MTIP agree in the first four years (FY 2012-2015).

Changes to Draft STIP

Route	ID	Description/Miles/Cost	Changes
I-40	I-3306	I-85 in Orange Co. to US-15-501; add additional lanes. <ul style="list-style-type: none"> • 20.7 miles • \$47 million 	Define Phase A as NC 86 to Durham County Line (westbound) and Phase C as I-85 to NC 86 and NC 86 to Durham County Line (eastbound) (Phase B is completed Durham County project) Fund Phase A in FY 2016 and FY 2017 for \$10,208,000. Phase C \$36,792,000 unfunded in post year.
I-85	I-0305	I-40 at Hillsborough to Durham County Line. Widen to six lanes and reconstruct interchanges and structures.	Include widening of NC 86 from US 70A to Old NC 10.
Old Durham/Chapel Hill Rd	EB-4707	Garrett Rd. to US 15-501; bicycle and pedestrian improvements. <ul style="list-style-type: none"> • 2.7 miles • \$4 million 	Add \$1million in funding in FY 2012. (Placeholder for potential cost increase.)

Route	ID	Description/Miles/Cost	Changes
US 15-501	U-5304	S. Columbia St. to Ephesus Ch. Rd.; sidewalks, wide outside lanes and transit accommodations. <ul style="list-style-type: none"> • 4 miles • \$5.1 million 	Accelerate by three years, thus construction starts FY 2016. Include roadway, transit, bicycle and pedestrian improvements consistent with recommendations of the Ephesus Church Road/Fordham Boulevard Transportation Study. <ul style="list-style-type: none"> • \$5 million + \$5.1 million
NC 54	FS-1005C	I-40 to NC 55 in City of Durham; feasibility study <ul style="list-style-type: none"> • 5.2 miles • \$91 million 	Add \$30.333 M in FY 2017, FY 2018, and FY 2019 to fully fund the project.
Durham Orange	TN-5102	New Freedom – Beyond Am. Disability Act Requirements	Delete – redundant with TM-5129B
Durham Orange Chatham	TM-5123B	Job Access / Reverse Commute: Capital, Planning, Operating Cost	Added Chatham County, funding amounts to be updated
Durham Orange Chatham	TM-5129B	New Freedom – Beyond Am. Disability Act Requirements	Added Chatham County, funding amounts to be updated
Durham Orange	TE-4706Au	Fixed Guideway: Light Rail Service – Durham-Chapel Hill Right-of-way	Added Durham County, Changed to Triangle Transit
Durham Orange	TE-4706Bu	Fixed Guideway: Light Rail – Alternatives Analysis, PE & Design – Durham-Chapel Hill	Added Durham County, Changed to Triangle Transit

Additions to Draft STIP

Route	ID	Description/Miles/Cost
NC 54	New TIP project	I-40 to Fordham Blvd.; feasibility study that considers results of MPO's NC 54 Study and includes roadway, bicycle, pedestrian and transit improvements. <ul style="list-style-type: none"> • 1.7 miles Add funding for short-term recommendations of the NC 54 corridor study in FY 2016-2020. (Use draft report recommendations as placeholder for final report recommendations.) Short-term improvements in draft report: <ul style="list-style-type: none"> • Park-n-Ride: \$1,795,000 capital, \$720,000 operating • Transit: \$2,100,000 capital, \$4,066,200 operating • Bicycle and Pedestrian \$6,820,000 • Roadway \$6,100,000 (without collector street network) • Total: \$21,601,200
Fayetteville Road	New TIP project	Woodcroft Pkwy to Riddle Rd.; widen to multilane and include bicycle, pedestrian and transit improvements; add \$7 million in funding each year from FY 2016 through 2018. <ul style="list-style-type: none"> • 2.3 miles • \$21 million

Route	ID	Description/Miles/Cost
Erwin Road	New TIP project	US 15-501 to NC 751; construct bicycle lanes, sidewalks and safety improvements; add \$5.5 million in funding in FY 2016. Statewide STP Enhancement program is suggested funding source. <ul style="list-style-type: none"> • 5.5 miles • \$5.5 million
Jack Bennett Road	New TIP project	US 15-501 to Lystra Rd.; safety improvements; add \$6.9 million in funding in FY 2016. <ul style="list-style-type: none"> • 2.3 miles • \$6.9 million
Churton Street	R-2825	US 70 Business to I-40; congestion mgmt., aesthetic and capacity improvements; add \$9.5 million each year in FY 2019 and 2020. <ul style="list-style-type: none"> • 2.5 miles • \$19 million
Eno Mountain Road	U-3436	Eno Mtn. Rd. and Mayo St. alignment; add \$2.4 million in funding in FY 2020. <ul style="list-style-type: none"> • \$2.4 million
NC 86	New TIP project	US 70 Bypass to Coleman Loop Rd.; widen to multilanes; add \$7.5 million in funding in FY 2020. <ul style="list-style-type: none"> • 0.42 mile • \$7.5 million
Orange Grove Road	New TIP project	Churton St. to US 70 Alternate; construct roadway; add \$30 million to FY 2020. <ul style="list-style-type: none"> • 0.40 mile • \$30 million
Park and Ride Facilities	New TIP project	Construct park-n-ride lots in five corridors: US 501 north of Durham; I-85 east of Durham; I-40/I-85 near Mebane; US 15-501 between Durham and Chapel Hill; and, I-40/NC 751 in Durham. <ul style="list-style-type: none"> • 2,500 total parking spaces • \$5,625,000
Orange Grove Road Pedestrian Bridge	EB-4980	Construct pedestrian bridge over I-40 (or retrofit existing vehicle bridge to accommodate pedestrians). <ul style="list-style-type: none"> • 0.04 mile • \$400,000

A few minor edits have been made to the public transportation section of the draft STIP in the draft MTIP. The MPO will be working with the public transit agencies and NCDOT over the coming months to make sure that the STIP and MTIP accurately reflect all planned transit projects.

In February, the TAC released the draft MTIP for public comment and scheduled a public hearing for the March meeting. The MPO's public involvement plan establishes a minimum three-week public comment period. An advertisement was posted in the Herald-Sun on February 16, 2011, and a press release was issued on February 28, 2011. Copies are available in the planning departments of all MPO member jurisdictions and in public libraries as well as on www.dchempo.org.

2035 LRTP Amendment #2

Amendment #2 to the 2035 LRTP corrects the mileage for five projects to match the figures in the STIP/MTIP and changes the air quality horizon year for one project (Carver Street Extension). Attachment 6C is the resolution and table for Amendment #2. Additional changes are listed in the table to correct the Capital Area MPO's projects.

Several DCHC MPO projects were coded incorrectly in the modeled network for the 2035 LRTP air quality conformity determination. The air quality conformity determination for the 2012-2018 STIP/MTIP and 2035 LRTP Amendment #2 will correct this error. Since the projects were correctly listed in the 2035 LRTP report, no amendment is needed to correct this modeling error.

TAC Action: Hold a public hearing on the FY 2012-2018 Draft Metropolitan Transportation Improvement Program and draft 2035 Long Range Transportation Plan Amendment #2.

FY 2012-2018 STIP

NCDOT and DCHC MPO Meeting (11/10/10)

Follow-up Items

Staff and board members from the DCHC MPO and NCDOT met on November 10, 2010 to discuss the draft FY 2012-2018 State Transportation Improvement Program (STIP) and the MPO's priority list. The list below identifies items in which a meeting participant indicated there would be some follow-up investigation.

NCDOT responses in blue italics.

1. Churton Street Congestion in the Town of Hillsborough

The DCHC MPO presented the following projects as a replacement for the deleted Elizabeth Brady Road extension project:

- **A) R-2825 (South Churton Street)**
- **B) U-3436 (Eno Mountain Road/Mayo Street alignment)**
- **C) NC 86 widening between US 70-A and Old NC 10**
- **D) NC 86 widening from US 70 Bypass to Coleman Loop Road**
- **E) Orange Grove Road Extension to US 70-Alternate**

Mr. Fox stated that he, Mike Stanley and Mike Mills would discuss the funding of one or more of these projects in the STIP.

In determining which projects to fund in the draft Program and Resource Plan, prioritization was followed as were investment targets. DCHC had a disproportionate number of priorities on the subregional tier, including A), B), and E) above. The Mobility/Subregional category was already near capacity with 5-year work program projects, leaving relatively little room to add new projects in this category. DCHC has several of these projects (Weaver Dairy Road, Smith Level Road, Hillandale Road, Miami Boulevard). Were additional funding capacity to be realized in the Mobility/Subregional category, there are several Division 7 candidates that ranked higher than the above projects and therefore would be considered for funding ahead of them, including 3) below.

Regarding A), we will look at the prospect of programming additional feasibility studies/updates after a review of staff workload in the Feasibility Studies Unit.

Projects C) and D) did not appear as identified needs in the prioritization lists we received. Project C) could potentially show up as a need in the course of the I-305 NEPA review.

2. I-40 (I-3306) and I-85 (I-0305) widening

The DCHC MPO presented a design alternative for the I-40 widening – only add a lane to the westbound movement between US 15-501 and NC 86, and wanted the I-40 improvements to be scheduled before the I-85 improvements. Mr. Fox stated that NCDOT would discuss these options.

A phased approach to construction of I-3306 is likely, given the constrained financial picture of recent years. The above lane addition proposal merits review as a possible interim or first-stage project, and will be considered as part of the preconstruction phase.

Regarding the timing of this project and I-305, the NCDOT would take into account NEPA status / preconstruction readiness, as well as funding availability/eligibility. Bear in mind that the I-85 project is eligible for a funding source (Trust Fund – intrastate) that the I-40 project is not.

3. New Project (Erwin Road, from US 15-501 to NC 751)

The DCHC MPO requested funding for this project, possibly from the large buildup of Enhancement funding. Mr. Fox stated that Mike Mills, Wally Bowman and staff from the Bicycle and Pedestrian Division would get together at the next board meeting to discuss.

This project will be reviewed by the Division of Bicycle and Pedestrian Transportation to determine how it would rank as a bike/ped project, for comparative purposes.

See first comment to 1) above regarding programming of mobility projects on the Subregional tier. As a Mobility/Subregional candidate, this project competes with a large number of others statewide for a very limited portion of the STIP budget, in terms of eligibility. Funding targets for each goal/tier category were established on a statewide basis.

Board Members Mike Fox and Chuck Watts will look into the prospects for an increased funding allocation to the NCDOT's Bicycle / Pedestrian program, as one possible means of addressing these type projects going forward. In the meantime, further consideration will be given to partnering, using a mix of STIP and non-STIP funding sources, e.g. small construction, contingency, CMAQ, spot safety, and enhancement. Note that the MPO has at its discretion \$12 million in STP-DA not currently allocated to projects that can be applied to this project to move it forward. Consideration will also be given to segmentation, so that the highest-need portions of the project can be pursued as funding is identified.

4. Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd [SR1721]) -- safety improvements.

The DCHC MPO requested funding for this safety project. Tim Johnson, NCDOT Division 8, will check spot safety and hazard elimination funding for this project.

This project will be submitted to the Transportation Mobility and Safety Division for evaluation as a candidate for Spot Safety and/or Hazard Elimination funding.

5. FS-1005C (NC 54, from I-40 to NC 55)

The DCHC MPO requested funding for this high priority project in the latter years of the STIP cycle. Mr. Watts stated that they would get a response for the MPO.

The programming of a feasibility study was not meant to imply the project would not be funded. Due to unique characteristics of the project, in particular environmental impacts, it is believed that a feasibility study would allow for a more refined scope and cost on the project. These results would then be used to begin funding phases of the project in upcoming STIP cycles, applying budget capacity represented by the new years coming into the STIP window.

Given the concern expressed at the priority session regarding time frame for a feasibility study and the need to start NEPA, the NCDOT will consult with PDEA and others to determine the overall comfort level with the current description and estimates, as well as the probable lead time needed to reach LEDPA. Based on feedback received, a decision will be made whether to a) move forward with the feasibility study, b) start a funding stream in the out years of the Plan, or c) program for planning and environmental study only, thus allowing NEPA to be initiated.

6. New Project (Fayetteville Road, from Woodcroft Parkway to Riddle Rd.)

The DCHC MPO requested funding for this high priority project in the latter years of the STIP cycle. Mr. Watts stated that they would investigate a funding source.

See first comment to 1) above regarding programming of mobility projects on the Subregional tier. The DCHC MPO currently has approximately \$12 million in STPDA obligation-adjusted apportionment not yet allocated to projects, which could be applied toward this project at the MPO's discretion. The MPO may wish to look at moving this project forward with a combination of STP-DA and local bond funds.

WORKSHEET

DCHC - FY changes from draft P&RP

PROGRAMS
 TAC 3/9/2011
 STATE CASH FLOW *
 FEDERAL CASH FLOW *
 INTRASTATE *
 LOOPS *
 UNFUNDED *
 FEASIBILITY *

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK														
							STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED				
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS				
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS				
2011-2020 STIP (July 2011)																					
SR 1005	ORANGE	B-5348	PHIL'S CREEK. REPLACE BRIDGE NO. 85	1045		FA															
						FA							R 95								
														C 950							
2010-2020 Draft STIP (July 2010)																					
SR 1005	ORANGE	B-5348	PHIL'S CREEK. REPLACE BRIDGE NO. 85	1063		FA															
						FA								R 97							
															C 966						
2011-2020 STIP (July 2011)																					
SR 1616	DURHAM	B-4943	DIAL CREEK (LAKE MICHIE). REPLACE BRIDGE NO. 20.	477		NFA							R 40								
						NFA							U 52								
						NFA								C 385							
2010-2020 Draft STIP (July 2010)																					
SR 1616	DURHAM	B-4943	DIAL CREEK (LAKE MICHIE). REPLACE BRIDGE NO. 20.	477		NFA									R 40						
						NFA									U 52						
						NFA										C 385					
2011-2020 STIP (July 2011)																					
DURHAM	DURHAM	EB-4707	SR 2220 (OLD CHAPEL HILL ROAD)- SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. (2.7 MILES)	4800		STPEB	R	400													
CHAPEL HILL	ORANGE					STPDA	R	320													
						C	R	80													
						STPDA			C	3200											
						C			C	800											
DIVISION DESIGN/LET - IN PROGRESS																					
2010-2020 Draft STIP (July 2010)																					
DURHAM	DURHAM	EB-4707	SR 2220 (OLD CHAPEL HILL ROAD)- SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. (2.7 MILES)	5450	1450	STPDA	C	3200													
CHAPEL HILL	ORANGE					C	C	800													
DIVISION DESIGN/LET - IN PROGRESS																					

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member

Governments

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

**DRAFT FY 2012 – 2018
Metropolitan Transportation
Improvement Program
February 9, 2011**

City of Durham
Transportation Division
101 City Hall Plaza
Durham, NC 27701

(919) 560-4366

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Resolutions

Resolution to Adopt FY 2012-2018 MTIP

A copy of the “Resolution Adopting the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018” is shown on the following pages. A copy of the signed and notarized resolution will be available in the final MTIP report.

Resolution to Adopt Conformity Statement for Air Quality State Implementation Plan

A copy of the “Resolution Finding the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018 in Conformity with the North Carolina State Implementation Plan (SIP) or Interim Emissions Test in Areas Where No SIP Has Been Approved or Found Adequate” is shown on the following pages. A copy of the signed and notarized resolution will be provided in the final MTIP.

The North Carolina State Implementation Plan addresses the air quality requirements as set forth in the federal Clean Air Act as Amended. The Implementation Plan sets pollution emissions budgets for various sectors, such as transportation and utilities, and the conformity process checks to ensure that the emissions impacts set forth by implementing the Transportation Improvement Plan (TIP) will meet those emissions budgets.

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**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012-2018**

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

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; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purposes of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program to be in full compliance with Title VI 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. 749; and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Improvement Program will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat 2100, 49 CFR part 23); and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Improvement Program will affect the elderly and disabled per the provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the Metropolitan Transportation Improvement Program of the Durham–Chapel Hill–Carrboro (DCHC) Metropolitan Planning Organization is a direct subset of the currently conforming DCHC MPO 2035 Long Range Transportation Plan; and

WHEREAS, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan, and

WHEREAS, the Transportation Advisory Committee has solicited public and private transportation provider comment and provided for public comment period in accordance with the MPO’s Public Participation Policy for the proposed Transportation Improvement Program; and

WHEREAS, for years one through four (i.e., years 2012, 2013, 2014 and 2015), it is recognized that the Transportation Improvement Program will serve as the project selection document for transportation projects within the Durham- Chapel Hill- Carrboro Urban Area Metropolitan Area Boundary, and the NCDOT may move projects and phases of projects without additional programming or project selection approval by the MPO within that two-year period, providing that transportation conformity and financial constraint criteria are still met.

NOW, THEREFORE BE IT RESOLVED THAT: the Transportation Advisory Committee adopts the FY 2012-2018 Metropolitan Transportation Improvement Program, dated April 13, 2011, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this the 13th day of April, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: April 13, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

**RESOLUTION FINDING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012-2018 IN CONFORMITY WITH THE
NORTH CAROLINA STATE IMPLEMENTATION PLAN (SIP) OR INTERIM
EMISSIONS TESTS IN AREAS WHERE NO SIP HAS BEEN APPROVED OR
FOUND ADEQUATE**

A motion was made by TAC Member _____ and seconded by TAC Member _____ 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 (i.e., continuous, cooperative, and comprehensive) of the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization; and

WHEREAS, the United States Environmental Protection Agency redesignated Durham County as a maintenance area for ozone on December 26, 2007 and redesignated Durham County as a maintenance area for carbon monoxide on September 18, 1995; and

WHEREAS, the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization’s amended 2035 long range transportation plan conforms to the intent of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate); and

WHEREAS, that conformity determination used the latest planning assumptions approved by the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization; and

WHEREAS, that conformity determination used the latest emissions model approved by the United States Environmental Protection Agency; and

WHEREAS, there are no transportation control measures listed in North Carolina’s State Implementation Plan; and

WHEREAS, that conformity determination was made according to the established interagency consultation procedures for North Carolina; and

WHEREAS, the programs and projects included in the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018 are financially constrained in accordance with State and Federal law; and

WHEREAS, the projects included in the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2012- 2018 are a direct subset of the amended 2035 Long Range Transportation Plan.

NOW THEREFORE, BE IT RESOLVED: that the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018 conforms to the intent of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) in accordance with the clean Air Act as Amended, on this the 13th day of April, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: April 13, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Section 1 – Purpose and Process

Background and Purpose

The Transportation Improvement Program (TIP) is typically a seven-year funding document for highway, public transportation, bicycle, pedestrian, and rail projects. The importance of the TIP stems from the fact that projects must be in the TIP in order to receive State or federal funding. In this current TIP cycle, the North Carolina Department of Transportation (NCDOT) has chosen to develop a ten-year funding document that contains program subsets. The five-year Work Program includes fiscal years 2011 through 2015. Projects funded in this program subset are well along in the environmental review and preliminary design phase. The five-year Developmental Program includes fiscal years 2016 through 2020. Projects funded in this program subset typically have not gone through the environmental review or preliminary design process, but instead are being set up for a feasibility study or other early investigation reviews. The Transportation Improvement Program continues to be a seven-year funding document including fiscal years 2012 through 2018. These program subsets are identified in the three NCDOT project tables used in this document and demonstrated in the following graphic.

Transportation Improvement Program									
5-Year Work Program					Developmental Program				
FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020

The MTIP review process includes the Work Program and Developmental Program, i.e., fiscal years 2011 through 2020. However, NCDOT and MPO action to adopt their respective TIPs will be for the TIP period, which includes fiscal years 2012 through 2018.

Every two years, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) works with local citizens, government officials, elected officials, and the North Carolina Department of Transportation to develop a Metropolitan Transportation Improvement Program (MTIP) that is eventually adopted as part of the State Transportation Improvement Program (STIP). According to federal transportation regulations, the adopted MTIP and adopted STIP must be the same for the first four years of the program, i.e., FY 2012 through 2015.

Process and Schedule

To begin the TIP development process, the MPO develops a Regional Priority List to indicate the preference of the MPO for funding transportation projects and provides the List to the NCDOT. The NCDOT issues a draft STIP based on NCDOT policies and priorities, and the Regional List of Priorities. At that point, the MPO staff and TAC members meet with NCDOT officials to reconcile differences between the STIP and Regional Priority List. The MPO releases a draft MTIP for public comment, and then makes adjustments based on public and staff input to produce a final MTIP that is forwarded to the NCDOT. The draft MTIP is a copy of the draft STIP Local Supplement with the changes that the MPO desires to make. As required by federal transportation regulations, the projects and funding plan for the first four years of the final MTIP and final STIP must agree.

The following page shows the Proposed Development Schedule for the FY 2012-2018 MTIP. The dates shown on the Schedule are subject to change.

Proposed Development Schedule
FY 2012-2018 Metropolitan Transportation Improvement Program - MTIP

No.	Due Date	Task
1	10-Aug-10	NCDOT releases Draft 2012-2018 State Transportation Improvement Program (STIP)
2	11-Aug-10	TAC receives the MPO supplement to the draft 2012-2018 STIP
3	25-Aug-10	TCC reviews the MPO supplement to the draft 2012-2018 STIP
4	8-Sept-10	TAC reviews the MPO supplement to the draft 2012-2018 STIP, including analysis & comparison with the 2009-2015 MTIP and 2012-2018 Regional Priority List.
5	Sept 2010	TCC subcommittee develops One-on-One agenda (including discussion points) for TCC consideration.
6	22-Sept-10	TCC recommends One-on-One agenda and supporting documents for TAC consideration.
7	13-Oct-10	TAC receives One-on-One agenda and provides feedback.
8	10-Nov-10	NCDOT holds Division 5, 7 and 8 One-on-One meetings with the DCHC-MPO.
9	Sept - Feb	Development of the 2012-2018 MTIP.
10	17-Nov-10	TCC refers Draft 2012-2018 MTIP to TIP subcommittee
11	15-Dec-10 26-Jan-11	TCC reviews Draft 2012-2018 MTIP and forwards to TAC.
12	9-Feb-11	TAC receives Draft 2012-2018 MTIP and considers its release for public comment.
13	9-Mar-11	TAC holds Public Hearing on the Draft 2012-2018 MTIP (evening meeting) & provides direction to the TCC.
14	Dec-Feb	Local agencies review and comment on the Draft 2012-2018 MTIP.
15	23-Mar-11	TCC considers public comments and recommends approval of 2012-2018 MTIP.
16	13-Apr-11	TAC considers approval of Final 2012-2018 MTIP and Air quality conformity Determination
17	11-May-11	TAC approves final 2012-2018 MTIP and Air Quality Conformity Determination
18	18-May-11	MPO transmits 2012-2018 MTIP to NCDOT Secretary of Transportation
19	May-June	Reconciliation of 2012-2018 MTIP and 2012-2018 STIP
20	August 2011	Board of Transportation approves FY 2012-2018 STIP
21	1-Oct-11	Federal Approval of TIP

Section 2 – Local Supplement (*Highway/Bicycle/Pedestrian/Enhancements*)

Project Types

The Local Supplement contains the transportation projects from the State Transportation Improvement Program (STIP) that are in the DCHC MPO. The project types in the Local Supplement include:

- Interstate highways
- Urban roads
- Rural roads
- Bicycle and pedestrian (e.g., sidewalks) projects
- Bridges
- Safety and Hazard Elimination
- Transportation planning
- Transportation Enhancements
- Passenger Rail projects.

Format and Legend

At the beginning of the project table document is an explanation of the STIP with tables that describe the format of the local supplement and keys for the funding sources and work types. Information includes an identification number, project description, funding, estimated costs, schedule, and project phases (e.g., right-of-way acquisition and construction). The type of project can be denoted from the letter prefix in the project identification. For example, “I-2204” indicates that this particular project is an interstate highway. In addition, the project table is broken into the three project subsets: TIP; 5-Year Work Plan; and, Developmental Plan.

Surface Transportation Program -- Direct Attributable (STP-DA)

The Surface Transportation Program (STP) Direct Attributable (DA) provides funding for a variety of transportation projects. These project funds are shown in the TIP either as individual projects or grouped together in the following projects:

- U-4726 Bicycle and Pedestrian Allocation
- U-4727 Planning Allocation and UPWP Activities
- U-5023 Reserved for Future Programming

The STP-DA is unique among other state and federal transportation programs because the MPO directly programs the funding as long as the project meets NCDOT policies for the STP-DA. The program funds two types of projects. TIP Incidental Projects are defined as DOT TIP projects where additional features, such as sidewalks or an enhanced noise wall, are included. Independent Projects are unrelated to a programmed TIP roadway project or Enhancement project.

Draft MTIP

The Local Supplement is the draft State TIP developed by the NCDOT. The DCHC MPO uses the Local Supplement as a basis to develop the draft Metropolitan TIP. The draft MTIP indicates what changes were made to the Local Supplement. The tables below show which projects were changed in the Local Supplement and which projects were added to it to form the draft MTIP.

Changes to Draft STIP

Route	ID	Description/Miles/Cost	Changes
I-40	I-3306	I-85 in Orange Co. to US-15-501; add additional lanes. <ul style="list-style-type: none"> • 20.7 miles • \$47 million 	Define Phase A as NC 86 to Durham County Line (westbound) and Phase C as I-85 to NC 86 and NC 86 to Durham County Line (eastbound) (Phase B is completed Durham County project) Fund Phase A in FY 2016 and FY 2017 for \$10,208,000. Phase C \$36,792,000 unfunded in post year.
I-85	I-0305	I-40 at Hillsborough to Durham County Line. Widen to six lanes and reconstruct interchanges and structures.	Include widening of NC 86 from US 70A to Old NC 10.
Old Durham/ Chapel Hill Rd	EB-4707	Garrett Rd. to US 15-501; bicycle and pedestrian improvements. <ul style="list-style-type: none"> • 2.7 miles • \$4 million 	Add \$1million in funding in FY 2012. (Placeholder for potential cost increase.)
US 15-501	U-5304	S. Columbia St. to Ephesus Ch. Rd.; sidewalks, wide outside lanes and transit accommodations. <ul style="list-style-type: none"> • 4 miles • \$5.1 million 	Accelerate by three years, thus construction starts FY 2016. Include roadway, transit, bicycle and pedestrian improvements consistent with recommendations of the Ephesus Church Road/Fordham Boulevard Transportation Study. <ul style="list-style-type: none"> • \$5 million
NC 54	FS-1005C	I-40 to NC 55 in City of Durham; feasibility study <ul style="list-style-type: none"> • 5.2 miles • \$91 million 	Add \$30.333 M in FY 2017, FY 2018, and FY 2019 to fully fund the project.
Durham Orange	TN-5102	New Freedom – Beyond Am. Disability Act Requirements	Delete – redundant with TM-5129B
Durham Orange Chatham	TM-5123B	Job Access / Reverse Commute: Capital, Planning, Operating Cost	Added Chatham County, funding amounts to be updated
Durham Orange Chatham	TM-5129B	New Freedom – Beyond Am. Disability Act Requirements	Added Chatham County, funding amounts to be updated
Durham Orange	TE-4706Au	Fixed Guideway: Light Rail Service – Durham-Chapel Hill Right-of-way	Added Durham County, Changed to Triangle Transit

Route	ID	Description/Miles/Cost	Changes
Durham Orange	TE-4706Bu	Fixed Guideway: Light Rail – Alternatives Analysis, PE & Design – Durham-Chapel Hill	Added Durham County, Changed to Triangle Transit

Additions to Draft STIP

Route	ID	Description/Miles/Cost
NC 54	New TIP project	<p>I-40 to Fordham Blvd.; feasibility study that considers results of MPO's NC 54 Study and includes roadway, bicycle, pedestrian and transit improvements.</p> <ul style="list-style-type: none"> • 1.7 miles <p>Add funding for short-term recommendations of the NC 54 corridor study in FY 2016-2020. (Use draft report recommendations as placeholder for final report recommendations.)</p> <p>Short-term improvements in draft report:</p> <ul style="list-style-type: none"> • Park-n-Ride: \$1,795,000 capital, \$720,000 operating • Transit: \$2,100,000 capital, \$4,066,200 operating • Bicycle and Pedestrian \$6,820,000 • Roadway \$6,100,000 (without collector street network) • Total: \$21,601,200
Fayetteville Road	New TIP project	<p>Woodcroft Pkwy to Riddle Rd.; widen to multilane and include bicycle, pedestrian and transit improvements; add \$7 million in funding each year from FY 2016 through 2018.</p> <ul style="list-style-type: none"> • 2.3 miles • \$21 million
Erwin Road	New TIP project	<p>US 15-501 to NC 751; construct bicycle lanes, sidewalks and safety improvements; add \$5.5 million in funding in FY 2016. Statewide STP Enhancement program is suggested funding source.</p> <ul style="list-style-type: none"> • 5.5 miles • \$5.5 million
Jack Bennett Road	New TIP project	<p>US 15-501 to Lystra Rd.; safety improvements; add \$6.9 million in funding in FY 2016.</p> <ul style="list-style-type: none"> • 2.3 miles • \$6.9 million
Churton Street	R-2825	<p>US 70 Business to I-40; congestion mgmt., aesthetic and capacity improvements; add \$9.5 million each year in FY 2019 and 2020.</p> <ul style="list-style-type: none"> • 2.5 miles • \$19 million
Eno Mountain Road	U-3436	<p>Eno Mtn. Rd. and Mayo St. alignment; add \$2.4 million in funding in FY 2020.</p> <ul style="list-style-type: none"> • \$2.4 million
NC 86	New TIP project	<p>US 70 Bypass to Coleman Loop Rd.; widen to multilanes; add \$7.5 million in funding in FY 2020.</p> <ul style="list-style-type: none"> • 0.42 mile • \$7.5 million

Route	ID	Description/Miles/Cost
Orange Grove Road	New TIP project	Churton St. to US 70 Alternate; construct roadway; add \$30 million to FY 2020. <ul style="list-style-type: none"> • 0.40 mile • \$30 million
Park and Ride Facilities	New TIP project	Construct park-n-ride lots in five corridors: US 501 north of Durham; I-85 east of Durham; I-40/I-85 near Mebane; US 15-501 between Durham and Chapel Hill; and, I-40/NC 751 in Durham. <ul style="list-style-type: none"> • 2,500 total parking spaces • \$5,625,000
Orange Grove Road Pedestrian Bridge	EB-4980	Construct pedestrian bridge over I-40 (or retrofit existing vehicle bridge to accommodate pedestrians). <ul style="list-style-type: none"> • 0.04 mile • \$400,000



Draft STIP Supplement

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

2011 – 2020

August 2010

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED																											
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS																										
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020																												
INTERSTATE PROJECTS																																													
ORANGE	I-40	I-5364	EAST OF SR 1734 (ERWIN ROAD) TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION.	0.4	250		IMPM									C	250																												
ALAMANCE GUILFORD ORANGE	I-40, I-73 AND I-85	I-5207	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 7.		11550		IMPM	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155																						
ORANGE	I-40/85	I-5142	WEST OF SR 1114 (BUCKHORN ROAD) TO I-40/85 INTERCHANGE. MILL, RESURFACE, PAVEMENT MARKINGS AND INSTALL RUMBLE STRIPS.		12000	12000																																							
UNDER CONSTRUCTION																																													
ORANGE	I-40	I-4716	I-85 TO DURHAM COUNTY LINE. DIAMOND GRINDING, JOINT SEALING, SLAB REPAIR AND MARKING	11.0	3303	3303																																							
UNDER CONSTRUCTION																																													
DURHAM ORANGE	I-40	I-3306	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES.	20.7	128452	81452	IM NHS																	C	2042	A	C	2042	A			G	4700	A	G	4700	A	C	9400	A	C	14100	A	C	22075
<p>A I-85 TO DURHAM COUNTY LINE. NC 86 TO DURHAM COUNTY LINE (WESTBOUND)</p> <p>B ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - COMPLETE.</p> <p>C NC 86 TO DURHAM COUNTY LINE (EASTBOUND) AND I-85 TO NC 86</p>																																													
DURHAM GRANVILLE	I-85	I-5145	NORTH OF US 70 IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY. PAVEMENT PRESERVATION.	12.9	8500		IM	C	8500																																				
DURHAM	I-85	I-5334	SOUTH OF US 15-501 TO NORTH OF US 70. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS.	4.6	3000		IMPM																																						
DURHAM	I-85	I-5331	NORTH OF MILE POST 183 TO GRANVILLE COUNTY LINE. CLEAN AND RESEAL JOINTS AND REPAIR SPALLS.	0.7	250		IMPM																																						
ORANGE	I-85	I-5312	EAST OF I-40 TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION.	7.6	6450		IMPM																																						
ORANGE	I-85	I-5138	I-40/85 SPLIT NEAR HILLSBOROUGH TO SR 1006 (ORANGE GROVE ROAD). MILL, RESURFACE AND OVERLAY.		2023	2023																																							
UNDER CONSTRUCTION																																													

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
RURAL PROJECTS																				
ORANGE	VARIOUS	R-5178	RESURFACING ON FEDERAL-AID ROUTES.		1505	1505														
							A	NC 57, NC 86 TO SR 1544 (PEARSON ROAD) - UNDER CONSTRUCTION.												
							B	NC 86 (SOUTH COLUMBIA STREET) FROM SR 1010 (FRANKLIN STREET) TO CAMERON AVENUE - UNDER CONSTRUCTION.												
DURHAM	SR 1004 OLD OXFORD ROAD	R-5135	US 501 BUSINESS (NORTH ROXBORO STREET) TO THE GRANVILLE COUNTY LINE. WIDEN AND RESURFACE.		1670	1670														
								UNDER CONSTRUCTION												
DURHAM WAKE	RALEIGH I-540 NC 540	R-2000*	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION.	29.0	660077	660077														
							AA	NC 55 WEST OF MORRISVILLE TO RESEARCH TRIANGLE PARK EAST LIMITS - COMPLETE.												
							AB	RESEARCH TRIANGLE PARK EAST LIMITS TO SOUTHWEST OF I-40 - COMPLETE.												
							AC	SOUTHWEST OF I-40 TO I-40 - COMPLETE.												
							AD	TOLL PLAZA BETWEEN NC 55 AND NC 54 - WORK TO BE ACCOMPLISHED UNDER U-4763B - NORTH CAROLINA TURNPIKE AUTHORITY PROJECT.												
							AE	ITS DEVICES, I-540 AND NC 54/EMPEROR BOULEVARD - COMPLETE.												
							AF	I-540/I-40 INTERCHANGE IMPROVEMENTS - UNDER CONSTRUCTION.												
							BA	I-40 TO NORTHEAST OF I-40 - COMPLETE.												
							BB	NORTHEAST OF I-40 TO SOUTHWEST OF LUMLEY ROAD - COMPLETE.												
							BD	SOUTHWEST OF LUMLEY ROAD TO NORTHEAST OF LUMLEY ROAD - COMPLETE.												
							BE	NORTHEAST OF LUMLEY ROAD TO NORTHEAST OF US 70 - COMPLETE.												
							CA	NORTHEAST OF US 70 TO SOUTHWEST OF SR 1826 (RAY ROAD) - COMPLETE.												
							CB	SOUTHWEST OF SR 1826 (RAY ROAD) TO EAST OF NC 50 - COMPLETE.												
							D	EAST OF NC 50 TO WEST OF SR 2000 (FALLS OF NEUSE ROAD) - COMPLETE.												
							EA	WEST OF SR 2000 (FALLS OF NEUSE ROAD) TO EAST SR 2013 (GRESHAM LAKE ROAD) - COMPLETE.												
							EB	EAST OF SR 2013 (GRESHAM LAKE ROAD) TO EAST OF US 1 - COMPLETE.												
							F	EAST OF US 1 TO SOUTH OF SR 2215 (BUFFALOE ROAD) - COMPLETE.												
							G	SOUTH OF SR 2215 (BUFFALOE ROAD) TO US 64 EAST NEAR KNIGHTDALE - COMPLETE.												
URBAN PROJECTS																				
DURHAM	NC 55	U-5143	DURHAM, SR 1171 (RIDDLE ROAD) INTERSECTION. CONSTRUCT TURN LANES.		250	250														
								UNDER CONSTRUCTION												
CHATHAM DURHAM ORANGE	VARIOUS	U-4727	DURHAM-CHAPEL HILL-CARRBORO URBAN AREA PLANNING (DCHC) ALLOCATION AND UNIFIED WORK PROGRAM.		13331	6739		STPDA	PE	1229	PE	1434	PE	1150	PE	720	PE	742		
								L	PE	307	PE	358	PE	287	PE	180	PE	185		
								IN PROGRESS												

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS								
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM													
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
URBAN PROJECTS																										
CHATHAM DURHAM ORANGE	VARIOUS	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DCHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.		20138		STPDA									C	3730	C	4102	C	4102	C	4102	C	4102	
DURHAM	VARIOUS	U-5146	DURHAM, SIGNAL UPGRADE AT VARIOUS LOCATIONS ON CITY MAINTAINED SYSTEM.		180	180																				
DURHAM	VARIOUS	U-5142	INSTALL LED TRAFFIC SIGNALS ON CITY MAINTAINED SYSTEM		550	550																				
ORANGE	CARRBORO	U-2803	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. WIDEN TO MULTI-LANES.	0.6	11051	3601	S	R	3100																	
							S				C	4350														
PLANNING/DESIGN/RIGHT OF WAY IN PROGRESS																										
DURHAM ORANGE	DURHAM CHAPEL HILL	EB-4707	SR 2220 (OLD CHAPEL HILL ROAD)- SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS.	2.7	5450 6450	1450	STPDA	C	3200	C	800															
							C	C	800	C	200															
DIVISION DESIGN/LET - IN PROGRESS																										
ORANGE	CHAPEL HILL	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.	2.8	17125	11025	STP	C	6100																	
RIGHT OF WAY/CONSTRUCTION IN PROGRESS																										
DURHAM ORANGE	CHAPEL HILL	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.		5450	5450																				
UNDER CONSTRUCTION																										
DURHAM ORANGE	CHAPEL HILL	U-5119	BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS		625		STPDA	PE	48																	
							C	PE	12																	
							STPDA			C	452															
							C			C	113															
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN																										
ORANGE	CHAPEL HILL	U-0624	NC 86 (SOUTH COLUMBIA STREET), SR 1906 (PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	0.7	7310	3010	STP			C	4300															
RIGHT OF WAY IN PROGRESS																										
ORANGE	CHAPEL HILL	U-5304	US 15-501, NC 86 (SOUTH COLUMBIA STREET) TO SR 1742 (EPHESUS CHURCH ROAD). SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS. INCLUDE INTERSECTION IMPROVEMENTS AT EPHESUS CHURCH ROAD	4.0	5150 10150		NHS									C	5150	C	5000			C	5150			

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
URBAN PROJECTS																		
DURHAM	DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. (COORDINATE WITH U-4721)	7.8														
UNFUNDED LOOP PROJECT - THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS																		
DURHAM	DURHAM	U-5151	DURHAM, SR 1670 (GEER STREET) AT MIAMI BOULEVARD. INTERSECTION REDESIGN.		80	80												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5122	NC 98, SR 1838 (JUNCTION ROAD) TO SR 1811 (SHERRON ROAD). MILL AND RESURFACE.		1285	1285												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5124	DURHAM, SR 1978 (OLD PAGE ROAD), SR 1926 (ANGIER AVENUE) TO SR 2095 (PAGE ROAD EXTENSION). PATCH AND RESURFACE.		128	128												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5126	US 501 BYPASS (DUKE STREET), SR 1443 (HORTON ROAD) TO HUDSON STREET. MILL AND RESURFACE.		770	770												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-3804	SR 1321 (HILLDALE ROAD), I-85 TO SR 1407 (CARVER STREET). WIDEN TO MULTI-LANES.	0.7	11941	11941												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5127	DURHAM, SR 1321 (HILLDALE-FULTON STREET), I-85 TO SR 1320 (ERWIN ROAD). MILL AND RESURFACE.		300	300												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5150	DURHAM, WILLIAM PENN STREET AT BEN FRANKLIN STREET. INSTALL TRAFFIC SIGNAL.															
UNDER CONSTRUCTION - LET WITH U-5148																		
DURHAM	DURHAM	U-5149	DURHAM, RENAISSANCE PARKWAY AT SOUTHPOINT MALL ENTRANCE NEAR SOUTHPOINT CINEMA AND AT AMERICAN TOBACCO TRAIL. INSTALL TRAFFIC SIGNALS.		300	300												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5148	DURHAM, NORTHPOINTE DRIVE, HOME DEPOT TO KROGER. INSTALL TRAFFIC SIGNAL.		400	400												
UNDER CONSTRUCTION - INCLUDES U-5150																		

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 3/9/2011 Attachment 6B

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS													
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																		
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020														
FEDERAL BRIDGE PROJECTS																														
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	BD-5107	DIVISION 7 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		36000	2000	NFA	R	600	R	200	R	200	R	200	R	200	R	300	R	400	R	400	R	400	R	500			
							NFA	C	5400	C	1800	C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	3600	C	4500			
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																														
MITIGATION PROJECTS																														
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.		8756	8756																								
IN PROGRESS																														
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.		5167	5167																								
IN PROGRESS																														
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.		7221	7221																								
IN PROGRESS																														
BICYCLE AND PEDESTRIAN PROJECTS																														
ORANGE	VARIOUS	EB-5108	SR 1112 (DAIRYLAND ROAD), SR 1111 UNION (CHAPEL GROVE ROAD) TO SR 1006 (ORANGE GROVE ROAD). ADD WIDE PAVED SHOULDERS.																											
SCHEDULED FOR FEASIBILITY STUDY																														

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS						
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM											
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020							
CONGESTION MITIGATION PROJECTS																								
ORANGE	COUNTYWIDE HILLSBOROUGH	C-4932A	CONSTRUCT A PARK AND RIDE SHELTER AND INSTALL BIKE RACKS ON BUSES. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR ONE YEAR FOR A NEW TRANSIT SERVICE.		93	93																		
							IN PROGRESS																	
DURHAM	DURHAM	C-4928	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	1441			STPDA	C	931															
							CMAQ	C	222															
							C	C	288															
							PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY																	
DURHAM	DURHAM	C-4929	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	48	48																			
							IN PROGRESS																	
DURHAM	DURHAM	C-5103	PURCHASE TWO (2) HYBRID ELECTRIC BUSES AND PROVIDE PORTION OF OPERATING ASSISTANCE FOR TWO YEARS.	1686	1686																			
							IN PROGRESS																	
DURHAM	DURHAM	C-5175	DURHAM AREA TRANSIT AUTHORITY (DATA) OPERATING ASSISTANCE FOR NEW FIXED ROUTE.	2438			CMAQ					O	951		O	999								
							C					O	238		O	250								
DURHAM	DURHAM	C-5178	CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD. CONSTRUCT SIDEWALKS.	336			CMAQ								C	269								
							C								C	67								
DURHAM	DURHAM	C-5180	DURHAM AREA TRANSIT AUTHORITY (DATA), REPLACEMENT OF FIVE HYBRID CUTAWAYS (LIGHT TRANSIT VEHICLES).	729			CMAQ								A	583								
							C								A	146								
DURHAM	DURHAM	C-5182	HOPE VALLEY ROAD, CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MLK, JR. PARKWAY AND US 15-501 BUSINESS	1386			CMAQ									R	107							
							C									R	27							
							CMAQ									C	1002							
							C								C	250								

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
ENHANCEMENT PROJECTS (LOCAL PROJECTS)																		
ORANGE	CHAPEL HILL	EL-4601	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.		1290	1290												
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN - IN PROGRESS																		
DURHAM	DURHAM	EL-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.															
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS																		
DURHAM	DURHAM	EL-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.		5762	5762												
PARTS A-D COMPLETE; PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY - IN PROGRESS																		
DURHAM	DURHAM	U-4445	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.		2000	2000												
UNDER CONSTRUCTION BY OTHERS																		
DURHAM	DURHAM	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.		1970		STPDA	C	1576									
								C	C	394								
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY																		
HAZARD ELIMINATION PROJECTS																		
ORANGE	US 70 NC 751	SF-4907B	INSTALL RIGHT TURN LANE.		165	165												
IN PROGRESS																		
ORANGE	NC 86	W-5318	NC 57 TO CASWELL COUNTY LINE. GEOMETRIC IMPROVEMENTS, PAVED SHOULDERS AND RUMBLE STRIPS.	12.2	4654		HES											
								HES										
IN PROGRESS																		
ORANGE	NC 57 NC 157	SF-4907C	WIDEN NC 57 FOR LEFT TURN LANES AND INSTALL A TRAFFIC SIGNAL AT THE INTERSECTION OF NC 157.		654	54	HES			R	50							
								HES			C	550						
IN PROGRESS																		
CHATHAM	NC 751	SF-4908I	INTERSECTION WITH SR 1731 (O'KELLY CHURCH ROAD). INSTALL TRAFFIC SIGNAL AND LEFT TURN LANE.		593	593												
UNDER CONSTRUCTION																		

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
HAZARD ELIMINATION PROJECTS																		
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	W-5208	DIVISION 8 RUMBLE STRIPS, GUARDRAIL AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		100	100												
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																		
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	W-5207	DIVISION 7 RUMBLE STRIPS, GUARDRAIL AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		500	500												
DIVISION PURCHASE ORDER CONTRACT (DPOC) - UNDER CONSTRUCTION																		
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	W-5205	DIVISION 5 RUMBLE STRIPS, GUARDRAIL AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		180	180												
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																		
DURHAM	DURHAM	W-5110	NC 55 (ALSTON AVENUE) AT LAWSON STREET. CONSTRUCT LEFT TURN LANES ON NC 55.	0.2	975		HES	R	500									
							HES			C	475							

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS
					FUNDS		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																		
ALAMANCE	AMTRAK	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	194910	103248		S(5)	O	2600	O	2600	O	2600	O	2600	O	2600	
CABARRUS							T2001	O	4000	O	4000	O	4000	O	4000	O	4000	
DURHAM							STHSR	PE	50	E								
GUILFORD							STHSR	O	478	E								
MECKLENBURG							STHSR	PE	160	F	PE	154	F					
ROWAN							STHSR	C	8711	F	C	4679	F					
WAKE							STHSR	C	6257	G								
							STHSR	PE	51	H								
							STHSR	R	567	H								
							STHSR	C	3797	H								
							STHSR	PE	91	I								
							STHSR	C	667	I								
							A EQUIPMENT REBUILD - 2 F59PHI LOCOMOTIVES - IN PROGRESS. B PURCHASE 2 USED LOCOMOTIVES - ACQUIRED. C EQUIPMENT REHAB - 3 LOCOMOTIVES - IN PROGRESS. D EQUIPMENT REHAB - 3 PASSENGER CARS - IN PROGRESS. E PASSENGER TRAIN SECURITY SYSTEM, CCTVDATA NETWORK AND GENERATORS - IN PROGRESS. F CRISP CHARLOTTE MAINTENANCE FACILITY TRACK EXTENSION AND SHOP BUILDING - IN PROGRESS. G EQUIPMENT - PURCHASE 4 USED PASSENGER CARS AND REHAB 7 - IN PROGRESS. H CAPITAL YARD PHASE 1 IMPROVEMENTS - EXTEND TRACKS 1 AND 2, MAJOR WORK TRACK 3 - IN PROGRESS. I EQUIP 9 STATIONS AND PLATFORMS WITH ADA/FRA PIDS - IN PROGRESS.											
							IN PROGRESS											
ALAMANCE	AMTRAK	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	47795	35795		S(5)	O	2400	O	2400	O	2400	O	2400	O	2400	
CABARRUS																		
DURHAM																		
EDGEcombe																		
GUILFORD																		
JOHNSTON																		
MECKLENBURG																		
NASH																		
ROWAN																		
WAKE																		
WILSON																		
							IN PROGRESS											
ORANGE	CARRBORO	Z-4007B	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS.	95	95													
							FUNDED - CONSTRUCTION NOT AUTHORIZED											
DURHAM	DURHAM	P-3802	STATION CONSTRUCTION.	1250	1250		CMAQ											
							UNDER CONSTRUCTION											

Section 3 – Statewide TIP (*Transit*)

This section has the pages from the Statewide Transit STIP that contain projects in the DCHC MPO planning area, including:

- Durham Area Transit Authority (DATA) projects
- Chapel Hill Transit (CHT) projects
- Triangle Transit projects
- Rural Operating Assistance Program (ROAP) in Durham, Orange and Chatham counties
- Statewide transit programs

An explanation of the table format and keys for the funding sources and work types can be found at the beginning of the Local Supplement of the STIP, which is in a previous section of this document.

PUBLIC TRANSPORTATION PROGRAM
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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS			
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM								
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020				
WAKE	CAPITAL AREA TRANSIT	TD-4943	FACILITY: TRANSIT CENTER - MOORE SQUARE STATION EXPANSION.	3300		FBUS	800	800	800											
						L	100	100	100											
						STAT	100	100	100											
WAKE	CAPITAL AREA TRANSIT	TD-5116	FACILITY: PARK & RIDE	3503	875	FUZ	700	700	700											
						L	88	88	88											
						STAT	88	88	88											
WAKE	CAPITAL AREA TRANSIT	TG-5113S	SAFETY & SECURITY	861	135	FUZ	64	50	54	20	125	105	118	95	53	42				
WAKE	CAPITAL AREA TRANSIT	TO-5128	OPERATING ASSISTANCE	28292	2572	STAT	2572	2572	2572	2572	2572	2572	2572	2572	2572	2572				
WAKE	CAPITAL AREA TRANSIT	TP-5100	PLANNING ASSISTANCE - 5303/04	2299	209	FMPL	167	167	167	167	167	167	167	167	167	167	167			
						L	21	21	21	21	21	21	21	21	21	21	21	21		
						STAT	21	21	21	21	21	21	21	21	21	21	21	21	21	
WAKE	CAPITAL AREA TRANSIT	TT-4908	SURVEILLANCE CAMERAS	1084	542	FUZ														
						L														
						STAT														
WAKE	CARY/C-TRAN	TD-4912	FACILITY: PARK & RIDE - NEW HOPE CHURCH RD	1192		CMAQ			797											
						L			395											
WAKE	CARY/C-TRAN	TG-4935	ROUTINE CAPITAL: AUTOMATED PASSENGER COUNTER	284		L	57													
						STPDA	227													
WAKE	CARY/C-TRAN	TG-5114S	SAFETY & SECURITY	75		FUZ						23	14	11	11	8	8			
WAKE	CARY/C-TRAN	TO-5129	OPERATING ASSISTANCE	25191	1881	L	1900	2000	2200	2500	2600	1700	1900	2000	2200	2500				
						STAT	181	181	181	181	181	181	181	181	181	181	181	181		
ORANGE	CHAPEL HILL TRANSIT	C-5104	EXPANSION BUS (2) HYBRID - PLUS 3 YRS OPS	238	117	CMAQ	97													
						L	24													
ORANGE	CHAPEL HILL TRANSIT	TA-4726	REPLACEMENT BUS - ARTICULATED HYBRID	31493	9998	FUZ	4896	2608			1939	1939	1939	1939						
						L	612	326			242	242	242	242						
						STAT	612	326			242	242	242	242						
ORANGE	CHAPEL HILL TRANSIT	TA-4748	REPLACEMENT BUS: PARATRANSIT	3633	703	FUZ			923	634	157	157	157	157						
						L			79	79	20	20	20	20						
						STAT			115	115	20	20	20	20						
ORANGE	CHAPEL HILL TRANSIT	TA-4979	REPLACEMENT VANS (16)	1685	703	FUZ	160		634											
						L	15		79											
						STAT	15		79											

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COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM											UNFUNDED FUTURE YEARS
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
ORANGE	CHAPEL HILL TRANSIT	TG-4731	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	14915	1659	FUZ	955	984	1013	1043	1074	1074	1074	1074	1074		
						L	239	246	253	261	269	269	269	269	269		
						STPDA	204										
ORANGE	CHAPEL HILL TRANSIT	TG-4732	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	771	70	FUZ	32	432	56								
						L	59	108	14								
ORANGE	CHAPEL HILL TRANSIT	TG-4732C	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT	436	240	FUZ											
						L											
ORANGE	CHAPEL HILL TRANSIT	TG-5120S	SAFETY & SECURITY	1617	262	FUZ	79	59	45	36	340	331	317	61	61	26	
ORANGE	CHAPEL HILL TRANSIT	TO-5133	OPERATING ASSISTANCE	39270	3570	STAT	3570	3570	3570	3570	3570	3570	3570	3570	3570	3570	
ORANGE	CHAPEL HILL TRANSIT	TT-5109	TECHNOLOGY: FCC RADIO UPGRADE	1656		L	331										
						STPDA	1325										
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-4710	EXPANSION BUS	43750	14389	CMAQ	460	460									
						FUZ	6566	6885									
						L	3236	10368									
						STAT	678	708									
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-4785	REPLACEMENT BUS - (C-5106)	5000	1000	CMAQ	800	800	800	800							
						L	100	100	100	100							
						STAT	100	100	100	100							
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-5121	REPLACEMENT BUS	112372	13929	FUZ	6566	6885			9335	9335	9335	9335	9335		
						L	3236	10368			1166	1166	1166	1166	1166		
						STAT	678	708			1166	1166	1166	1166	1166		
MECKLENBURG	CHARLOTTE AREA TRANSIT	TC-4701	JOB ACCESS / REVERSE COMMUTE: CAPITAL, PLANNING, OPERATING COST	7920	720	JARC	360	360	360	360	360	360	360	360	360	360	
						L	360	360	360	360	360	360	360	360	360	360	
MECKLENBURG	CHARLOTTE AREA TRANSIT	TD-4702	FACILITY: TRANSIT CENTER IMPROVEMENTS	10000	2900	FUZ	1680	2320	1680								
						L	210	290	210								
						STAT	210	290	210								
MECKLENBURG	CHARLOTTE AREA TRANSIT	TD-4703	FACILITY: MAINTENANCE N. DAVIDSON ST.	8500	8500												
MECKLENBURG	CHARLOTTE AREA TRANSIT	TD-4704	FACILITY: PARK & RIDE	14700	3300	CMAQ	1600	2600									
						FUZ	400		2000								
						L	550	2475	950								
						STAT	250	325	250								
MECKLENBURG	CHARLOTTE AREA TRANSIT	TE-4901	FIXED: NE CORRIDOR TRANSITWAY - PLANS, DESIGN, ACQUISITION, CONSTRUCTION	1710000	36000	FNS	32000	70000	130000	95000	85000	85000	85000	85000	85000		
						L	16000	35000	65000	47500	42500	42500	42500	42500	42500		
						STAT	16000	35000	65000	47500	42500	42500	42500	42500	42500		

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FISCAL YEARS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS					
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM									
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020				
MECKLENBURG	CHARLOTTE AREA TRANSIT	TE-5103	FIXED: CHARLOTTE STREETCAR - PLANS, DESIGN, ACQUISITION, CONSTRUCTION	127400		L		6500	27750	26750	2700										
						STAT		6500	27750	26750	2700										
MECKLENBURG	CHARLOTTE AREA TRANSIT	TG-5101S	SAFETY & SECURITY	11940	2121	FUZ	1210	1505	2097	1662	1354	394	450	403	407	337					
MECKLENBURG	CHARLOTTE AREA TRANSIT	TN-4701	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	3807	288	FNF	244	254	270	280	294	294	294	294	294	294					
						L	61	64	68	70	74	74	74	74	74	74					
MECKLENBURG	CHARLOTTE AREA TRANSIT	TO-4796	OPERATING ASSISTANCE - DOWNTOWN SHUTTLE (C-5107)	1300	1300																
MECKLENBURG	CHARLOTTE AREA TRANSIT	TO-5137	OPERATING ASSISTANCE	138072	12552	STAT	12552	12552	12552	12552	12552	12552	12552	12552	12552	12552					
MECKLENBURG	CHARLOTTE AREA TRANSIT	TT-4906	TECHNOLOGY: BUS LOCATION, ON-BOARD COMPUTERS, COMPUTER SOFTWARE & HARDWARE	38750	2500	FUZ	2000	3000	3000	3000	3000	3000	3000	3000	3000	3000					
						L	250	375	375	375	375	375	375	375	375	375					
						STAT	250	375	375	375	375	375	375	375	375	375					
MECKLENBURG	CHARLOTTE AREA TRANSIT	TW-4901	FIXED GUIDEWAY MODERNIZATION	7400	500	FMOD	350	600	650	800	300	350	600	650	800						
						L	100	100	100	100	100	100	100	100	100						
						STAT	100	100	100	100	100	100	100	100	100						
MECKLENBURG	CHARLOTTE AREA TRANSIT	TW-5102	FIXED GUIDEWAY MODERNIZATION - BRIDGE PROGRAM - INSPECTION & EMERGENCY REPAIRS	7000	500	FMOD	350	600	650	800	300	350	600	650	800						
						L	44	75	81	100	100	44	75	81	100						
						STAT	44	75	81	100	100	44	75	81	100						
MECKLENBURG	CHARLOTTE AREA TRANSIT	TW-5104	FIXED GUIDEWAY MODERNIZATION - BUS AND RAIL STATE OF GOOD REPAIR	7000	500	FMOD	350	600	650	800		300	350	600	650	800					
						L	44	75	81	100		100	44	75	81	100					
						STAT	44	75	81	100		100	44	75	81	100					
DURHAM	DURHAM/DATA	TA-4923	REPLACEMENT BUS - HYBRID	32502	4800	FUZ	3840	3840	3840	3840	1133	1133	1133	1133	1133						
						L	480	480	480	480	142	142	142	142	142						
						STAT	480	480	480	480	142	142	142	142	142						
DURHAM	DURHAM/DATA	TA-5019	REPLACEMENT: PARATRANSIT VANS	841		CMAQ			583												
						FUZ	90														
						L	11		146												
						STAT	11														
DURHAM	DURHAM/DATA	TG-4738	ROUTINE CAPITAL: PREVENTIVE MAINTENANCE, SPARE PARTS, EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES	36864	3763	FUZ	2535	2582	2670	2670	2670	2670	2670	2670	2670	2670					
						L	634	646	668	668	668	668	668	668	668	668					
DURHAM	DURHAM/DATA	TG-4738A	PREVENTIVE MAINTENANCE: FIXED ROUTE	28749	3035	FUZ	2535	2535	2582	2670	2535	2535	2535	2535	2582	2670					
DURHAM	DURHAM/DATA	TG-4738B	PREVENTIVE MAINTENANCE - PARATRANSIT	500	500																
DURHAM	DURHAM/DATA	TG-5115S	SAFETY & SECURITY	2209	242	FUZ	233	232	330	235	192	156	147	147	147	148					

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
DURHAM ORANGE	DURHAM/DATA	TN-5102	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	1386	126	FNF	63	63	63	63	63	63	63	63	63	63		
						L	63	63	63	63	63	63	63	63	63	63		
DURHAM	DURHAM/DATA	TO-5130	OPERATING ASSISTANCE	2438		CMAQ			951	999								
						L			238	250								
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4948	REPLACEMENT BUS	5742	5742													
CUMBERLAND	FAYETTEVILLE TRANSIT	TD-4708	FACILITY: INTERMODAL CENTER: NEW DESIGN, ACQUISITION, CONSTRUCTION	1400	1400													
CUMBERLAND	FAYETTEVILLE TRANSIT	TG-5119S	SAFETY & SECURITY	340	84	FUZ		219										
CUMBERLAND	FAYETTEVILLE TRANSIT	TM-5130	JOB ACCESS / REVERSE COMMUTE: CAPITAL, PLANNING, OPERATION COST	4488	408	JARC	204	204	204	204	204	204	204	204	204	204		
						L	204	204	204	204	204	204	204	204	204	204		
CUMBERLAND	FAYETTEVILLE TRANSIT	TN-5101	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	2134	194	FNF	97	97	97	97	97	97	97	97	97	97		
						L	97	97	97	97	97	97	97	97	97	97		
CUMBERLAND	FAYETTEVILLE TRANSIT	TO-5132	OPERATING ASSISTANCE	5874	534	STAT	534	534	534	534	534	534	534	534	534			
CUMBERLAND	FAYETTEVILLE TRANSIT	TP-5103	PLANNING ASSISTANCE - 5303/04 FUNDS	736	66	FMPL	53	53	53	53	53	53	53	53	53	53		
						L	7	7	7	7	7	7	7	7	7	7		
						STAT	7	7	7	7	7	7	7	7	7	7		
GASTON	GASTONIA TRANSIT	TA-4926	EXPANSION BUS	1642	400	FUZ									994			
						L										124		
						STAT										124		
GASTON	GASTONIA TRANSIT	TD-5113	FACILITY: INTERMODAL CENTER: NEW DESIGN, ACQUISITION, CONSTRUCTION	21900	800	FBUS	3600	13280										
						L	450	1660										
						STAT	450	1660										
GASTON	GASTONIA TRANSIT	TG-5117	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	341	227	FUZ									57			
						L										57		
GASTON	GASTONIA TRANSIT	TG-5126S	SAFETY & SECURITY	274	27	FUZ	36	133						5	5	5	5	
GASTON	GASTONIA TRANSIT	TO-5142	OPERATING ASSISTANCE	2937	267	STAT	267	267	267	267	267	267	267	267	267	267		
WAYNE	GATEWAY	TA-4762	REPLACEMENT BUS - 35'	1870	700	FUZ	966											
						L	96											
						STAT	108											
WAYNE	GATEWAY	TA-4908	EXPANSION BUS	325	325													
WAYNE	GATEWAY	TD-4712	FACILITY: INTERMODAL CENTER - UNION STATION	1704	1704													

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						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM								
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020			
ALAMANCE FORSYTH GUILFORD	PART - Burlington- Graha	TP-5108	PLANNING ASSISTANCE - 5303/04 FUNDS	265	25	FMPL	20	20	20	20	20	20	20	20	20	20				
						L	2	2	2	2	2	2	2	2	2	2				
						STAT	2	2	2	2	2	2	2	2	2	2				
CABARRUS	RIDER/CONCORD	TA-4961	REPLACEMENT BUS	3000		FUZ								600	600	600				
						L									75	75	75			
						STAT									75	75	75			
CABARRUS	RIDER/CONCORD	TG-5103	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	1180		L	28	28	28	28	28	28	28	28	28	28				
						STAT	90	90	90	90	90	90	90	90	90	90				
CABARRUS	RIDER/CONCORD	TG-5125S	SAFETY & SECURITY	118		FUZ	30	30					34	8	8	8				
CABARRUS	RIDER/CONCORD	TO-5138	OPERATING ASSISTANCE	23163	313	L	986	986	986	986	986	986	986	986	986	986				
						STAT	1299	1299	1299	1299	1299	1299	1299	1299	1299	1299				
ROWAN	SALISBURY	TO-5201	OPERATING ASSISTANCE	2486	226	STAT	226	226	226	226	226	226	226	226	226					
EDGECOMBE NASH	TAR RIVER TRANSIT	TA-4909	REPLACEMENT: PARATRANSIT VANS	159	53	FUZ								106						
EDGECOMBE NASH	TAR RIVER TRANSIT	TD-4718	FACILITY: REGIONAL TRANSFER / ADMIN.	2500	250	FUZ								2250						
EDGECOMBE NASH	TAR RIVER TRANSIT	TD-4910	FACILITY: TRANSIT STOPS IN COMM. AREAS	84	40	FUZ														
						L														
						STAT														
EDGECOMBE NASH	TAR RIVER TRANSIT	TG-4785A	ADA PARATRANSIT SERVICE	920		FUZ	74	74	74	74	74	74	74	74	74	74				
						L	18	18	18	18	18	18	18	18	18	18	18			
EDGECOMBE NASH	TAR RIVER TRANSIT	TG-4785B	PREVENTIVE MAINTENANCE: FIXED ROUTE	3490		FUZ	279	279	279	279	279	279	279	279	279	279				
						L	70	70	70	70	70	70	70	70	70	70	70			
EDGECOMBE NASH	TAR RIVER TRANSIT	TG-5112S	SAFETY & SECURITY	27	3	FUZ								24						
EDGECOMBE NASH	TAR RIVER TRANSIT	TO-5127	OPERATING ASSISTANCE	8354	844	FUZ	392	392	392	392	392	392	392	392	392	392				
						L	78	78	78	78	78	78	78	78	78	78				
						STAT	281	281	281	281	281	281	281	281	281	281				
WAKE	TRIANGLE TRANSIT	TA-4818	REPLACEMENT BUS: (11) OVER THE ROAD COACHES CAMPO FUNDED	5500	5500															
WAKE	TRIANGLE TRANSIT	TA-4818A	REPLACEMENT BUS	14620	1820	FUZ	1456	1456	1456	1456	1456	1456	1456	736	736	736	736	736		
						L	182	182	182	182	182	182	182	92	92	92	92			
						STAT	182	182	182	182	182	182	182	92	92	92	92			

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						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020	
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4818B	REPLACEMENT BUS	10722	1170	FUZ	936	936	936	936	650	650	650	650	650			
						L	117	117	117	117	81	81	81	81	81			
						STAT	117	117	117	117	81	81	81	81	81			
WAKE	TRIANGLE TRANSIT	TA-4994	REPLACEMENT BUS: PARATRANSIT (4) LIGHT TRANSIT VEHICLES - CAMPO FUNDED	220	220													
WAKE	TRIANGLE TRANSIT	TA-5123A	EXPANSION BUS	13800	1380	FUZ	1104	1104	1104	1104	920	920	920	920	920			
						L	138	138	138	138	115	115	115	115	115			
						STAT	138	138	138	138	115	115	115	115	115			
DURHAM ORANGE	TRIANGLE TRANSIT	TA-5123B	EXPANSION BUS	9570	1380	FUZ	728	728	728	728	606	606	606	606	608			
						L	91	91	91	91	76	76	76	76	76			
						STAT	91	91	91	91	76	76	76	76	76			
DURHAM ORANGE	TRIANGLE TRANSIT	TG-4821	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	11313	1313	FUZ	800	800	800	800	800	800	800	800	800			
						L	200	200	200	200	200	200	200	200	200			
WAKE	TRIANGLE TRANSIT	TG-5116S	SAFETY & SECURITY	1982	49	FUZ	198	30	30	30	297	272	269	269	269			
DURHAM ORANGE	TRIANGLE TRANSIT	TG-5123S	SAFETY & SECURITY	1982	49	FUZ	198	30	30	30	297	272	269	269	269			
WAKE	TRIANGLE TRANSIT	TM-5123A	JOB ACCESS / REVERSE COMMUTE: CAPITAL, PLANNING, OPERATING COST	3828	348	JARC	174	174	174	174	174	174	174	174	174			
						L	174	174	174	174	174	174	174	174	174			
DURHAM ORANGE CHATHAM	TRIANGLE TRANSIT VARIOUS	TM-5123B	JOB ACCESS / REVERSE COMMUTE: CAPITAL, PLANNING, OPERATING COST	3828	348	JARC	174	174	174	174	174	174	174	174	174			
						L	174	174	174	174	174	174	174	174	174			
WAKE	TRIANGLE TRANSIT	TM-5129A	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	1716	156	FNF	78	78	78	78	78	78	78	78	78			
						L	78	78	78	78	78	78	78	78	78			
DURHAM ORANGE CHATHAM	TRIANGLE TRANSIT VARIOUS	TM-5129B	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	1716	156	FNF	78	78	78	78	78	78	78	78	78			
						L	78	78	78	78	78	78	78	78	78			
WAKE	TRIANGLE TRANSIT	TO-5131	OPERATING ASSISTANCE	10736	976	STAT	976	976	976	976	976	976	976	976	976			
DURHAM ORANGE	TRIANGLE TRANSIT	TO-5135	OPERATING ASSISTANCE	10736	976	STAT	976	976	976	976	976	976	976	976	976			
WILSON	WILSON	TO-5202	OPERATING ASSISTANCE	2288	208	STAT	208	208	208	208	208	208	208	208	208			
FORSYTH	WINSTON SALEM - MPO	TP-5105	PLANNING ASSISTANCE - 5303/04 FUNDS	1133	103	FMPL	83	83	83	83	83	83	83	83	83			
						L	10	10	10	10	10	10	10	10	10			
						STAT	10	10	10	10	10	10	10	10	10			
FORSYTH	WINSTON SALEM TRANSIT	TA-4795	REPLACEMENT BUS - PARATRANSIT - LOW FLOOR	182	182													

FUNDING AMOUNTS
TO BE UPDATED

FUNDING AMOUNTS
TO BE UPDATED

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COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
WAKE	CARY/C-TRAN	TD-4918u	FACILITY: QUEUE JUMP LANES - DAVIS DRIVE.														
WAKE	CARY/C-TRAN	TD-5201u	FACILITY: MAINTENANCE & OPERATIONS														
WAKE	CARY/C-TRAN	TD-5209u	FACILITY: MAINTENANCE & OPERATIONS														
WAKE	CARY/C-TRAN	TD-5214u	FACILITY: MAINTENANCE & OPERATIONS														
WAKE	CARY/C-TRAN	TG-5213u	PREVENTIVE MAINTENANCE: PARATRANSIT														
WAKE	CARY/C-TRAN	TG-5214u	PREVENTIVE MAINTENANCE: FIXED ROUTE														
WAKE	CARY/C-TRAN	TG-5215u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT														
WAKE	CARY/C-TRAN	TO-5202u	OPERATING ASSISTANCE														
ORANGE	CHAPEL HILL TRANSIT	TA-4726Au	REPLACEMENT BUS	886	886	FED											
ORANGE	CHAPEL HILL TRANSIT	TA-4979Au	REPLACEMENT VANS - SAFE-RIDE	427	210	FED						31		31			
ORANGE	CHAPEL HILL TRANSIT	TA-4981u	REPLACEMENT: SEDANS/WAGONS/4X4	117	117	FED											
ORANGE	CHAPEL HILL TRANSIT	TA-4995u	EXPANSION BUS	3600	3600	FED											
ORANGE	CHAPEL HILL TRANSIT	TA-5114u	EXPANSION BUS - HILLSBOROUGH CIRCULATOR	198	198	FED											
ORANGE	CHAPEL HILL TRANSIT	TD-4710u	FACILITY: PARK & RIDE	3500	3500	FED											
ORANGE	CHAPEL HILL TRANSIT	TD-5204u	FACILITY: INTERMODAL CENTER - HILLSBOROUGH	150	150	FED											
ORANGE DURHAM	CHAPEL HILL TRANSIT TRIANGLE TRANSIT	TE-4706Au	FIXED GUIDEWAY: LIGHT RAIL SERVICE-DURHAM-CHAPEL HILL-RIGHT-OF-WAY	5600	5600	FED											
ORANGE DURHAM	CHAPEL HILL TRANSIT TRIANGLE TRANSIT	TE-4706Bu	FIXED GUIDEWAY: LIGHT RAIL - ALTERNATIVES ANALYSIS, PE & DESIGN - DURHAM-CHAPEL HILL														
ORANGE	CHAPEL HILL TRANSIT	TG-4732Du	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT														
ORANGE	CHAPEL HILL TRANSIT	TG-5217u	PREVENTIVE MAINTENANCE: FIXED ROUTE														
ORANGE	CHAPEL HILL TRANSIT	TG-5218u	SECURITY AND SAFETY														
ORANGE	CHAPEL HILL TRANSIT	U-5119u	FIXED GUIDEWAYS: BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS	169626	626	FED		16900		16900		16900		16900		16900	
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-4710Au	REPLACEMENT BUS - DEBT SERVICE PAYMENT (C-4954)	65639	33539	FED		3210		3210		3210		3210		3210	
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-4711u	REPLACEMENT: PARATRANSIT FLEET	2500	2500	FED											

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
CABARRUS	CONCORD	TG-5221u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																
CABARRUS	CONCORD	TT-5203u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY																
DURHAM	DURHAM/DATA	TA-4755u	EXPANSION BUS - HYBRID	25296	5296	FED		2000		2000		2000		2000		2000		2000	
DURHAM	DURHAM/DATA	TA-4923Au	REPLACEMENT BUS	5330		FED		533		533		533		533		533		533	
DURHAM	DURHAM/DATA	TA-4923Bu	REPLACEMENT BUS - HYBRID	4650		FED		465		465		465		465		465		465	
DURHAM	DURHAM/DATA	TA-5105u	REPLACEMENT BUS: PARATRANSIT VEH.																
DURHAM	DURHAM/DATA	TA-5117u	REPLACEMENT BUS: PARATRANSIT VEH.																
DURHAM	DURHAM/DATA	TD-4945u	FACILITY: PARK & RIDE																
DURHAM	DURHAM/DATA	TE-5201u	FIXED GUIDEWAY: NCRR GRADE SEPARATIONS AND TRACK REALIGNMENTS IN DURHAM COUNTY	8034	8034	FED													
DURHAM	DURHAM/DATA	TG-5222u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																
DURHAM	DURHAM/DATA	TT-4911u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY																
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4743u	REPLACEMENT VANPOOL VANS.																
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4955u	EXPANSION - VANPOOLS VANS																
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4990u	EXPANSION BUS																
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4999u	EXPANSION BUS: SMALL																
CUMBERLAND	FAYETTEVILLE TRANSIT	TD-4708u	FACILITY - INTERMODAL CENTER: NEW DESIGN, ACQUISITION, CONSTRUCTION	13700		FED				13700									
CUMBERLAND	FAYETTEVILLE TRANSIT	TG-5223u	SECURITY AND SAFETY																
CUMBERLAND	FAYETTEVILLE TRANSIT	TG-5224u	SERVICE VEHICLES : SUPERVISOR, TOW, SUPPORT																
CUMBERLAND	FAYETTEVILLE TRANSIT	TT-5204u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY																
GASTON	GASTONIA TRANSIT	TA-5103u	REPLACEMENT BUS: 35' HYBRID ELECTRIC	25000		FED		2500		2500		2500		2500		2500		2500	
GASTON	GASTONIA TRANSIT	TA-5109u	REPLACEMENT BUS - HYBRID	1500	1500	FED													
GASTON	GASTONIA TRANSIT	TA-5111u	REPLACEMENT BUS: 35' HYBRID ELECTRIC																

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
WAKE	TRIANGLE TRANSIT	TA-4992Au	EXPANSION - VANPOOLS VANS	300	300	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4992Bu	EXPANSION - VANPOOLS VANS	300	300	FED																
WAKE	TRIANGLE TRANSIT	TA-4993Au	EXPANSION - PARATRANSIT FLEET	121	121	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4993Bu	EXPANSION - PARATRANSIT FLEET	121	121	FED																
WAKE	TRIANGLE TRANSIT	TA-4994Au	REPLACEMENT: PARATRANSIT FLEET	121	121	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4994Bu	REPLACEMENT: PARATRANSIT FLEET	121	121	FED																
WAKE	TRIANGLE TRANSIT	TA-5107u	REPLACEMENT VANPOOL VANS.																			
DURHAM ORANGE	TRIANGLE TRANSIT	TA-5108u	REPLACEMENT VANPOOL VANS.																			
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TA-5123Bu	EXPANSION BUS	7464	910	FED		728		728		728		728		607		607		607		607
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TD-4941u	FACILITY: PARK & RIDE: NELSON ROAD EXPANSION	500	500	FED																
WAKE	TRIANGLE TRANSIT	TD-4944u	FACILITY: I-40 BUS BYPASS SHOULDER PROJECT.	40	40	FED																
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TE-4705Bu	FIXED: AIRPORT RAIL PROJECT-PLANNING/PE/DEIS																			
WAKE	TRIANGLE TRANSIT	TE-4903Au	FIXED GUIDEWAY: LIGHT RAIL SERVICE-RALEIGH-RTP-DURHAM DESIGN PHASE 1	1000	1000	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TE-4903Bu	FIXED GUIDEWAY: LIGHT RAIL SERVICE-RALEIGH-RTP-DURHAM DESIGN PHASE 1	1000	1000	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TE-4903Du	FIXED GUIDEWAY: TRIANGLE TRANSIT LIGHT RAIL SERVICE-RALEIGH-RTP-DURHAM																			
WAKE	TRIANGLE TRANSIT	TE-4903Eu	FIXED GUIDEWAY: TRIANGLE TRANSIT LIGHT RAIL SERVICE-RALEIGH-RTP-DURHAM																			
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TG-5246u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																			

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TG-5247u	PREVENTIVE MAINTENANCE: FIXED ROUTE														
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TG-5248u	PREVENTIVE MAINTENANCE: PARATRANSIT														
FORSYTH	WINSTON SALEM TRANSIT	TA-4795Au	REPLACEMENT BUS: SMALL BUS (8)	13700		FED				13700							
FORSYTH	WINSTON SALEM TRANSIT	TA-4795Bu	REPLACEMENT BUS SMALL	592	592	FED											
FORSYTH	WINSTON SALEM TRANSIT	TA-4931u	REPLACEMENT BUS	23680	23680	FED											
FORSYTH	WINSTON SALEM TRANSIT	TD-4734Bu	FACILITY: INTERMODAL STATION	5917		FED		891		1835		1031		974		1186	
FORSYTH	WINSTON SALEM TRANSIT	TG-5249u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT	19105		FED				6118		6301				6686	
FORSYTH	WINSTON SALEM TRANSIT	TG-5250u	PREVENTIVE MAINTENANCE: FIXED ROUTE	774		FED								581		193	
FORSYTH	WINSTON SALEM TRANSIT	TT-5211u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY	674		FED				674							
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TA-5101u	REPLACEMENT BUS	7500		FED		7500									
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TA-5104u	EXPANSION BUS	2108		FED		2108									
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TA-5110u	EXPANSION BUS														
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TG-5251u	SECURITY AND SAFETY	1000		FED		1000									

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TG-5253u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT															
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TT-5107u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY															
DURHAM ORANGE	TRIANGLE TRANSIT	TD-4944Bu	FACILITY: I-40 BUS BYPASS SHOULDER PROJECT.	40	40	FED												

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
CLEVELAND GASTON IREDELL LINCOLN		TJ-5109	OPS FOR EMPLOYMENT TRANSPORTATION	1727	157	OAWP	157	157	157	157	157	157	157	157	157	157			
BUNCOMBE, HAYWOOD MADISON TRANSYLVANNIA		TJ-5110	OPS FOR EMPLOYMENT TRANSPORTATION	946	86	OAWP	86	86	86	86	86	86	86	86	86	86			
HOKE RICHMOND ROBESON SCOTLAND		TJ-5111	OPS FOR EMPLOYMENT TRANSPORTATION	1782	162	OAWP	162	162	162	162	162	162	162	162	162	162			
BLADEN CUMBERLAND HARNETT SAMPSON		TJ-5112	OPS FOR EMPLOYMENT TRANSPORTATION	1903	173	OAWP	173	173	173	173	173	173	173	173	173	173			
BRUNSWICK COLUMBUS PENDER		TJ-5113	OPS FOR EMPLOYMENT TRANSPORTATION	1309	119	OAWP	119	119	119	119	119	119	119	119	119	119			
DUPLIN GREENE LENOIR WAYNE		TJ-5114	OPS FOR EMPLOYMENT TRANSPORTATION	924	84	OAWP	84	84	84	84	84	84	84	84	84	84			
MCDOWELL POLK RUTHERFORD		TJ-5115	OPS FOR EMPLOYMENT TRANSPORTATION	550	50	OAWP	50	50	50	50	50	50	50	50	50	50			
CHATHAM LEE MOORE ORANGE		TJ-5116	OPS FOR EMPLOYMENT TRANSPORTATION	880	80	OAWP	80	80	80	80	80	80	80	80	80	80			
CHEROKEE CLAY GRAHAM JACKSON MACON SWAIN		TJ-5117	OPS FOR EMPLOYMENT TRANSPORTATION	473	43	OAWP	43	43	43	43	43	43	43	43	43	43			

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
DAVIE STOKES SURRY YADKIN		TJ-5118	OPS FOR EMPLOYMENT TRANSPORTATION	715	65	OAWP	65	65	65	65	65	65	65	65	65	65			
DURHAM WAKE		TJ-5119	OPS FOR EMPLOYMENT TRANSPORTATION	1617	147	OAWP	147	147	147	147	147	147	147	147	147	147			
FRANKLIN GRANVILLE PERSON VANCE WARREN		TJ-5120	OPS FOR EMPLOYMENT TRANSPORTATION	847	77	OAWP	77	77	77	77	77	77	77	77	77	77			
EDGECOMBE JOHNSTON NASH WILSON		TJ-5121	OPS FOR EMPLOYMENT TRANSPORTATION	1243	113	OAWP	113	113	113	113	113	113	113	113	113	113			
CABARRUS ROWAN		TJ-5122	OPS FOR EMPLOYMENT TRANSPORTATION	594	54	OAWP	54	54	54	54	54	54	54	54	54	54			
CHEROKEE		TJ-5123	OPS FOR EMPLOYMENT TRANSPORTATION																
HENDERSON		TJ-5124	OPS FOR EMPLOYMENT TRANSPORTATION	374	34	OAWP	34	34	34	34	34	34	34	34	34	34			
GUILFORD		TJ-5125	OPS FOR EMPLOYMENT TRANSPORTATION	1287	117	OAWP	117	117	117	117	117	117	117	117	117	117			
MECKLENBURG		TJ-5126	OPS FOR EMPLOYMENT TRANSPORTATION	2618	238	OAWP	238	238	238	238	238	238	238	238	238	238			
NEW HANOVER		TJ-5127	OPS FOR EMPLOYMENT TRANSPORTATION	440	40	OAWP	40	40	40	40	40	40	40	40	40	40			
FORSYTH		TJ-5128	OPS FOR EMPLOYMENT TRANSPORTATION	803	73	OAWP	73	73	73	73	73	73	73	73	73	73			
ALAMANCE		TJ-5129	OPS FOR EMPLOYMENT TRANSPORTATION	561	51	OAWP	51	51	51	51	51	51	51	51	51	51			
CAMDEN CHOWAN CURRITUCK DARE GATES HYDE PASQUOTANK PERQUIMANS TYRRELL WASHINGTON		TL-5101	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	6017	547	EDTAP	547	547	547	547	547	547	547	547	547	547			

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS		
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
HOKE RICHMOND ROBESON SCOTLAND		TL-5111	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3839	349	EDTAP	349	349	349	349	349	349	349	349	349				
BLADEN CUMBERLAND HARNETT SAMPSON		TL-5112	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4884	444	EDTAP	444	444	444	444	444	444	444	444	444				
BRUNSWICK COLUMBUS PENDER		TL-5113	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3927	357	EDTAP	357	357	357	357	357	357	357	357	357				
DUPLIN GREENE LENOIR WAYNE		TL-5114	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3762	342	EDTAP	342	342	342	342	342	342	342	342	342				
MCDOWELL POLK RUTHERFORD		TL-5115	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	2563	233	EDTAP	233	233	233	233	233	233	233	233	233				
CHATHAM LEE MOORE ORANGE		TL-5116	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3938	358	EDTAP	358	358	358	358	358	358	358	358	358				
CHEROKEE CLAY GRAHAM JACKSON MACON SWAIN		TL-5117	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4356	396	EDTAP	396	396	396	396	396	396	396	396	396				
DAVIE STOKES SURRY YADKIN		TL-5118	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3498	318	EDTAP	318	318	318	318	318	318	318	318	318				
DURHAM WAKE		TL-5119	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	5412	492	EDTAP	492	492	492	492	492	492	492	492	492				
FRANKLIN GRANVILLE PERSON VANCE WARREN		TL-5120	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4136	376	EDTAP	376	376	376	376	376	376	376	376	376				

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							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
BRUNSWICK COLUMBUS PENDER		TR-5113	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4752	432	L	39	39	39	39	39	39	39	39	39			
						RGP	393	393	393	393	393	393	393	393	393	393		
DUPLIN GREENE LENOIR WAYNE		TR-5114	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4400	400	L	36	36	36	36	36	36	36	36	36			
						RGP	364	364	364	364	364	364	364	364	364	364		
MCDOWELL POLK RUTHERFORD		TR-5115	OPS FOR GENERAL PUBLIC IN RURAL AREAS	1980	180	L	16	16	16	16	16	16	16	16	16			
						RGP	164	164	164	164	164	164	164	164	164	164		
CHATHAM LEE MOORE ORANGE		TR-5116	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4840	440	L	40	40	40	40	40	40	40	40	40			
						RGP	400	400	400	400	400	400	400	400	400	400		
CHEROKEE CLAY GRAHAM JACKSON MACON SWAIN		TR-5117	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4741	431	L	39	39	39	39	39	39	39	39	39			
						RGP	392	392	392	392	392	392	392	392	392	392		
DAVIE STOKES SURRY YADKIN		TR-5118	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4290	390	L	35	35	35	35	35	35	35	35	35			
						RGP	355	355	355	355	355	355	355	355	355	355		
DURHAM WAKE		TR-5119	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4686	426	L	39	39	39	39	39	39	39	39	39			
						RGP	387	387	387	387	387	387	387	387	387	387		
FRANKLIN GRANVILLE PERSON VANCE WARREN		TR-5120	OPS FOR GENERAL PUBLIC IN RURAL AREAS	5038	458	L	42	42	42	42	42	42	42	42	42			
						RGP	416	416	416	416	416	416	416	416	416	416		
EDGECOMBE JOHNSTON NASH WILSON		TR-5121	OPS FOR GENERAL PUBLIC IN RURAL AREAS	5522	502	L	46	46	46	46	46	46	46	46	46			
						RGP	456	456	456	456	456	456	456	456	456	456		
CABARRUS ROWAN		TR-5122	OPS FOR GENERAL PUBLIC IN RURAL AREAS	3091	281	L	26	26	26	26	26	26	26	26	26			
						RGP	255	255	255	255	255	255	255	255	255	255		
CHEROKEE		TR-5123	OPS FOR GENERAL PUBLIC IN RURAL AREAS	682	62	L	6	6	6	6	6	6	6	6	6			
						RGP	56	56	56	56	56	56	56	56	56	56		

PUBLIC TRANSPORTATION PROGRAM
(Statewide)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS			
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020		
STATEWIDE		TI-9701	INTERCITY BUS SERVICE	87700	7800	FNU	2950	3000	3500	3500	4000	4000	4500	4500	5000	5000			
						L	2950	3000	3500	3500	4000	4000	4500	4500	5000	5000			
STATEWIDE		TK-9701A	RECOVERY ACT FUNDED CAPITAL ASSISTANCE FOR RURAL AREA GENERAL PUBLIC TRANSIT SERVICES	25147	25147														
STATEWIDE		TK-9701B	RECOVERY ACT FUNDED STATE ADMINISTRATION AND OVERSIGHT FOR RURAL AREA GENERAL PUBLIC TRANSIT SERVICES	2925	2925														
STATEWIDE		TK-9702	CAPITAL ASSISTANCE FOR RURAL AREA GENERAL PUBLIC TRANSIT SERVICES	81574	6940	FNU	4800	5500	5200	5250	5300	5400	6000	6000	6000	6000	6000		
						L	600	668	650	656	663	675	750	750	750	750	750		
						STCP	1062	1217	1151	1162	1173	1195	1328	1328	1328	1328	1328		
STATEWIDE		TK-9703	PROJECT ADMINISTRATION, NCDOT ADMINISTRATION OVERSIGHT, AND PLANNING ASSISTANCE FOR RURAL AREA GENERAL PUBLIC TRANSIT SERVICES	240923	18875	FNU	15000	15500	16000	16500	17000	17000	17000	17000	17000	17000	17000		
						L	2812	1938	2000	2062	2125	2125	2125	2125	2125	2125	2125		
						STAT	2300	3429	3540	3651	3761	3761	3761	3761	3761	3761	3761		
STATEWIDE		TK-9704A	CAPITAL, OPERATING ASSISTANCE AND PROGRAM ADMINISTRATOR FOR ELDERLY AND DISABLED PERSONS TRANSIT SERVICE	52116	3115	FEPD	6500	3200	3400	3600	3800	4000	4200	4400	4600	4800			
						L	102	50	53	56	59	62	66	69	72	600			
						STAT	812	400	425	450	475	500	525	550	575	600			
STATEWIDE		TK-9704B	OPERATING ASSISTANCE AND PROGRAM ADMINISTRATOR FOR ELDERLY AND DISABLED PERSONS TRANSIT SERVICE	840	542	L	13	6	7	7	7	8	8	9	9	75			
						STAT	13	6	7	7	7	8	8	9	9	75			
STATEWIDE		TL-9701	OPERATING ASSISTANCE FOR RURAL ARE GENERAL PUBLIC TRANSIT SERVICES	60956	4270	FNU	1092	1196	1256	1319	1385	1454	1526	1526	1526	1526			
						L	3392	3714	3900	4095	4300	4515	4741	4741	4741	4741			
STATEWIDE		TM-9701	CAPITAL, OPERATING ASSISTANCE AND PROGRAM ADMINISTRATOR FOR DISABLED PERSONS' TRANSIT SERVICES	28468	1605	FNF	3100	1650	1733	1819	1910	2006	2106	2211	2322	2438			
						L	880	206	217	227	239	251	263	276	290	305			
						STAT	140	206	217	227	239	251	263	276	290	305			
STATEWIDE		TM-9702	CAPITAL, OPERATING ASSISTANCE AND PROGRAM ADMINISTRATOR FOR EMPLOYMENT TRANSIT SERVICES	43455	1419	JARC	5024	2500	2625	2756	2894	3039	3191	3350	3518	3694			
						L	1291	622	653	686	720	756	794	833	875	919			
						STAT	205	99	104	109	115	120	126	133	139	146			
STATEWIDE		TP-5200	PLANNING AND SUPPORT ACTIVITIES	4923	373	FMPL	364	364	364	364	364	364	364	364	364	364			
						STAT	91	91	91	91	91	91	91	91	91	91			
STATEWIDE		TT-9702	TECHNOLOGY PROJECTS IN URBAN AREAS	10828	1244	L	147	100	89	89	89	89	89	89	89	89			
						UTCH	1325	900	800	800	800	800	800	800	800	800			

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Section 4 – Statewide TIP (*Other*)

The Statewide TIP includes all projects in the FY 2012-2018 State TIP that are statewide in scope. Since a portion of these various projects may occur within the DCHC MPO, these projects must be listed in the MTIP. The Statewide TIP is listed on the following pages.

An explanation of the table format and keys for the funding sources and work types can be found at the beginning of the Local Supplement of the STIP, which is in a previous section of this document.

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
INTERSTATE PROJECTS																	
STATEWIDE	I-95	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.		16800	16800											
IN PROGRESS																	
STATEWIDE	VARIOUS	I-9999	IM BALANCE.	0.0													
STATEWIDE	VARIOUS	I-9998	INTERSTATE PREVENTATIVE MAINTENANCE.														
RURAL PROJECTS																	
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.		1372	372	S	N	100	N	100	N	100	N	100	N	100
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT	0.0	1500	1500											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		15980	5980	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		14900	5900	S	PE	900	PE	900	PE	900	PE	900	PE	900
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITATIVES.		3000	3000											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		6978	2978	S	PE	400	PE	400	PE	400	PE	400	PE	400
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		2800	1200	S	PE	160	PE	160	PE	160	PE	160	PE	160
IN PROGRESS																	
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		375230	175230	STP	C	20000	C	20000	C	20000	C	20000	C	20000
IN PROGRESS																	

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS	
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
RURAL PROJECTS																			
STATEWIDE	VARIOUS	R-4500	ECONOMIC DEVELOPMENT.		10000		S	C	5000	C	5000								
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	0.0	1000		FLPP	C	100	C	100	C	100	C	100	C	100	C	100
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		41878	16878	STP	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT)		103412	63412	STP	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.		17500	17500													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.		1494	494	S	F	100	F	100	F	100	F	100	F	100	F	100
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	0.0	700		FLPP	C	70	C	70	C	70	C	70	C	70	C	70
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.		47000	47000													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC)	0.0	230792	100792	IM	C	9750	C	9750	C	9750	C	9750	C	9750	C	9750
							NHS	C	3250	C	3250	C	3250	C	3250	C	3250	C	3250
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		22632	12632	STP	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000
IN PROGRESS																			

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
FEDERAL BRIDGE PROJECTS																		
STATEWIDE	VARIOUS	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.		150000		FA											
SCHEDULED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY																		
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860												
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100												
IN PROGRESS																		
BICYCLE AND PEDESTRIAN PROJECTS																		
STATEWIDE	VARIOUS	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.		600		STPEB	MP	5 A	MP	5 A	MP	5 A	MP	5 A	MP	5 A	
							STPEB	MP	5 B	MP	5 B	MP	5 B	MP	5 B	MP	5 B	
							STPEB	MP	50 C	MP	50 C	MP	50 C	MP	50 C	MP	50 C	
A NORTH CAROLINA BICYCLE HIGHWAY MAPS. B LOCAL BICYCLE MAPS. C URBAN, REGIONAL AND COUNTY BICYCLE MAPS.																		
STATEWIDE	VARIOUS	EB-2956	STATEWIDE BICYCLE PROGRAM.	0.0	13645	8645	STPEB	C	500	C	500	C	500	C	500	C	500	
IN PROGRESS																		
STATEWIDE	VARIOUS	EB-2966	SAFETY-EDUCATION PROJECTS.	0.0	670	420	STPEB	B	25	B	25	B	25	B	25	B	25	
IN PROGRESS																		
STATEWIDE	VARIOUS	EB-4012	NORTH CAROLINA BICYCLING HIGHWAYS NO. 10 (SANDHILLS SECTOR): MAPPING AND SIGNING.	0.0														
DELETED - WORK TO BE ACCOMPLISHED UNDER EB-3120																		
STATEWIDE	VARIOUS	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	0.0	3830	2830	STPEB	C	100	C	100	C	100	C	100	C	100	
IN PROGRESS																		
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.		9880	7880	STPEB	C	200	C	200	C	200	C	200	C	200	
IN PROGRESS																		
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	0.0	5600	4100	STPEP	C	150	C	150	C	150	C	150	C	150	
IN PROGRESS																		
STATEWIDE	VARIOUS	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.		3331	3331												
IN PROGRESS																		

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS	
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
BICYCLE AND PEDESTRIAN PROJECTS																			
STATEWIDE	VARIOUS	EB-9999	BIKE-PEDESTRIAN BALANCE		30000			STPEB						C	5000				
STATEWIDE	REGIONAL	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.		200	150		STPEB	F	5	F	5	F	5	F	5	F	5	
IN PROGRESS																			
CONGESTION MITIGATION PROJECTS																			
STATEWIDE	NC RAILROAD	C-4901	RAIL DIVISION, CONSTRUCT A SECOND MAIN LINE BETWEEN THOMASVILLE AND LEXINGTON IN DAVIDSON COUNTY.		52295	7776		STHSR	PE	1119	PE	1135	PE	1154					
								STHSR	R	2749	R	5852	R	5951					
								STHSR	C	4475	C	12045	C	7789					
								O	C	750	C	750	C	750					
A NCRRIP - RESTORE DOUBLE TRACK, BOWERS TO LAKE - UNDER CONSTRUCTION.																			
STATEWIDE	VARIOUS	C-3600	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	0.0	6702	6702		IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES											
STATEWIDE	VARIOUS	C-4982	TRANSPORTATION OPERATIONS CENTER TO ALLOW COORDINATED STATE AND REGIONAL TRANSPORTATION FUNCTIONS IN CONJUNCTION WITH THE STATE HIGHWAY PATROL COMMUNICATIONS CENTER AND OTHER EMERGENCY SERVICES PROVIDERS.		6900	6900		IN PROGRESS											
STATEWIDE	NON-ATTAINMENT AND MAINTENANCE AREAS	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.		2000	2000		IN PROGRESS BY DEPARTMENT OF AIR QUALITY											
STATEWIDE	NORTH CAROLINA DIVISION OF AIR QUALITY	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	500		CMAQ	N	80	N	80	N	80	N	80	N	80	
								O	N	20	N	20	N	20	N	20	N	20	
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																			
STATEWIDE	STATEWIDE	C-9999	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS		123000			CMAQ											
														C	12000	C	21000	C	30000
														C	30000	C	30000	C	30000

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
CONGESTION MITIGATION PROJECTS																		
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902	NCSU, NORTH CAROLINA SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.		10378	1600	CMAQ			N	1384	N	1386	N	1411			
							O			N	346	N	347	N	353			
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																		
ENHANCEMENT PROJECTS																		
STATEWIDE	VARIOUS	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED LEVEL.		625	625												
PROGRAMMED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY																		
STATEWIDE	VARIOUS	E-4599	INSTALL RIVER BASIN HIGHWAY SIGNS.		187	187												
IN PROGRESS																		
STATEWIDE	VARIOUS	E-4018	NATIONAL RECREATIONAL TRAILS.		12645	645	NRT	C	1200	C	1200	C	1200	C	1200	C	1200	
IN PROGRESS																		
STATEWIDE	VARIOUS	E-3821	PRESERVE HISTORIC BRIDGES FROM DEMOLITION.	0.0	250	250												
IN PROGRESS																		
STATEWIDE	VARIOUS	E-4602	GIS ARCHAEOLOGICAL DATABASE. STATEWIDE DATABASE TO CALCULATE ARCHAEOLOGICAL SITES LOCATED WITHIN OR NEAR NCDOT PROJECTS.		750	750												
IN PROGRESS																		
STATEWIDE	STATEWIDE	E-9999	ENHANCEMENT BALANCE.		3000		STPE	C	1000	C	1000	C	1000					
ENHANCEMENT PROJECTS (ROADSIDE)																		
STATEWIDE	VARIOUS	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	0.0	5727	3227	STPEL	L	250	L	250	L	250	L	250	L	250	
IN PROGRESS																		
STATEWIDE	VARIOUS	ER-5100	ROADSIDE ENVIRONMENTAL PROJECTS AND TREE PLANTINGS.		7605	7605												
IN PROGRESS																		
STATEWIDE	VARIOUS	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.	0.0	50	50												
IN PROGRESS																		

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED			
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS		
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020				
ENHANCEMENT PROJECTS (ROADSIDE)																				
STATEWIDE	VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	0.0	1781	1031	STPEL	N	75	N	75	N	75	N	75	N	75			
							IN PROGRESS													
STATEWIDE	VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	0.0	13429	9429	STPEL	L	400	L	400	L	400	L	400	L	400			
							IN PROGRESS													
STATEWIDE	VARIOUS	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	0.0	17849	11849	STPEL	L	600	L	600	L	600	L	600	L	600			
							IN PROGRESS													
STATEWIDE	VARIOUS	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	62993	32993	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000			
							IN PROGRESS													
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	27358	13358	STPER	C	1400	C	1400	C	1400	C	1400	C	1400			
							IN PROGRESS													
STATEWIDE	BLUE RIDGE PARKWAY	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION.	101.4	2200	2200														
							IN ACQUISITION													
HAZARD ELIMINATION PROJECTS																				
STATEWIDE	VARIOUS	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.		200	200														
							UNDER CONSTRUCTION													
STATEWIDE	VARIOUS	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.		280	280														
							IMPLEMENTATION IN PROGRESS													
STATEWIDE	VARIOUS	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.		250	250														
							UNDER CONSTRUCTION													
STATEWIDE	VARIOUS	SI-4735	SAFETY MANAGEMENT INITIATIVES.		1107	1107														
							IN PROGRESS													
STATEWIDE	VARIOUS	W-4715	POSITIVE MEDIAN BARRIER PROJECTS.		9000		HES	C	500	C	500	C	1000	C	1000	C	1000			
STATEWIDE	VARIOUS	W-9999	HIGH HAZARD BALANCE, FISCAL YEARS 11-15.	0.0	117000		HES								C	19500				

* INDICATES INTRASTATE PROJECT

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS									
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM														
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
HAZARD ELIMINATION PROJECTS																											
STATEWIDE	VARIOUS	W-5301	LANE DEPARTURE SYSTEMIC IMPROVEMENTS.		50000		HES	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000						
STATEWIDE	VARIOUS	W-4716	MEDIAN INLET REPLACEMENT PROJECT.																								
UNDER CONSTRUCTION																											
STATEWIDE	VARIOUS	W-4714	RUMBLE STRIPS, SHOULDERS, ROADSIDE SAFETY IMPROVEMENTS, AUXILIARY TURN LANES, RAISED PAVEMENT MARKERS AND PROFILE PAVEMENT MARKINGS.		10050	50	HES	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000						
STATEWIDE	VARIOUS	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		75829	23829	HES	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200						
IN PROGRESS																											
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		10000		HES	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000						
SAFE ROUTES TO SCHOOLS																											
STATEWIDE	VARIOUS	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		1925	925	SRTS	N	100	N	100	N	100	N	100	N	100	N	100	N	100						
IN PROGRESS																											
STATEWIDE	VARIOUS	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL COMSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		45307	1307	SRTS	R	400	R	400	R	400	R	400	R	400	R	400	R	400						
							SRTS	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000						
IN PROGRESS																											
PASSENGER RAIL PROJECTS																											
STATEWIDE	VARIOUS	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.		5810	4310	RR	I	50	I	50	I	50	I	50	I	50	I	50	I	50						
							T2001	I	100	I	100	I	100	I	100	I	100	I	100	I	100						
IN PROGRESS																											
STATEWIDE	VARIOUS	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.		14130	5730	T2001	C	840	C	840	C	840	C	840	C	840	C	840	C	840						
IN PROGRESS																											
STATEWIDE	VARIOUS	P-5202	ENVIRONMENTAL STUDIES FOR RAIL CAPITAL PROJECTS.		19251		T2001	C	1750	C	1787	C	1824	C	1863	C	1902	C	1942	C	1982	C	2024	C	2067	C	2110
STATEWIDE	VARIOUS	P-4701	CAPACITY AND TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS, NEW EQUIPMENT AND MATCH FOR FEDERAL FUNDS.		173118	98518	T2001	C	7460	C	7460	C	7460	C	7460	C	7460	C	7460	C	7460	C	7460	C	7460		
							A RESTORE DOUBLE TRACK TO HOSKINS - UNDER CONSTRUCTION.																				
PART UNDER CONSTRUCTION																											

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS					
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
PASSENGER RAIL PROJECTS																						
STATEWIDE	VARIOUS	P-4700	RAILROAD STATION REHABILITATION PROJECTS.		6900	6900																
IN PROGRESS																						
STATEWIDE	VARIOUS	P-4404	SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.		150	150																
IN PROGRESS																						
STATEWIDE	VARIOUS	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.	0.0	19000	9000	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																						
STATEWIDE	VARIOUS	P-3814	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN SOUTH END SEHSRC TRAFFIC SEPARATION STUDY. RIGHT OF WAY TO BE ACQUIRED BY MUNICIPALITIES.	0.0	597	597																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	0.0	12307	12307																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	P-5003	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.		132357	2356	T2001											C	130001			
RIGHT OF WAY IN PROGRESS																						
STATEWIDE	VARIOUS	P-5004	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA GOLDSBORO.		192087	3086	T2001											C	189001			
RIGHT OF WAY IN PROGRESS																						
STATEWIDE	VARIOUS	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	0.0	14367	6367	T2001	F	800	F	800	F	800	F	800	F	800	F	800			
IN PROGRESS																						
STATEWIDE	VARIOUS	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	0.0	9452	6452	RR	C	150	C	150	C	150	C	150	C	150	C	150			
IN PROGRESS																						

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS					
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
PASSENGER RAIL PROJECTS																						
STATEWIDE	VARIOUS	P-3815	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN NEWTON-HICKORY-CONOVER MPO TRAFFIC SEPARATION STUDY.	0.0	1620	1620																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.		15384	5384	RR	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	Y-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS, PASSENGER ROUTES.		13215	8315	RR	C	490	C	490	C	490	C	490	C	490	C	490			
IN PROGRESS																						
STATEWIDE	VARIOUS	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.		3075	2575	RR	C	50	C	50	C	50	C	50	C	50	C	50			
IN PROGRESS																						
STATEWIDE	VARIOUS	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		17285	17285																
IN PROGRESS																						
STATEWIDE	VARIOUS	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.		9000	9000																
IN PROGRESS																						
STATEWIDE	VARIOUS	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.																			
IN PROGRESS																						
STATEWIDE	VARIOUS	Z-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS.		90511	25511	RR	C	6500	C	6500	C	6500	C	6500	C	6500	C	6500			
IN PROGRESS																						
STATEWIDE	CSX	P-5005	HIGH PRIORITY NORTH-SOUTH RAIL CORRIDOR OF THE FUTURE.		25975	950	STHSR	PE	425	A												
							STHSR	R	503	A												
							STHSR	C	5326	A												
							STHSR	PE	430	B												
							STHSR	R	400	B												
							STHSR	C	5941	B												
							T2001	C	4000													
							O	C	8000													
							A PIEDMONT CORRIDOR - CSXT MP A 101.0 (ENFIELD CROSSING). B PIEDMONT CORRIDOR - CSXT MP A 115.9 (ARMSTRONG CROSSING).															
STATEWIDE	NCRR	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	0.0	71500	61500	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																						

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																		
STATEWIDE	NCRR-CSX	P-3819	FEDERALLY-DESIGNATED HIGH SPEED RAIL CORRIDOR BETWEEN CHARLOTTE AND VIRGINIA STATE LINE, ENVIRONMENTAL STUDY, PRELIMINARY ENGINEERING, RIGHT OF WAY, DESIGN AND CONSTRUCTION.	260.0	16894	8746	T2001	R	1695									
							O	R	3955									
							STHSR	PE	12	A	PE	12	A	PE	12	A		
							STHSR	R	5	A	R	11	A	R	11	A		
							STHSR	C	478	A	C	967	A	C	990	A		
							A FAIRGROUNDS CROSSING.											
							IN PROGRESS											
STATEWIDE	STATEWIDE	Z-5100	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.															
							IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																		
STATEWIDE	VARIOUS	K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		6700	2700	IMPM	C	400	C	400	C	400	C	400	C	400	
							IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)																		
STATEWIDE	VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	3303	2403	PLF	L	90	L	90	L	90	L	90	L	90	
							IN PROGRESS											
STATEWIDE	VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	26960	15960	PLF	L	1100	L	1100	L	1100	L	1100	L	1100	
							IN PROGRESS											
STATEWIDE	VARIOUS	L-2500	COLOR AND CANOPY AND TREE PLANTING.	0.0	5743	743	PLF	L	500	L	500	L	500	L	500	L	500	
							IN PROGRESS											
STATEWIDE	VARIOUS	S-5001	NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO IMPLEMENT RESOURCE PROTECTION AND HERITAGE TOURISM DEVELOPMENT TO ENHANCE AND PRESERVE SCENIC VISTAS AND TOURISM CORRIDORS ALONG 26 OF NORTH CAROLINA'S SCENIC BYWAYS.		316	316												
							IN PROGRESS											

Section 5 – Public Involvement

The public involvement process is very important for developing a TIP that is comprehensive and reflects the values and desires of the local citizens. Section 6 of this document, “Reference Documents,” provides an excerpt from the DCHC MPO Public Involvement Policy, as adopted on October 11, 2006, that specifically guides the TIP process. Important public involvement events concerning the development of this TIP include the events described below. Note that the proposed dates of these events might change.

Public Comment Period

The public comment period will likely be from February 16, 2011 (one week after the TAC releases the draft MTIP for public comment to allow for any TAC directed changes to the documents to be properly completed) through March 10, 2011 (three weeks after release). During this period, a draft MTIP will be available for review at several key locations, including the MPO Web site – www.dhc-mpo.org and local libraries, and citizens will be provided the opportunity to submit comments to DCHC MPO staff and TAC members.

Public Hearing

The TAC of the DCHC MPO will likely conduct a Public Hearing at 7pm, March 9, 2011, at the Committee Room, 101 City Hall Plaza, Durham, North Carolina. Citizens will be afforded the opportunity to submit oral and written comments to TAC members and TCC staff.

Summary of Public Comments

The DCHC MPO will provide a summary of the public comments that are received in the final FY 2012-2018 MTIP report, and will also make the full-text of comments available to the public by Web site or request.

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Section 6 -- Reference Documents

This section provides documents that are useful for reviewing the draft FY 2012-2018 MTIP and for understanding the MTIP development process.

Regional Priority List

The DCHC MPO adopted a Regional Priority List on February 11, 2009 and forwarded this list to the NCDOT for use in developing the draft FY 2012-2018 STIP. To develop this list, the DCHC MPO uses a methodology that awards points to each project based on established criteria, and then makes adjustments to the subsequent project rankings based on staff and board evaluation.

The following pages present the Regional Priority List and two important references:

- Whether an MPO ranked project is included in the draft STIP; and,
- The statewide ranking of the project in the NCDOT's Strategic Prioritization Process (denoted as SPOT), which uses quantitative data to rank transportation projects. For more information on Strategic Prioritization, see the Web page → <http://www.ncdot.org/performance/reform/prioritization/>

DCHC MPO TIP Regional Priority List – Highway

Approved MPO-wide List (no urban loops)

MPO Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT*
1	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, bike lanes, and sidewalks	Not in draft STIP	#35 Mobility/SubReg/Hwy
2	Ephesus Church Road (US 15-501 to Farrington Road) bike lanes, sidewalks, and safety improvements	Not in draft STIP	#38 Mobility/SubReg/Hwy
3	Erwin Road (15-501 to NC 751) bike lanes, sidewalks, and safety improvements (design may vary along length)	Not in draft STIP	#42 Mobility/SubReg/Hwy
4	Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	Not in draft STIP	#2 Safety/SubReg/Safety
5	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks	FS-1005C (page 7) - Scheduled for feasibility study.	#1 Mobility/Regional/Hwy
6	Fordham Boulevard (Columbia St/US 15-501 South to Ephesus Church Road) sidewalks, wide-outside lanes, and transit accommodations	U-5304 (page 4) - \$5,150,000 construction funded in FY 2019	#47 Mobility/Statewide/Hwy
7	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	Not in draft STIP	#12 Health/SubReg/Modern
8	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	U-4716 (page 7) - Grade separation, rail realignment, double track funded in FY 2011-2013; Church Street crossing closure and Hopson Road widening unfunded.	#26 Mobility/SubReg/Hwy
9	R-2825 South Churton Street Improvements (I-40 to the Eno River)	Not in draft STIP	#87 Mobility/SubReg/Hwy
10	North Greensboro (Weaver to Shelton) paint, median, bicycle signal detection, etc.	Not in draft STIP	#6 Safety/SubReg/Safety
11	Estes Drive (NC86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Not in draft STIP	#104 Mobility/SubReg/Hwy
12	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Not in draft STIP	#109 Mobility/SubReg/Hwy
13	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Not in draft STIP	#120 Mobility/SubReg/Hwy
14	Franklin/Merritt Mill/Brewer/Main Intersection	Not in draft STIP	#131 Mobility/SubReg/Hwy
15	Orange Grove Rd Extension to US 70 Business	Not in draft STIP	# 136 Mobility/SubReg/Hwy
16	Lystra Road [SR 1721] (Jack Bennett Rd. [SR1717] to west side of N. Chatham Elementary) increase length of turn lanes	Not in draft STIP	#18 Safety/SubReg/Safety

MPO Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT*
17	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control	Not in draft STIP	#17 Health/SubReg/Modern
18	Estes/Greensboro roundabout	Not in draft STIP	#171 Mobility/SubReg/Hwy
19	U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	Not in draft STIP	#180 Mobility/SubReg/Hwy
20	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	Not in draft STIP	#91 Mobility/Regional/Hwy
21	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	Not in draft STIP	#17 Mobility/Regional/Hwy
22	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	Not in draft STIP	#212 Mobility/SubReg/Hwy
23	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	Not in draft STIP	#107 Mobility/Regional/Hwy
24	Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Not in draft STIP	#237 Mobility/SubReg/Hwy
25	Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	Not in draft STIP	#248 Mobility/SubReg/Hwy

(*) Statewide Rank convention = #(rank number) (Goal)/(Tier)/(Submode)

Projects that were not on the MPO priority list or funded in the previous TIP, but are in the Draft STIP (non-maintenance projects)

Page	ID	Name	Draft STIP	Statewide Rank in SPOT
1	I-3306	I-40 (I-85 to Durham County Line) Add additional lanes	Construction funded in FY 2019-future years	#43 Mobility/Statewide/Hwy
2	I-0305	I-85 (I-40 to Durham County Line) Widen to six lanes and reconstruct interchanges and structures	Construction funded in FY 2020-future years	#100 Mobility/Statewide/Hwy
7	FS-1008B	NC 751 (US 64 to north of SR 1118 Fayetteville Road) Widen to multi-lanes with bicycle lanes*	Scheduled for feasibility study	#20 Mobility/Regional/Hwy

*Widening in Chatham County is not in the 2035 LRTP.

Projects that were not on the MPO priority list because they were in the previous TIP, but have a funding change in the Draft STIP (non-maintenance projects)

Page	ID	Name	Draft STIP
4	U-2803	SR 1919/Smith Level Road (Rock Haven Road to bridge) widen to multi-lanes	Right of way delayed from FY 2010 to FY 2011; Construction delayed from FY 2011 to FY 2013
4	U-0624	NC 86/S. Columbia Street (SR 1906 Purefoy Road to SR 1902 Manning Drive) corridor upgrade to include bicycle lanes	Construction delayed from FY 2009 to FY 2012
5	U-3308	NC 55/Alston Avenue (NC 147 to NC 98) widen to four lane divided facility and replace Norfolk-Southern railroad bridges	Right of way delayed from FY 2008 to FY 2011; Construction delayed from FY 2011 to FY 2014

DCHC MPO TIP Regional Priority List – Bicycle and Pedestrian

The DCHC MPO submitted 46 bicycle and pedestrian projects to NCDOT through the TIP prioritization process. At the request of NCDOT, we were asked to provide a shortened list of the top 5 bicycle and top 5 pedestrian projects in the MPO. The following 10 projects were submitted.

MP Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT
1	University Drive sidewalks and bicycle facilities (Garrett Rd to NC 751/Hope Valley Road)	Not in draft STIP	#3 Bicycle and Pedestrian
2	NC 86/Martin Luther King Jr Blvd sidewalks and bicycle facilities (I-40 to North Street)	Not in draft STIP	#68 Bicycle and Pedestrian
3	SR 1669/Club Blvd sidewalks and bicycle facilities (Ruffin St to SR 1670/E Geer Street)	Not in draft STIP	#70 Bicycle and Pedestrian
4	NC 54 sidewalks and bicycle facilities (US 15-501/Fordham Blvd to SR 1110/Barbee Chapel Road)	Not in draft STIP	#75 Bicycle and Pedestrian
5	SR 1666/Dearborn Dr sidewalks and bicycle facilities (SR 1669/Club Blvd to Ruth Street)	Not in draft STIP	#76 Bicycle and Pedestrian
6	18 Chapel Hill intersections bicycle and pedestrian improvements	Not in draft STIP	Not ranked
7	SR 1158/W Cornwallis Road sidewalks and bicycle facilities (SR 1306/Erwin Road to SR 1127/Chapel Hill Road)	Not in draft STIP	#78 Bicycle and Pedestrian
8	US 15-501/Fordham Blvd pedestrian and bicycle overpass/underpass between SR 1902/Manning Drive and Old Mason Farm Road	Not in draft STIP	#79 Bicycle and Pedestrian
9	SR 1945/S. Alston Ave. sidewalks and bicycle facilities (Capps St to SR 1171/Riddle Road)	Not in draft STIP	#80 Bicycle and Pedestrian
10	Bolin Creek Greenway (NC 86 to Umstead Park)	Not in draft STIP	Not ranked

Projects in Draft STIP but not in DCHC MPO Priority List

This section shows the SPOT statewide ranking for highway projects that are in the draft STIP but not in the DCHC MPO Priority List.

Name	Statewide Rank in SPOT
I-0305B: I-85 (I-40 near Hillsborough to Durham County line)	#100 Mobility/Statewide/Hwy
I-3306A: I-40 (I-85 near Hillsborough to Durham County line)	#43 Mobility/Statewide/Hwy

Section 6 -- Reference Documents (*continued*)**Comparison of FY09-15 and FY12-18 STIPs**

The following pages present a comparison between the FY 2009-2015 STIP (current STIP) and the proposed FY 2012-2018 STIP. The tables identify new projects, cost increases, project schedule delays and other fiscal and schedule information that is useful for evaluating the proposed STIP.

Comparison of FY2009-2015 STIP and FY2011-2020 STIP

Highway, Bridge, Bicycle and Pedestrian Projects

New Projects

Division	Project #	Route	Description	Total Cost (thousands)			Year Begin Construction			\$ Funded			\$ Unfunded	
				2009-2015	2011-2020	Difference	2009-2015	2011-2020	Delay	2009-2015	2011-2020	Difference	2009-2015	2011-2020
7	I-3306	I-40	I-85 in Orange Co. to US 15-501	47,000	47,000	-	post year	2019	new	-	23,500	23,500	47,000	23,500
7	I-0305	I-85	I-40 at Hillsborough to Durham County Line.	210,782	210,782	-	post year	2020	new	-	58,497	58,497	210,782	152,285
5	U-4716	SR 1978 (Hopson Rd.)/SR 1980 (Church St.)	Construct a grade separation, extend Church St. and close Church St. crossing	6,500	31,016	24,516	post year	2011	new	-	20,441	20,441	6,500	7,020
7	U-5304	US 15-501 (Bypass)	S. Columbia St. to Ephesus Ch. Rd.; bicycle, pedestrian and transit accommodations	-	5,150	5,150	post year	2019	new	-	5,150	5,150	-	-
7	B-4962	Eno River	Replace Bridge No. 46	6,200	6,600	400	2015	2018	new	3,350	6,600	3,250	2,850	-
7	B-5348	Phil's Creek	Replace Bridge No. 85	-	1,063	1,063	post year	2019	new	-	1,063	1,063	-	-
5, 8	FS-1008B	NC 751 (Feasibility Study)	US 64 in Chatham to north of Fayetteville Rd in Durham; widen to multi-lanes	n/a	n/a	n/a	n/a	n/a	new	n/a	n/a	n/a	n/a	n/a
5	FS-1005C	NC 54 (Feasibility Study)	I-40 to NC 55; widen to multi-lanes	n/a	n/a	n/a	n/a	n/a	new	n/a	n/a	n/a	n/a	n/a
5	C-5175	DATA	Operating assistance for new fixed route	-	2,438	2,438	n/a	2013	new	-	2,438	2,438	-	-
7	C-5177	MLK Jr. (shared pathway)	Homestead Rd. to Piney Mtn. Rd.	-	906	906	n/a	2013	new	-	906	906	-	-
5	C-5178	Campus Walk (Morreene Rd. to Lasalle St.) and Lasalle St. (Kangaroo Dr. to Erwin Rd.)	Construct sidewalks	-	336	336	n/a	2014	new	-	336	336	-	-
7	C-5179	Estes Dr.	Construct pathway, sidewalk & bike lanes	-	1,182	1,182	n/a	2015	new	-	1,182	1,182	-	-
5	C-5182	Hope Valley Rd.	MLK Pkway and US 15-501 Bus.; sidewalks and bike lanes	-	1,386	1,386	n/a	2016	new	-	1,386	1,386	-	-
5	C-5183	Cameron Blvd. (Erwin Rd. to Duke Univ. Rd.) and Alston Ave. (Carpenter Fletcher and Sedwick	Construct sidewalks	-	2,127	2,127	n/a	2016	new	-	2,127	2,127	-	-
7	C-5184	Riverwalk Trail	Construct paved trail along Eno River (Phase III)	-	621	621	n/a	2018	new	-	621	621	-	-
7	W-5318	NC 86	NC 57 to Caswell Co.; geometric and shoulder improvements	-	4,654	4,654	n/a	2015	new	-	4,654	4,654	-	-
7	C-5181	Jones Creek Greenway	Bridge and connector trail	-	300	300	n/a	2015	new	-	300	300	-	-
				45,079						125,851				

Notes:

1. The tables in this document do not include highway maintenance and repaving projects, and those projects funded by traditional transit funding sources.
2. The MPO designates which projects receive Congestion Mitigation and Air Quality (CMAQ) funding, which are identified in these tables with the "C" prefix in the project number. Therefore, an issue with the funding or schedule of a CMAQ projects needs to be addressed with the MPO, and not NCDOT.

Change in Cost and Schedule

Division	Project #	Route	Description	Total Cost (thousands)			Year Begin Construction			\$ Funded			\$ Unfunded	
				2009-2015	2011-2020	Difference	2009-2015	2011-2020	Delay	2009-2015	2011-2020	Difference	2009-2015	2011-2020
5, 7	EB-4707	SR 2220 (Old Chapel Hill Rd.)-SR 1838 (Old Durham Rd.)/US 15-501	Durham Co. to Orange Co. bicycle improvements	3,828	5,450	1,622	2009	2011	2	3,828	4,000	172	-	-
5	U-4763B	Triangle Parkway	I-540 to I-40	190,610	190,568	(42)	2009	2011	2	190,610	190,568	(42)	-	-
7	U-3306	SR 1733/Weaver Dairy Rd.	NC 86 to Erwin Rd.	15,995	17,125	1,130	2010	2011	1	15,995	17,125	1,130	-	-
7	U-2803	SR 1919/Smith Level	Rock Haven Road to Bridge NO. 88	5,400	7,450	2,050	2011	2013	2	5,400	7,450	2,050	-	-
7	U-0624	NC 86/S. Columbia St.	SR 1906 (Purefoy Rd.) to SR 1902 (Manning Drive)	6,660	7,310	650	2009	2012	3	6,660	7,310	650	-	-
5	U-0071	East End Connector	NC 147 to north of NC 98	155,401	172,733	17,332	2013	2014	1	122,151	172,733	50,582	33,250	-
5	U-3308	NC 55/Alston Ave.	NC 147 to US 70 Bus-NC 98	23,321	28,428	5,107	2011	2014	3	23,321	28,428	5,107	-	-
7	U-3808	Elizabeth Brady Road Extension	South of US 70 Bus to north of US 70 Bypass at St. Mary's Rd.	33,994	-	(33,994)	2012	Deleted	n/a	33,994	-	(33,994)	-	-
5	B-3638	US 70 Bus/Main St.	Campus Drive Replace Bridge	975	1,300	325	2010	2012	2	975	1,300	325	-	-
5	B-4943	SR 1616	Sandy Creek Replace Bridge	415	477	62	2013	2020	7	415	477	62	-	-
5	C-4928	Morreene Rd., Neal Rd./Erwin Rd.	Construct bike lanes and sidewalks	556	1,441	885	2009	2011	2	556	1,441	885	-	-
5	W-5110	NC 55 and Lawson St.	Construct left turn lanes on NC 55	975	975	-	2011	2012	1	975	975	-	0	0
7	EL-4994	Orange County Cornwallis Rd., S. Roxboro	Bolin Creek Greenway	738	1476	738	2008	2011	3	738	1,476	738	0	0
5	U-4724	Rd./University Dr.	Bike and pedestrian feature	2,270	1,970	(300)	2010	2011	1	2,270	1,970	(300)	-	-
				Project Cost Increase						Project Funding Increase				
				Net Cost Change						Net Funding Change				
				29,601						61,701				
				(4,435)						27,365				

Funded Projects Currently Under Construction or In Progress

Division	Project #	Route	Description	Total Cost (thousands)			Construction 2011-2020
				2009-2015	2011-2020	Difference	
5	U-3309	SR 2028/T.W. Alexander Dr.	Cornwallis Rd to Miami Blvd.	13,961	14,933	972	under const.
5	U-3804	SR 1321/Hillandale Rd.	I-85 to Carver Street	11,191	11,941	750	under const.
5	U-4009	SR 1126/Service Rd.	Parallel to US 15-501 at Garrett Rd.	5,683	5,683	-	under const.
5	U-4011	SR 1959/S. Miami Blvd.	South of SR 2112 (Methodist St.) to north of SR 1960 (Bethesda Avenue)	6,477	8,265	1,788	under const.
5	U-4012	US 15-501	N. of Mt. Moriah Rd. to S. of Garrett Rd.	15,609	15,609	-	under const.
5	U-4026	SR 1613/Davis Dr.	Morrisville-Carpenter Rd. to NC 54	38,706	39,063	357	under const.
7	U-4704	Chapel Hill	Chapel Hill-Carrboro Computerized Traffic Signal System	5,000	5,450	450	under const.
5,7,8	U-4726	Urban Area Bike/Ped Allocation	DCHC MPO planning area	7,419	11,941	4,522	in progress
7	B-4216	SR 1002 - Strouds Creek	Replace bridge No. 66	1,125	1,054	(71)	under const.
5	B-3450	SR 1116 (Garrett Rd.)	New Hope Creek, Replace Bridge; Sandy Creek, Replace Bridge	4,986	4,986	-	under const.
8	EB-2921F	American Tobacco Rail Trail	Durham Co. to Wake Co.	2,392	2,392	-	in progress
7	C-4932A	Orange County	125 Space Park and Ride Lot.	275	275	-	under const.
5	C-4702	Durham County	10 Replacement buses	3,000	3,000	-	in progress
7	EL-4828	Morgan Creek Greenway West	Smith Level Rd. to University Lake	600	535	(65)	in progress
7	EL-4601	Morgan Creek Greenway East	US 15-501 Culbeth Rd. to Smith Level Rd	872	1,290	418	in progress
5	EB-3606	Orange County	Bicycle route mapping and signing	50	50	-	in progress
5, 7	C-4924	TJCOG	Develop flexible work schedule for employees and organizations in Triangle ozone non-attainment area for 3 yrs.	300	5,626	5,326	in progress
5	C-4929	Bicycle Parking Program	Install bike racks at various locations	48	48	-	in progress
				Net funding change		14,447	

Note: Funding increase for some ongoing programs might be based on increase in plan years
(FY09-15 TIP = 7 years; FY11-20 TIP = 10 years)

UnFunded Projects (No change in unfunded status)

Division	Project #	Route	Description	Total Cost 2009-2015	Total Cost 2011-2020	Difference	Year begin
5	I-4743	I-85	US 70 to SR 1632 (Red Mill Rd.)	n/a	n/a	n/a	post year
7	R-3438	Hillsborough Western Bypass	US 70 to NC 57	7,450	7,450	-	post year
7	R-2825	SR 1009/S. Churton St.	I-40 to Eno River	19,300	22,750	3,450	post year
7	U-2805	SR 1777 (Homestead Rd.)/SR 1834 (High School Rd.)	Widen to multi-lanes	10,600	10,600	-	post year
7	U-2909	SR 1780 (Estes Dr.)/SR 1772 (Greensboro St.)	Widen to multi-lanes	7,600	6,855	(745)	post year
5	U-2405	MLK Jr. Parkway/NC 55	Construct interchange	25,800	29,850	4,050	post year
5,7	U-2807	US 15-501 SR 1010 (Franklin St.)/US 15-501 bypass in Durham	Major corridor upgrade	123,000	156,000	33,000	post year
5	U-4720	US 70	Lynn Rd. to the proposed Northern Durham Parkway	n/a	n/a	n/a	post year
5	U-4721	Proposed Northern Durham Parkway	I-540 to Roxboro Rd.	n/a	n/a	n/a	post year
5	U-4722	US 501 (Roxboro Rd.)	US 501 bypass (Duke St.) to SR 1640 (Goodwin Rd.)	n/a	n/a	n/a	post year
5	U-2831B	Riddle Rd./SR 1951 (So-Hi Dr.)	Briggs Ave extension	10,685	10,685	-	post year
7	U-3436	SR 1148 (Eno Mountain Rd.) and SR 1192 (Mayo St.) at SR 1006 (Orange	Realign intersection and make safety improvements	2,350	2,350	-	post year
7	EL-4995	Orange County	Dry Creek Greenway	700	700	-	post year
7, 8	EB-5110	Bolin Creek Greenway (Chapel Hill)	NC 86 to Umstead Park	-	-	-	Feasibility Study
7	EB-4710	Seawell School Rd.	Homestead to Estes. Bicycle improvements	2,000	-	(2,000)	Deleted

Section 6 -- Reference Documents (*continued*)

Other Reference Documents – on the Web

The reference documents listed below are available on the DCHC MPO's Web site – www.dhcmpo.org (see the Draft MTIP Web page).

- Division 5 and Division 8 One-on-One meeting – This six-page agenda includes discussion points for a meeting among the DCHC MPO staff and board, NCDOT staff and NCDOT board members concerning draft STIP projects in NCDOT Divisions 5 and 8.
- Division 7 One-on-One meeting – This six-page agenda includes discussion points for a meeting among the DCHC MPO staff and board, NCDOT staff and NCDOT board members concerning draft STIP projects in NCDOT Divisions 7.
- Historic and Projected Traffic Counts and Volume-to-Capacity Ratio – Provides historic and projected traffic counts and volume-to-capacity (V/C) ratios for transportation projects discussed in the One-on-One meetings.
- Changes Between The 09-15 STIP and the Draft 12-18 STIP – NCDOT document that identifies and provides comments on changes between the current and draft STIP.
- Compare Reports – Uses standard funding ledger format to compare the 09-15 STIP and draft 12-18 STIP project by project. There is a report for each of the three divisions in the DCHC MPO.

Section 6 -- Reference Documents *(continued)***Public Involvement Policy**

The DCHC MPO adopted a Public Involvement Policy on October 11, 2006, that guides the process under which the major MPO plans and programs are developed and adopted. The sub-policy of the MPO Public Involvement Policy that specifically guides the Metropolitan Transportation Improvement Process is on the following pages.

3. Metropolitan Transportation Improvement Program

Overview

The Metropolitan Transportation Improvement Program (MTIP) is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using State and federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the Transportation Plan are reached. The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and preceding legislation, TEA-21 and ISTEA mandate an opportunity for public review of the MTIP. The following is the proposed public involvement procedure for the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program.

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) will prepare a Metropolitan Transportation Improvement Program, which is consistent with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEAU-LU), and any implementing federal regulations. The MTIP will be developed based on: 1) revenue estimates provided by the North Carolina Department of Transportation (NCDOT); and, 2) the DCHC MPO Regional Priority List. The public input element of the Metropolitan Transportation Improvement Program is presented as follows:

Public Involvement Process

1. The DCHC Technical Coordinating Committee (TCC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum three-week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, the Triangle Transit Authority and the county public libraries for public review and comment.

Public Involvement Policy

U

3. The Transportation Advisory Committee (TAC) will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. The TAC will approve a final Regional Priority List after considering the public comments received.
4. The DCHC MPO Technical Coordinating Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft MTIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft MTIP for public review and comment.
5. Copies of a draft MTIP will be distributed to TAC members and the transportation related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review. The draft MTIP will follow the same notification procedures as outlined above for the Regional Priority List.
6. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
7. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
8. The process for updating and approving the Metropolitan Transportation Improvement Program will follow the sequence and procedure as described in the aforementioned PIP framework.
9. Amendments to MTIP will be available for public review and comment, if they make a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.
10. Written public comments and their responses will be published as an appendix to the final MTIP.

Section 6 – Reference Documents (<i>continued</i>)

Draft MTIP Press Release

As part of the public involvement policy, the MPO will advertise the availability of the draft MTIP, the public comment period, public hearing, and mediums for submitting comments. The draft MTIP press release will be displayed in this section.

**DCHC Metropolitan Planning Organization
ANNOUNCING
A Public Comment Period and Public Hearing
For the Draft FY 2012-2018 Metropolitan
Transportation Improvement Program (MTIP) and 2035 Long Range
Transportation Plan (LRTP) Amendment #2**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has released the Draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP) and 2035 Long Range Transportation Plan (LRTP) Amendment #2 for public review and comment. The MTIP is the seven-year funding and scheduling document for transportation improvement projects (highway, bicycle, pedestrian, and transit) using state and federal funds. The 2035 LRTP lists future highway, bus transit, light rail, bicycle, pedestrian and other transportation projects to be implemented through the year 2035.

Copies of the draft MTIP and LRTP Amendment #2 are available for review at the City of Durham Transportation Department, and the Planning Departments and public libraries of the member jurisdictions (i.e., Durham, Orange, and Chatham Counties, City of Durham, Towns of Chapel Hill, Carrboro, and Hillsborough). Copies are also available at the MPO Web site – www.dchc-mpo.org.

The Transportation Advisory Committee, which is the MPO governing body, will hold a **Public Hearing** to receive public comment on Wednesday, March 9, 2011 at 7:00 PM in the Committee Room, 2nd floor, 101 City Hall Plaza, Durham, NC 27701. The public comment period will run through March 10, 2011.

Comments can also be mailed to the City of Durham, Transportation Department, 101 City Hall Plaza, Durham, NC 27701, Attn: Ellen Beckmann, or e-mailed to ellen.beckmann@durhamnc.gov.

**RESOLUTION APPROVING
AMENDMENT #2 TO
THE 2035 LONG RANGE TRANSPORTATION PLAN
FOR THE
DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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 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 #2 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.

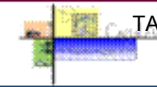
Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: April 13, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015



Addendum

Amendment 2 (April 13, 2011)

Amendment 2 corrects the mileage (called Distance in the project table) to match the values in the North Carolina State Transportation Improvement Program (STIP) and makes changes to the Air Quality Analysis Year to correspond to current estimates of the project complete timeframe. The following table shows the corrections, in **bold** font, using the format from Appendix 1 of the 2035 LRTP.

Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
DCHC MPO Roadway Projects										
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40 8.1	Yes	No	\$66,999,951	2025
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40 3.8	Yes	No	\$27,284,982	2025
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	0	2	2.64 4.4	No	No	\$19,358,989	2025
49	I-85	US 70	Red Mill Rd	4	6	5.68 6.4	Yes	No	\$76,107,334	2025
44	I-40	NC 86	I-85	4	6	7.32 7.5	Yes	No	\$77,277,997	2035
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	0.73	No	No	\$7,660,000	2025 2015
NC CAMPO Roadway Projects										
A46	Tryon Rd	Norfolk Southern Rail	South Wilmington St.	2	4	0.9	No	No	\$5,200,000	2015 2025
F43	I-40	US 1/64	Lake Wheeler Rd.	6	8	4.43	Yes	No	\$49,027,558	2015 2025
	US 64/Laura Duncan Interchange						No	No	\$32,500,000	2025
A380	US 64	US 1	Laura Duncan Rd.	4	4	2.49	Yes	No	\$11,000,000	2015 2025
A90d	US401	Franklin County	NC 39	2	4	10.50	Yes	No	\$22,485,000	2015 2025
A222a	NC 54	Cary Parkway	Weston Parkway	2	9	0.90	Yes	No	\$4,759,000	2015 2025
A235b	US 1A	Forbes Rd.	Rogers Rd.	2	4	0.26	No	No	\$1,700,000	2015 2025

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

**AMENDMENT #18
March 9, 2011**

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 #18 to DCHC 2009-2015 MTIP” provided here on this, the 9th day of March, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: March 9, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Attachment to Resolution for Amendment #18 to DCHC 2009-2015 MTIP

Amended Project - decreased STPDA by \$200,800 in FY 2012 for Carpenter Fletcher Road Bicycle and Pedestrian Project

TIP	Location	Description	Funding	Phase	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
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	\$ 1,377,327	\$ 2,184,129	\$ 125,685
			C	C	\$ 77,000	\$ 294,665	\$ 344,332	\$ 546,032	\$ 31,421

Amended Project - added \$200,800 of STPDA

TIP	Location	Description	Funding	Phase	FY 2011
SR-5001C	Durham	Safe Routes to School - Fayetteville Road Bicycle and Pedestrian Improvements	STPDA	C	\$ 200,800
			O	C	\$ 50,200

DCHC MPO STPDA Funding Table for FY 2010 through 2015 - Approved August 11, 2010 - with recommended change to be presented to the TAC in March 2011

Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		2011		2012		2013		2014		2015		
					Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	
Carrboro	U-4726	DC	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684	Construction	\$168,684										
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$ 737,500	\$ 590,000			Construction	\$590,000								
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000	Planning	\$84,000	Construction	\$396,000								
Carrboro	U-4726	Dx	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700			Construction	\$214,700								
Carrboro	U-4726	DD	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960	Planning	\$ 65,000	Construction	\$363,960								
Carrboro	U-4726	Dx	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640					Construction	\$46,640						
Carrboro	U-4726	Dx	Bicycle Loop Detectors	\$ 37,500	\$ 30,000			Construction	\$30,000								
Carrboro	U-4726	Dx	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000						Construction	\$ 67,000					
Chapel Hill	TG-4731		Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332			Capital	\$ 204,332								
Chapel Hill	U-4727		Chapel Hill Transit Planning	\$ 951,250	\$ 761,000	UPWP/Plan	\$ 388,000	UPWP/Plan	\$ 373,000								
Chapel Hill	U-4727		Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Plan	\$ 32,000	UPWP/Plan	\$ 48,000								
Chapel Hill	U-4726	P	CH - Culbreth Rd: Cobble Ridge to Rosburn sidewalk	\$ 135,000	\$ 108,000	Construction	\$ 108,000										
Chapel Hill	U-5119		NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000					Construction	\$ 452,000						
Chapel Hill	TT-5109		FCC Radio Communications (Upgrade fleet)	\$ 1,656,250	\$ 1,325,000			Capital	\$ 1,325,000								
Chapel Hill	U-4726	IG	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 700,000	\$ 560,000			Construction	\$ 560,000								
Chapel Hill	U-4726	IF	Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000			Construction	\$ 100,000								
Chapel Hill	U-4726	Ix	CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000			Construction	\$ 320,000								
Chapel Hill	U-4726	Ix	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000			Construction	\$ 150,000	Construction	\$ 150,000						
Chapel Hill	U-4727		Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000			UPWP/Plan	\$ 24,000								
Chapel Hill	U-4726	Ix	Bolin Creek Greenway construction	\$ 937,500	\$ 750,000							Construction	\$ 750,000				
Chapel Hill	TT-5109		Technology: Automatic Passenger Counters	\$ 55,811	\$ 44,649			Capital	\$ 44,649								
Durham	U-4445		NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000										
Durham	E-2921E		American Tobacco Trail Phase E - Durham, Durham County	\$ 1,680,000	\$ 1,344,000	Construction	\$1,344,000										
Durham	U-4726	HL	Barbee Rd. (Orindo to Pearson town Elem.) Sidewalk	\$ 19,600	\$ 15,680	Construction	\$15,680										
Durham	U-4726	HL	DATA Sidewalk	\$ 19,800	\$ 15,840	Construction	\$15,840										
Durham	C-4928		Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,560,000	\$ 1,248,000	Planning	\$ 317,400	Construction	\$930,600								
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								
Durham	U-3804		Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915	Construction	\$64,915										
Durham	U-4726	Hx	Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 1,174,716	\$ 939,773	Planning	\$ 171,086			Construction	\$768,687						
Durham	U-4726	Hx	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000					Construction	\$412,000						
Durham	U-4726	Hx	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000			Planning	\$83,400			Construction	\$ 472,600				
Durham	U-4726	Hx	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,315,484	\$ 1,052,387			Planning	\$157,858			Construction	\$ 894,529				
Durham	U-4726	Hx	DUR - Holloway St sidewalks	\$ 157,106	\$ 125,685								Construction	\$ 125,685			
Durham	TT-5110		Technology: Automatic Passenger Counters	\$ 98,490	\$ 78,792			Capital	\$78,792								
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and sidewalks	\$ 251,000	\$ 200,800			Construction	\$200,800								
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
LPA	U-4727		UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Plan	\$ 56,000										
LPA	U-4727		UPWP - Bike/Ped (non-motorized trip)Model Development	\$ 175,000	\$ 140,000	UPWP/Plan	\$ 113,500	UPWP/Plan	\$ 26,500								
LPA	U-4727		UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	UPWP/Plan	\$ 160,000										
LPA	U-4727		UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 200,000										
LPA	U-4727		UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Plan	\$ 40,000										
LPA	U-4727		UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 50,000								
LPA	U-4727		UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Plan	\$ 55,100	UPWP/Plan	\$ 44,900								
LPA	U-4727		UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 150,000				
LPA	U-4727		UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Plan	\$ 100,000						
LPA	U-4727		UPWP - Transit Studies	\$ 546,454	\$ 437,163					UPWP/Plan	\$ 137,163	UPWP/Plan	\$ 300,000				
NCDOT	EB-4707		Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$511,200	Construction	\$3,200,000								
Triangle Transit	TT-4911		Technology: Automatic Passenger Counters	\$ 49,245	\$ 39,396			Capital	\$39,396								
				\$ 31,312,237	\$ 25,049,789		\$ 5,233,699	\$11,794,096	\$3,100,449		\$ 3,333,655		\$ 846,055		\$ 741,836		

Recommended change

MEMORANDUM

TO: **Transportation Advisory Committee**
 DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **March 9, 2011**

SUBJECT: **2011-2012 Unified Planning Work Program (UPWP)**

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 funds. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 capital and operating funds for planning. These funds must be approved by the TAC as part of the UPWP approval process.

Unified Planning Work Program (UPWP) Development Process

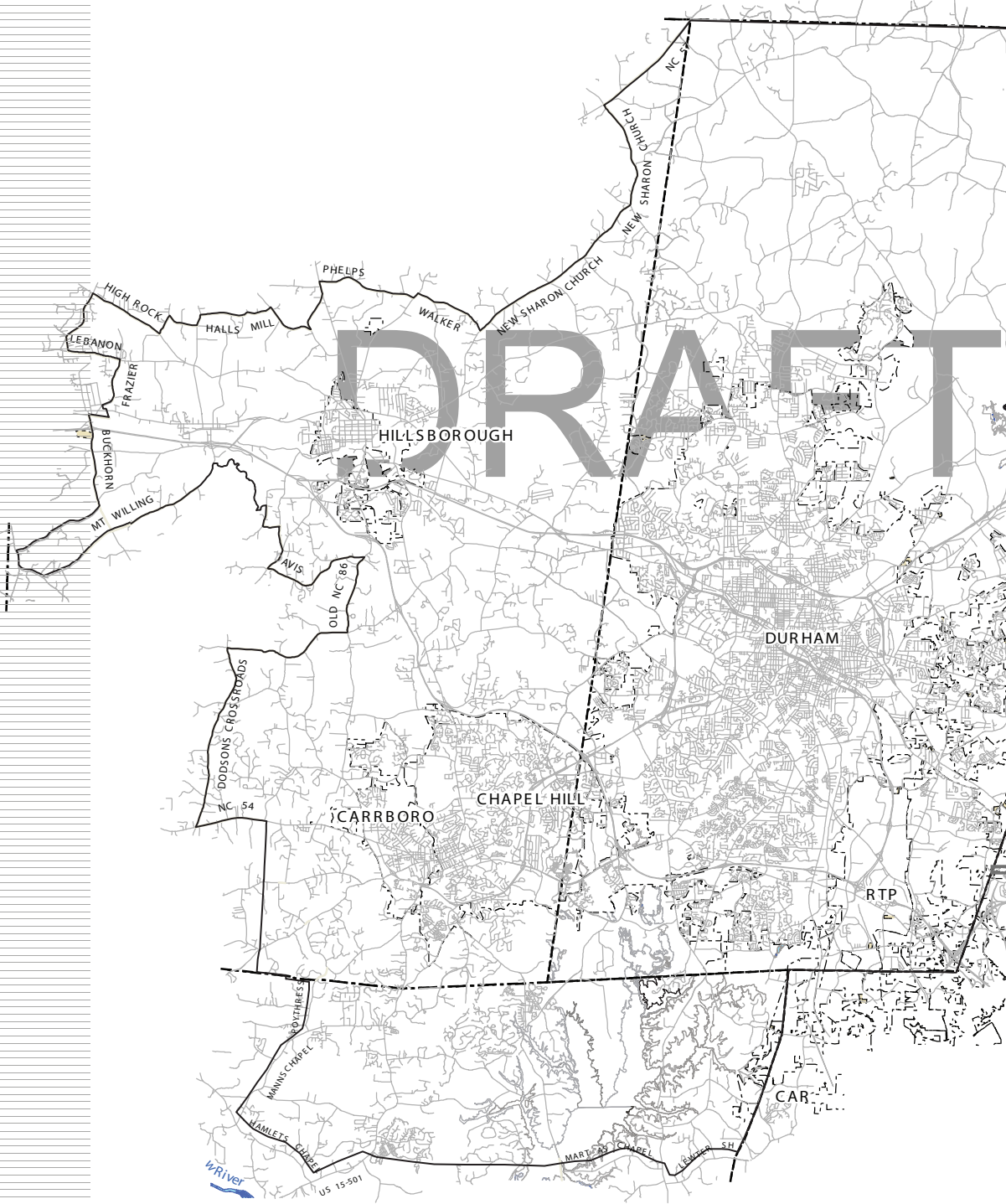
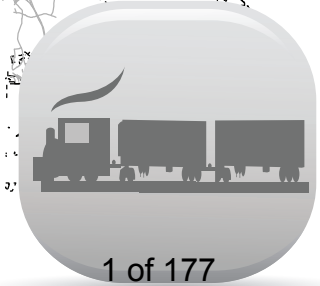
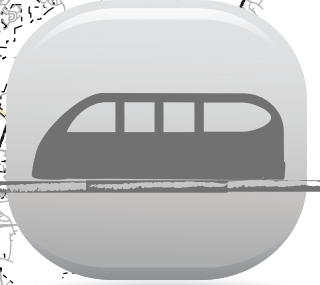
The development process for the 2011-12 UPWP is presented below. The work program contains any new initiative for FY2012 and a continuation of the FY2011 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2011-2012 UPWP schedule is illustrated in the attached development schedule.

1	26-Jan-11	TCC receives the schedule for the development of the 2011-2012 UPWP and Draft financial tables.
2	23-Jan-11	Deadline for submitting transit element of the UPWP to NCDOT-PTD
3	9-Feb-11	TAC receives schedule for the development of the 2011-2012 UPWP and Draft of Financial Schedules.
4	23-Feb-11	TCC receives 2nd Draft 2011-2012 UPWP and recommends TAC release 2nd draft UPWP for public comment.
5	February-March	Development of Draft 2011-2012 UPWP and coordinating with local agencies continues.
6	February-March	TCC coordinates with member jurisdictions budget process for local matching funds
7	9-Mar-11	TAC receives Draft 2011-2012 UPWP and releases UPWP for public comment
8	23-Mar-11	TCC recommends Draft 2011-2012 UPWP for TAC approval
9	13-Apr-11	TAC reviews Draft 2011-2012 UPWP, hold public comments hearing
10	27-Apr-11	TCC considers public comments and recommends that TAC adopt FINAL 2011-2012 UPWP and self certifies MPO planning process
11	11-May-11	TAC adopts FINAL 2011-2012 UPWP and self certifies MPO planning process
12	1-Jun-11	NCDOT/FHWA approves 2011-2012 UPWP

DCHC- MPO

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Unified Planning Work Program

FY 2011-12



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Chapel Hill-Carrboro
Metropolitan Planning Organization (DCHC MPO)

RESOLUTION

Approving the FY 2011-2012 Unified Planning Work Program

May 11, 2011

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

Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation 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 2011-2012.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2011-2012 Unified Planning Work Program.*

I, Lydia E. Lavelle, TAC Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 11th day of May, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: May 11, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

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

RESOLUTION (PTD-FTA)

Approving the FY 2011-2012 Unified Planning Work Program (UPWP) of the
DCHC Urban Area/Metropolitan Planning Organization

May 11, 2011

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

Whereas, a comprehensive and continuing transportation planning program must be carried out
cooperatively in order to ensure that funds for transportation 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 2011-2012.

**Now therefore, be it resolved that the Transportation Advisory Committee hereby endorses
the FY 2011-2012 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization.**

I, Lydia E. Lavelle, Chair of the DCHC MPO Transportation Advisory Committee (TAC) do
hereby certify that the above is a true and correct copy of an excerpt from the minutes of a
meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on
the 11th day of May, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she
signed the forgoing document.

Date: May 11, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2011-2012 (FY 2012)

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 11th day of May, 2011.

Lydia E. Lavelle, TAC Chair

Clerk/Secretary/Planner

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CFR 450.334

The State and the MPO shall annual 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.

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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 (UPWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus
 - b. Are tasks and products clearly outlined
 - c. Is the UPWP consistent with the LRTP
 - d. Is the work identified in the UPWP completed in a timely fashion
5. Does the area have a valid transportation planning process?
23 U.S.C. 134; 23 CFR 450
 - 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 cover all modes applicable to the area
 - f. Is it financially constrained
 - g. Does it include funding for the maintenance and operation of the system
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable)
 - i. 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, 330, 332
 - a. Is it consistent with the LRTP
 - b. Is it fiscally constrained
 - c. Is it developed cooperatively with the state and local transit operators
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP
 - b. Was it used for the development of the TIP
 - c. Is it monitored and reevaluated to meet the needs of the area
8. Does the area have a process for including environmental mitigation discussions in the planning process?
 - a. How _____
 - b. Why not _____

Self-Certification Checklist

9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898)
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- a. Did the public participate in the development of the PIP?
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process?
SAFETEA-LU
- a. How _____
 - b. Why not _____

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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 2011-2012 UPWP and is included in this (FY 2012) 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.

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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 funds. These funds are allocated by NCDOT's Public Transportation Division (PTD). Transit agencies can also use portions of their Section 5307 capital and operating funds for planning. These funds must be approved by the TAC as part of the UPWP approval process.

FY 2011-12 STP-DA Funds will cover special projects and continuation major emphasis projects. These are summarized as follows:

Special Projects

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

- Parking survey, inventory and study for the TRM
- NC 54/I40 Corridor/Sub-Area Study
- Initiation of the 2040 LRTP
- MPO Freight planning
- MPO Safety and security Plan
- Model data collection
- MPO Congestion Management Plan and process
- Integration Climate Change in Transportation Planning Process

Continuation of Major Projects

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

FY 2011-12 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 a formula. The DCHC MPO PL fund allocation for FY 2011-12 is as follows:

Federal (PL funds)	\$ 456,112
Local (20% match)	\$ 114,028
Total PL Funds	<u>\$ 570,140</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 2011-2012 UPWP are shown below; including re-obligated or carried over to FY 2011-12:

Federal (STP-DA)	\$ 1,588,865
Local (20% match)	\$ 397,216
Total	<u>\$ 1,986,081</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 2011-2012 UPWP are as follows:

Federal	\$ 64,000
NCDOT-TPB	\$ 16,000
Total SPR funds	<u>\$ 80,000</u>

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).

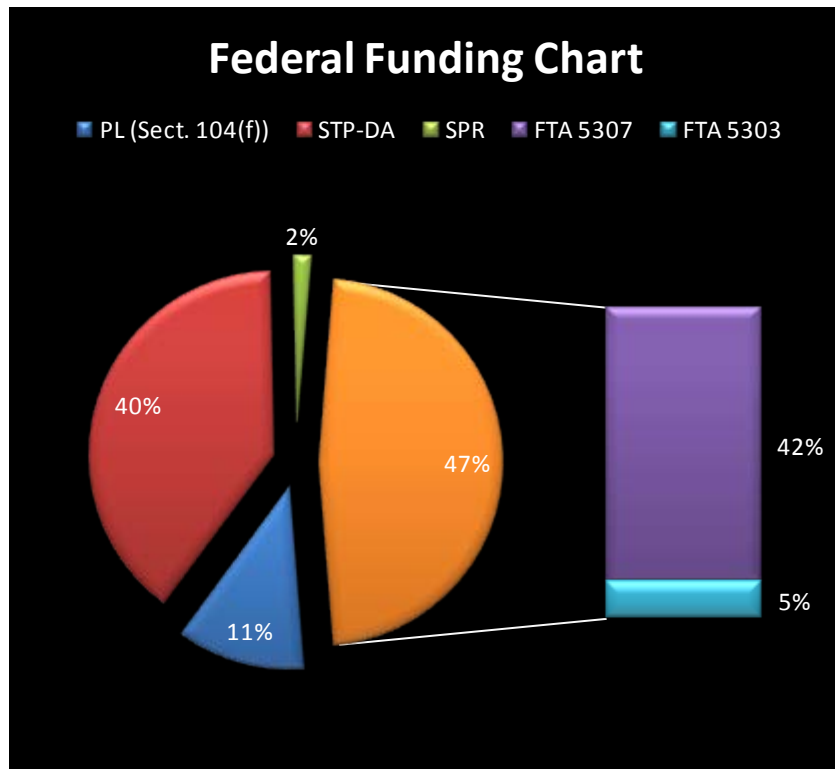
	CHT	DATA	TTA	MPO Total
Federal	\$107,596	\$111,986	\$0	\$219,582
State	\$13,450	\$13,999	\$0	\$27,449
Local	\$13,450	\$13,999	\$0	\$27,449
Total Sect. 5303	\$134,496	\$139,984	\$0	\$274,480

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	\$325,000	\$509,724	\$851,000	\$1,685,724
State	\$40,625	\$63,716	\$106,375	\$210,716
Local	\$40,625	\$63,716	\$106,375	\$210,716
Total Sect. 5307	\$406,250	\$637,156	\$1,063,750	\$2,107,156

DCHC MPO UPWP FY 2011-2012 SUMMARY Funding Sources

Funding Type	Federal	State	Local	Total
PL (Sect. 104(f))	\$456,112	\$0	\$114,028	\$570,140
STP-DA	\$1,588,865	\$0	\$397,216	\$1,986,081
SPR	\$64,000	\$16,000	\$0	\$80,000
FTA 5307	\$1,685,724	\$210,716	\$210,716	\$2,107,156
FTA 5303	\$219,582	\$27,449	\$27,449	\$274,480
Totals	\$4,014,283	\$254,165	\$749,409	\$5,017,857



Special-Major Project Summary

Introduction

The Main emphases of the current (FY 2010-11) 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 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 2010-11 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, completed the formation of an energy Team and continues to provide for the Energy Team. There is on-going implementation in the focus areas of 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. Phase I has been completed and Phase 2 is begun.
3. 2012-2015 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 2009-15 MTIP: The MPO processed several administrative modifications to the 2009-15 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

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. Significant progress was made during the 2010-11 fiscal year.
10. Alston Avenue Widening and East End Connector: The LPA worked with NCDOT on the project planning and environmental documentation (NEPA) for the Alston Avenue and East End Connector projects. The LPA will facilitate the public involvement for the East End Connector project including finalizing recommendations from the Ad Hoc Committee and the City of Durham. The LPA coordinated with NCDOT on the environmental justice issues associated with the Alston Avenue project.
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) was completed and the implementation is under way. The MPO is providing the contractual and administrative management of this project.

2011-2012 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 2011-2012 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 2011-12 work programs.

FY 2012 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

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Unified Planning Work Program (UPWP) Development Process

The development process for the 2011-12 UPWP is presented below. The work program contains any new initiative for FY2012 and a continuation of the FY2011 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2011-2012 UPWP schedule is illustrated in the attached development schedule.

1	26-Jan-11	TCC receives the schedule for the development of the 2011-2012 UPWP and Draft financial tables.
2	23-Jan-11	Deadline for submitting transit element of the UPWP to NCDOT-PTD
3	9-Feb-11	TAC receives schedule for the development of the 2011-2012 UPWP and Draft of Financial Schedules.
4	23-Feb-11	TCC receives 2nd Draft 2011-2012 UPWP and recommends TAC release 2nd draft UPWP for public comment.
5	February-March	Development of Draft 2011-2012 UPWP and coordinating with local agencies continues.
6	February-March	TCC coordinates with member jurisdictions budget process for local matching funds
7	9-Mar-11	TAC receives Draft 2011-2012 UPWP and releases UPWP for public comment
8	23-Mar-11	TCC recommends Draft 2011-2012 UPWP for TAC approval
9	13-Apr-11	TAC reviews Draft 2011-2012 UPWP, hold public comments hearing
10	27-Apr-11	TCC considers public comments and recommends that TAC adopt FINAL 2011-2012 UPWP and self certifies MPO planning process
11	11-May-11	TAC adopts FINAL 2011-2012 UPWP and self certifies MPO planning process
12	1-Jun-11	NCDOT/FHWA approves 2011-2012 UPWP

MPO Funding Table - Distribution by Agency

Receiving Agency	SPR Highway		STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
Durham/DATA	\$0	\$0	\$383,416	\$1,533,665	\$90,043	\$360,170	\$13,999	\$13,999	\$111,986	\$63,716	\$63,716	\$509,724	\$551,173	\$77,714	\$2,515,547	\$3,144,434
Carrboro	\$0	\$0	\$0	\$0	\$6,634	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,634	\$0	\$26,538	\$33,172
Chapel Hill/CHT	\$0	\$0	\$0	\$0	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$40,625	\$40,625	\$325,000	\$71,426	\$54,075	\$502,000	\$627,500
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TJCOG	\$0	\$0	\$13,800	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$55,200	\$69,000
TTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,375	\$106,375	\$851,000	\$106,375	\$106,375	\$851,000	\$1,063,750
NCDOT	\$16,000	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$64,000	\$80,000
Totals	\$16,000	\$64,000	\$397,216	\$1,588,865	\$114,028	\$456,112	\$27,449	\$27,449	\$219,582	\$210,716	\$210,716	\$1,685,724	\$749,408	\$254,164	\$4,014,285	\$5,017,856

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MPO Wide - Detail Funding Tables - All Funding Sources

	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	3,525	14,100	728	2,912	0	0	0	0	0	0	4,253	-	17,012	21,265	
	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	650	2,600	58	232	0	0	0	0	0	0	708	-	2,832	3,540	
	5 Transit System Data	0	0	0	0	0	0	9,319	9,319	74,549	8,674	8,674	69,390	17,992	17,992	143,938	179,923	
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	12,064	48,256	0	0	0	0	0	0	12,064	-	48,256	60,320	
	7 Air Travel	0	0	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000	
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	9 Travel Time Studies	0	0	0	0	7,128	28,512	0	0	0	0	0	0	7,128	-	28,512	35,640	
	10 Mapping	0	0	14,880	59,520	6,942	27,768	3,000	3,000	24,000	0	0	0	24,822	3,000	111,288	139,110	
	11 Central Area Parking Inventory	0	0	952	3,808	0	0	0	0	0	0	0	0	952	-	3,808	4,760	
	12 Bike & Ped. Facilities Inventory	0	0	1,000	4,000	652	2,608	0	0	0	0	0	0	1,652	-	6,608	8,260	
	13 Bike & Ped. Counts	0	0	10,000	40,000	760	3,040	0	0	0	0	0	0	10,760	-	43,040	53,800	
II-B	Long Range Transp. Plan																	
	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	2 Collection of Network Data	0	0	0	0	64	256	0	0	0	0	0	0	64	-	256	320	
	3 Travel Model Updates	1,700	6,800	63,356	253,424	0	0	300	300	2,400	11,250	11,250	90,000	74,906	13,250	352,624	440,780	
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	5 Forecast of Data to Horizon year	0	0	0	0	17,100	68,400	1,000	1,000	8,000	0	0	0	18,100	1,000	76,400	95,500	
	6 Community Goals & Objectives	0	0	0	0	2,550	10,200	500	500	4,000	0	0	0	3,050	500	14,200	17,750	
	7 Forecast of Future Travel Patterns	0	0	3,486	13,944	600	2,400	300	300	2,400	0	0	0	4,386	300	18,744	23,430	
	8 Capacity Deficiency Analysis	0	0	9,200	36,800	600	2,400	0	0	0	0	0	0	9,800	-	39,200	49,000	
	9 Highway Element of th LRTP	2,300	9,200	1,120	4,480	300	1,200	0	0	0	0	0	0	1,420	2,300	14,880	18,600	
	10 Transit Element of the LRTP	1,300	5,200	1,760	7,040	0	0	1,000	1,000	8,000	3,889	3,889	31,110	6,649	6,189	51,350	64,187	
	11 Bicycle & Ped. Element of the LRTP	1,300	5,200	12,800	51,200	1,400	5,600	0	0	0	0	0	0	14,200	1,300	62,000	77,500	
	12 Airport/Air Travel Element of LRTP	0	0	642	2,568	0	0	0	0	0	0	0	0	642	-	2,568	3,210	
	13 Collector Street Element of LRTP	200	800	1,000	4,000	0	0	0	0	0	0	0	0	1,000	200	4,800	6,000	
	14 Rail, Water or other mode of LRTP	1,000	4,000	0	0	0	0	0	0	0	0	0	0	-	1,000	4,000	5,000	
	15 Freight Movement/Mobility Planning	0	0	3,600	14,400	0	0	0	0	0	0	0	0	3,600	-	14,400	18,000	
	16 Financial Planning	0	0	2,500	10,000	2,000	8,000	300	300	2,400	8,334	8,334	66,674	13,134	8,634	87,074	108,842	
	17 Congestion Management Strategies	200	800	102,130	408,520	1,256	5,024	500	500	4,000	2,145	2,145	17,160	106,031	2,845	435,504	544,380	
	18 Air Qual. Planning/Conformity Anal.	1,000	4,000	0	0	3,378	13,512	0	0	0	0	0	0	3,378	1,000	17,512	21,890	
II-C	Short Range Transit Planning																	
	Short Range Transit Planning	0	0	0	0	224	896	0	0	0	56,500	56,500	452,000	56,724	56,500	452,896	566,120	
III-A	Planning Work Program																	
	Planning Work Program	400	1,600	0	0	9,134	36,536	3,438	3,438	27,506	1,000	1,000	8,000	13,572	4,838	73,642	92,053	
III-B	Transp. Improvement Plan																	
	TIP	400	1,600	0	0	12,108	48,432	559	559	4,475	1,800	1,800	14,400	14,467	2,759	68,907	86,134	
III-C	Cvl 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	2,692	10,768	160	640	0	0	0	664	664	5,310	3,516	664	16,718	20,897	
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	500	500	4,000	500	500	4,000	5,000	
	4 Planning for the Elderly & Disabled	0	0	0	0	64	256	0	0	0	0	0	0	64	-	256	320	
	5 Safety/Drug Control Planning	0	0	622	2,488	0	0	0	0	0	2,000	2,000	16,000	2,622	2,000	18,488	23,110	
	6 Public Involvement	0	0	13,000	52,000	486	1,944	1,682	1,682	13,458	9,148	9,148	73,180	24,316	10,830	140,582	175,727	
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
III-D	Incidental Png./Project Dev.																	
	1 Transportation Enhancement Png.	100	400	0	0	0	0	0	0	0	49,250	49,250	394,000	49,250	49,350	394,400	493,000	
	2 Enviro. Analysis & Pre-TIP Png.	400	1,600	1,089	4,356	96	384	0	0	0	0	0	0	1,185	400	6,340	7,925	
	3 Special Studies	1,000	4,000	76,300	305,200	10,954	43,816	0	0	0	0	0	0	87,254	1,000	353,016	441,270	
	4 Regional or Statewide Planning	700	2,800	13,885	55,540	351	1,403	2,000	2,000	16,000	1,825	1,825	14,600	18,061	4,525	90,343	112,929	
III-E	Management & Operations																	
	1 Management & Operations	4,000	16,000	57,027	228,109	22,471	89,884	3,550	3,550	28,397	53,738	53,738	429,902	136,786	61,287	792,291	990,364	
	Totals	\$16,000	\$64,000	\$397,216	\$1,588,865	\$114,028	\$456,111	\$27,448	\$27,448	\$219,585	\$210,716	\$210,716	\$1,685,724	\$749,408	\$254,164	\$4,207,177	\$5,000,856	

Composite Agency Tables -PL & STPDA Funding ONLY.

	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	\$600	\$2,400	\$3,000	\$128	\$512	\$640	\$0	\$0	\$0	\$3,525	\$14,100	\$17,625	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$58	\$232	\$290	\$0	\$0	\$0	\$650	\$2,600	\$3,250	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$600	\$2,400	\$3,000	\$64	\$256	\$320	\$0	\$0	\$0	\$11,400	\$45,600	\$57,000	\$12,064	\$48,256	\$60,320
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$400	\$1,600	\$2,000
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$128	\$512	\$640	\$0	\$0	\$0	\$7,000	\$28,000	\$35,000	\$7,128	\$28,512	\$35,640
10	Mapping	\$2,000	\$8,000	\$10,000	\$342	\$1,368	\$1,710	\$0	\$0	\$0	\$19,480	\$77,920	\$97,400	\$21,822	\$87,288	\$109,110
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$952	\$3,808	\$4,760	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$600	\$2,400	\$3,000	\$52	\$208	\$260	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$1,652	\$6,608	\$8,260
13	Bike & Ped. Counts	\$600	\$2,400	\$3,000	\$160	\$640	\$800	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000	\$10,760	\$43,040	\$53,800
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$256	\$320
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$4,000	\$16,000	\$20,000	\$100	\$400	\$500	\$0	\$0	\$0	\$13,000	\$52,000	\$65,000	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$52	\$208	\$260	\$0	\$0	\$0	\$2,498	\$9,992	\$12,490	\$2,550	\$10,200	\$12,750
7	Forecast of Future Travel Patterns	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,486	\$13,944	\$17,430	\$4,086	\$16,344	\$20,430
8	Capacity Deficiency Analysis	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,200	\$36,800	\$46,000	\$9,800	\$39,200	\$49,000
9	Highway Element of th LRTP	\$300	\$1,200	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120	\$4,480	\$5,600	\$1,420	\$5,680	\$7,100
10	Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,760	\$7,040	\$8,800	\$1,760	\$7,040	\$8,800
11	Bicycle & Ped. Element of the LRTP	\$1,400	\$5,600	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$51,200	\$64,000	\$14,200	\$56,800	\$71,000
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$642	\$2,568	\$3,210	\$642	\$2,568	\$3,210
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$1,000	\$4,000	\$5,000
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000	\$3,600	\$14,400	\$18,000
16	Financial Planning	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500	\$14,000	\$17,500	\$4,500	\$18,000	\$22,500
17	Congestion Management Strategies	\$1,000	\$4,000	\$5,000	\$256	\$1,024	\$1,280	\$0	\$0	\$0	\$102,130	\$408,520	\$510,650	\$103,386	\$413,544	\$516,930
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,378	\$13,512	\$16,890	\$3,378	\$13,512	\$16,890
II-C	Short Range Transit Planning															
	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$224	\$896	\$1,120
III-A	Planning Work Program															
	Planning Work Program	\$400	\$1,600	\$2,000	\$286	\$1,144	\$1,430	\$0	\$0	\$0	\$8,448	\$33,792	\$42,240	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan															
	TIP	\$300	\$1,200	\$1,500	\$488	\$1,952	\$2,440	\$0	\$0	\$0	\$11,320	\$45,280	\$56,600	\$12,108	\$48,432	\$60,540
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$160	\$640	\$800	\$0	\$0	\$0	\$2,692	\$10,768	\$13,460	\$2,852	\$11,408	\$14,260
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$64	\$256	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$256	\$320
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$622	\$2,488	\$3,110	\$622	\$2,488	\$3,110
6	Public Involvement	\$0	\$0	\$0	\$486	\$1,944	\$2,430	\$0	\$0	\$0	\$13,000	\$52,000	\$65,000	\$13,486	\$53,944	\$67,430
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$96	\$384	\$480	\$0	\$0	\$0	\$1,089	\$4,356	\$5,445	\$1,185	\$4,740	\$5,925
3	Special Studies	\$0	\$0	\$0	\$954	\$3,816	\$4,770	\$5,000	\$20,000	\$25,000	\$81,300	\$325,200	\$406,500	\$87,254	\$349,016	\$436,270
4	Regional or Statewide Planning	\$351	\$1,403	\$1,754	\$0	\$0	\$0	\$8,800	\$35,200	\$44,000	\$5,085	\$20,340	\$25,425	\$14,236	\$56,943	\$71,179
III-E	Management & Operations															
1	Management & Operations	\$3,000	\$12,000	\$15,000	\$2,472	\$9,890	\$12,362	\$0	\$0	\$0	\$74,026	\$296,103	\$370,129	\$79,498	\$317,993	\$397,491
Totals		\$17,351	\$69,403	\$86,754	\$6,634	\$26,538	\$33,172	\$13,800	\$55,200	\$69,000	\$473,459	\$1,893,835	\$2,367,294	\$511,244	\$2,044,976	\$2,556,220

**FHWA Planning Funds
MPO PL & STP-DA Total**

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A Surveillance of Change										
1	Traffic Volume Counts	3,525	14,100	17,625	728	2,912	3,640	4,253	17,012	21,265
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	650	2,600	3,250	58	232	290	708	2,832	3,540
5	Transit System Data	0	0	0	0	0	0	0	0	0
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	12,064	48,256	60,320	12,064	48,256	60,320
7	Air Travel	0	0	0	400	1,600	2,000	400	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
9	Travel Time Studies	0	0	0	7,128	28,512	35,640	7,128	28,512	35,640
10	Mapping	14,880	59,520	74,400	6,942	27,768	34,710	21,822	87,288	109,110
11	Central Area Parking Inventory	952	3,808	4,760	0	0	0	952	3,808	4,760
12	Bike & Ped. Facilities Inventory	1,000	4,000	5,000	652	2,608	3,260	1,652	6,608	8,260
13	Bike & Ped. Counts	10,000	40,000	50,000	760	3,040	3,800	10,760	43,040	53,800
II-B Long Range Transp. Plan										
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0
2	Collection of Network Data	0	0	0	64	256	320	64	256	320
3	Travel Model Updates	63,356	253,424	316,780	0	0	0	63,356	253,424	316,780
4	Travel Surveys	0	0	0	0	0	0	0	0	0
5	Forecast of Data to Horizon year	0	0	0	17,100	68,400	85,500	17,100	68,400	85,500
6	Community Goals & Objectives	0	0	0	2,550	10,200	12,750	2,550	10,200	12,750
7	Forecast of Future Travel Patterns	3,486	13,944	17,430	600	2,400	3,000	4,086	16,344	20,430
8	Capacity Deficiency Analysis	9,200	36,800	46,000	600	2,400	3,000	9,800	39,200	49,000
9	Highway Element of th LRTP	1,120	4,480	5,600	300	1,200	1,500	1,420	5,680	7,100
10	Transit Element of the LRTP	1,760	7,040	8,800	0	0	0	1,760	7,040	8,800
11	Bicycle & Ped. Element of the LRTP	12,800	51,200	64,000	1,400	5,600	7,000	14,200	56,800	71,000
12	Airport/Air Travel Element of LRTP	642	2,568	3,210	0	0	0	642	2,568	3,210
13	Collector Street Element of LRTP	1,000	4,000	5,000	0	0	0	1,000	4,000	5,000
14	Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0
15	Freight Movement/Mobility Planning	3,600	14,400	18,000	0	0	0	3,600	14,400	18,000
16	Financial Planning	2,500	10,000	12,500	2,000	8,000	10,000	4,500	18,000	22,500
17	Congestion Management Strategies	102,130	408,520	510,650	1,256	5,024	6,280	103,386	413,544	516,930
18	Air Qual. Planning/Conformity Anal.	0	0	0	3,378	13,512	16,890	3,378	13,512	16,890
II-C Short Range Transit Planning										
1	Short Range Transit Planning	0	0	0	224	896	1,120	224	896	1,120
III-A Planning Work Program										
	Planning Work Program	0	0	0	9,134	36,536	45,670	9,134	36,536	45,670
III-B Transp. Improvement Plan										
	TIP	0	0	0	12,108	48,432	60,540	12,108	48,432	60,540
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.										
1	Title VI	0	0	0	0	0	0	0	0	0
2	Environmental Justice	2,692	10,768	13,460	160	640	800	2,852	11,408	14,260
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0
4	Planning for the Elderly & Disabled	0	0	0	64	256	320	64	256	320
5	Safety/Drug Control Planning	622	2,488	3,110	0	0	0	622	2,488	3,110
6	Public Involvement	13,000	52,000	65,000	486	1,944	2,430	13,486	53,944	67,430
7	Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D Incidental Plng./Project Dev.										
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
2	Enviro. Analysis & Pre-TIP Plng.	1,089	4,356	5,445	96	384	480	1,185	4,740	5,925
3	Special Studies	76,300	305,200	381,500	10,954	43,816	54,770	87,254	349,016	436,270
4	Regional or Statewide Planning	13,885	55,540	69,425	351	1,403	1,754	14,236	56,943	71,179
III-E Management & Operations										
1	Management & Operations	57,027	228,109	285,136	22,471	89,884	112,355	79,498	317,993	397,491
Totals		397,216	1,588,865	1,986,081	114,028	456,111	570,139	511,244	2,044,976	2,556,220

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

Perform 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). The Traffic count data will feed into the MPO Congestion Management Process (CMP), Triangle Regional Model (TRM) maintenance and update, MPO TELUDE GIS warehouse and Safety and Freight planning.

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, MPO MTIP ranking and project prioritization, etc. This task would include

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

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 2009-2010 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2010-2011 UPWP. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2009-2010. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Task III-B: Transportation Improvement Program (TIP)

Amend FY 2009-2015 MTIP as needed. Commence work on the development of the 2011 – 2017 TIP Regional Priority List. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

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

Task III-C-1: Title VI

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

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

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

1. 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 DevelopmentTask 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.

DRAFT

**DCHC MPO 5-Year Unified Planning Work Program
July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel
1.8	VOC	VOC	VOC	VOC	VOC
1.9	Travel Time	Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory	Parking inventory		Parking inventory	Parking inventory
1.12	Bike/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 2012 UPWP	Develop FY 2013 UPWP	Develop FY 2014 UPWP	Develop FY 2015 UPWP	Develop FY 2016 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 audit	Grant monitoring and audit	Grant monitoring and audit

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	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)
3.1	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	Approval of the 2045 LRTP for AQ analysis and conformity
3.2	Deficiency Analysis	CTP components-Highway, transit, bicycle and pedestrian vision plans	Model Update for 2045 LRTP analysis	SE data collection and Forecasts for 2045 LRTP	CTP components-Highway, transit, bicycle and pedestrian vision plans
3.3	Alternative analysis	AQ analysis and conformity determination process	Inter-Agency Consultation process	Deficiency analysis and need assessment	AQ analysis and conformity determination process
3.4	Development of Preferred Option	Inter-Agency Consultation process	CTP update	Generation of alternatives and evaluation of alternatives	Inter-Agency Consultation process
3.5		Draft LRTP AQ Conformity Jan 2013 & approval in March 2013	Land-use Scenario analysis	Land-use Scenario analysis	
3.6			2045 LRTP Visioning process	Financial analysis	
3.7		2040 LRTP conformity deadline June 15 2013		Selection of Preferred options	
3.8					
3.9					
3.10					

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July 1, 2011 to June 30, 2016**

	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities
4.2	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2013 base year data- traffic counts, transit, etc	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis	Model Update for 2045 LRTP analysis
4.3	2010 Census TAZ Delineation	Collection & development of 2013 networks			
4.4	Re-specification of the the model TRM V6	Socio-economic and demographic data collection and forecasts			
4.5					
4.6					
4.7		2013 base year model calibration and validation			
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	
5.2	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	on-going implementation of the bike and pedestrian plans
5.3			On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness	On-going bike-pedestrian programs monitoring of strategies & effectiveness

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	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
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) DATA	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA	Transit survey
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3	Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion
7.4	Transportation system definition (modes & networks)		Transportation system definition (modes & networks)		Transportation system definition (modes & networks)
7.5	Transportation system definition (modes & networks)		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		Data collection & analysis for MPO CMS Update
7.7	Develop Performance monitoring Plan		Develop Performance monitoring Plan		Develop Performance monitoring Plan
7.8	Identification and evaluation of strategies.		Identification and evaluation of strategies.		Identification and evaluation of strategies.
7.9	Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies

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	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
7.10	Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS
8	TIP	TIP	TIP	TIP	TIP
			Develop final draft 2013-2019 MTIP. TIP conformity determination		Develop final draft 2015-2021 MTIP. TIP conformity determination
	Reconcile 2011-17 MTIP and STIP		TAC Approves 2013-2019 MTIP		TAC Approves 2015-2021 MTIP
	TAC Approves 2011-2017 MTIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2013-2019 STIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2015-2021 STIP
	BOT Approves 2011-2017 STIP	Develop & submit TIP Project Priority List for 2013-2019 TIP		Develop & submit TIP Project Priority List for 2015-2021 TIP	
		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP	
		One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT	
		Development 2013-2019 MTIP . Public input and comment process.		Development 2015-2021 MTIP . Public input and comment process.	
	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	
	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	

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	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
	Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ 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
		Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input process	Social media in mpo public outreach and input 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

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	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
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	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination	Pre-TIP project planning and coordination
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update	Community Viz and UrbanSim implementation and update
	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning
	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance	Turbo Architecture, IDAS and DynaSmart enhancement, update and maintenance
	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.

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	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation	TDM and TSM (ITS) planning, programming, implementation, monitoring and evaluation
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
	Maintain Databases	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software
	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers

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	1	2	3	4	5
FY	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Period	2011-12	2012-13	2013-14	2014-15	2015-16
	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013	July 1, 2013-June 30, 2014	July 1, 2014-June 30, 2015	July 1, 2015-June 30, 2016
	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>
	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications	Data development and update. Maintenance and update of TELUDE and applications
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
	NC 54 Studies	Parking survey/Study	As Needed	As Needed	As needed

Appendices A

Federal Highway Administration (FHWA) & Federal Transit Administration (FTA)

Agency Project Narratives

&

Funding Tables

City of Durham / LPA

	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	\$3,525	\$14,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,525	\$0	\$14,100	\$17,625	
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Traffic Accidents	\$650	\$2,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650	\$0	\$2,600	\$3,250	
	5 Transit System Data	\$0	\$0	\$0	\$0	\$8,819	\$8,819	\$70,549	\$1,486	\$1,486	\$11,890	\$10,305	\$10,305	\$82,438	\$103,048	
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$11,400	\$45,600	\$0	\$0	\$0	\$0	\$0	\$0	\$11,400	\$0	\$45,600	\$57,000	
	7 Air Travel	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	9 Travel Time Studies	\$0	\$0	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000	
	10 Mapping	\$14,880	\$59,520	\$4,600	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$19,480	\$0	\$77,920	\$97,400	
	11 Central Area Parking Inventory	\$952	\$3,808	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$952	\$0	\$3,808	\$4,760	
	12 Bike & Ped. Facilities Inventory	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	
	13 Bike & Ped. Counts	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	
II B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Travel Model Updates	\$63,356	\$253,424	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,356	\$0	\$253,424	\$316,780	
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Forecast of Data to Horizon year	\$0	\$0	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$52,000	\$65,000	
	6 Community Goals & Objectives	\$0	\$0	\$2,498	\$9,992	\$0	\$0	\$0	\$0	\$0	\$0	\$2,498	\$0	\$9,992	\$12,490	
	7 Forecast of Future Travel Patterns	\$3,486	\$13,944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,486	\$0	\$13,944	\$17,430	
	8 Capacity Deficiency Analysis	\$9,200	\$36,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,200	\$0	\$36,800	\$46,000	
	9 Highway Element of th LRTP	\$1,120	\$4,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120	\$0	\$4,480	\$5,600	
	10 Transit Element of the LRTP	\$1,760	\$7,040	\$0	\$0	\$0	\$0	\$0	\$1,076	\$1,076	\$8,610	\$2,836	\$1,076	\$15,650	\$19,562	
	11 Bicycle & Ped. Element of the LRTP	\$12,800	\$51,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$51,200	\$64,000	
	12 Airport/Air Travel Element of LRTP	\$642	\$2,568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$642	\$0	\$2,568	\$3,210	
	13 Collector Street Element of LRTP	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	15 Freight Movement/Mobility Planning	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$14,400	\$18,000	
	16 Financial Planning	\$2,500	\$10,000	\$1,000	\$4,000	\$0	\$0	\$0	\$6,334	\$6,334	\$50,674	\$9,834	\$6,334	\$64,674	\$80,842	
	17 Congestion Management Strategies	\$102,130	\$408,520	\$0	\$0	\$0	\$0	\$0	\$2,145	\$2,145	\$17,160	\$104,275	\$2,145	\$425,680	\$532,100	
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$3,378	\$13,512	\$0	\$0	\$0	\$0	\$0	\$0	\$3,378	\$0	\$13,512	\$16,890	
II C	Short Range Transit Planning															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,625	\$9,625	\$77,000	\$9,625	\$9,625	\$77,000	\$96,250	
III-A	Planning Work Program															
	Planning Work Program	\$0	\$0	\$8,448	\$33,792	\$3,238	\$3,238	\$25,906	\$0	\$0	\$0	\$11,686	\$3,238	\$59,698	\$74,623	
III-B	Transp. Improvement Plan															
	TIP	\$0	\$0	\$11,320	\$45,280	\$259	\$259	\$2,075	\$0	\$0	\$0	\$11,579	\$259	\$47,355	\$59,194	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Environmental Justice	\$2,692	\$10,768	\$0	\$0	\$0	\$0	\$0	\$664	\$664	\$5,310	\$3,356	\$664	\$16,078	\$20,097	
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Safety/Drug Control Planning	\$622	\$2,488	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$622	\$0	\$2,488	\$3,110	
	6 Public Involvement	\$13,000	\$52,000	\$0	\$0	\$1,682	\$1,682	\$13,458	\$8,148	\$8,148	\$65,180	\$22,830	\$9,830	\$130,638	\$163,297	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,089	\$0	\$4,356	\$5,445	
	3 Special Studies	\$71,300	\$285,200	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$81,300	\$0	\$325,200	\$406,500	
	4 Regional or Statewide Planning	\$5,085	\$20,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,085	\$0	\$20,340	\$25,425	
III-E	Management & Operations															
	1 Management & Operations	\$57,027	\$228,109	\$16,999	\$67,994	\$0	\$0	\$0	\$34,238	\$34,238	\$273,902	\$108,264	\$34,238	\$570,005	\$712,506	
	Totals	\$383,416	\$1,533,665	\$90,043	\$360,170	\$13,999	\$13,999	\$111,986	\$63,716	\$63,716	\$509,724	\$551,173	\$77,714	\$2,515,547	\$3,144,434	

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.

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.

II-A-1 - Traffic Volume Counts

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 14,100	\$ 3,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,625

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.

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.

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 2012.

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

Tasks will be undertaken by LPA and municipal staff.

II-A-4 - Traffic Accidents

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 2,600	\$ 650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,250

Funding Commitments from Other Entities:

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

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.

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.

II-A-6 - Dwelling Unit, Population & Employment Changes

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 45,600	\$ 11,400	\$ -	\$ -	\$ -	\$ 57,000

Funding Commitments from Other Entities: None.

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.

II-A-7 - Air Travel

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,600	\$ 400	\$ -	\$ -	\$ -	\$ 2,000

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).

II-A-9 - Travel Time Studies

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 28,000	\$ 7,000	\$ -	\$ -	\$ -	\$ 35,000

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.

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.

II-A-10 - Mapping

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 59,520	\$ 14,880	\$ 18,400	\$ 4,600	\$ -	\$ -	\$ -	\$ 97,400

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)

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.

II-A-11 - Central Area Parking Inventory

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 3,808	\$ 952	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,760

Funding Commitments from Other Entities:

City of Durham and Durham County.

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,

- 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.

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.

II-A-12 - Bike and Pedestrian Facilities Inventory

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000

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:

- To collect data on current bicycle and pedestrian facility use; and,
- 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.

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.

II-A-13 - Bike and Pedestrian Counts

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,000

Funding Commitments from Other Entities: None

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 2035 LRTP air quality and the Comprehensive Transportation Plan as well as commence data collection for the 2010 model base year.

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

No programmed funding.

Task II-B-2: Collection of Network Data

No programmed funding.

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;
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.

- TRM version 6 efforts will commence but calibration and validation work will continue through subsequent years.

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

Work will 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.

II-B-3 - Travel Model Updates

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 253,424	\$ 63,356	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 316,780

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-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:

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

Previous Work:

- 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,
- Preliminary forecasts were finalized in early summer 2007

Proposed Activities:

- 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.

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

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 52,000	\$ 13,000	\$ -	\$ -	\$ -	\$ 65,000

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.

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.

II-B-6 - Community Goals & Objectives

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 9,992	\$ 2,498	\$ -	\$ -	\$ -	\$ 12,490

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;
 - 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 2011-2012.

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

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

II-B-7 - Forecast of Future Travel Patterns

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 13,944	\$ 3,486	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,430

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.

Proposed Activities:

Run Triangle Regional Model and other modeling tools to develop forecasts of travel efficiencies (summary tables, maps, etc.):

1. Develop model setups as required for deficiency analysis (existing+committed network with future year socio-economic data); and,
2. 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 2011-2012

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

Work on this project will be completed by LPA staff.

II-B- 8 - Capacity Deficiency Analysis

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 36,800	\$ 9,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,000

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.

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.

II-B-9 - Highway Element of the LRTP

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,480	\$ 1,120	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,600

Funding Commitments from Other Entities: None.

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 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. 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.

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 2011.

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.

II-B-10 - Transit Element of the LRTP

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 7,040	\$ 1,760	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,800

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.

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

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

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 51,200	\$ 12,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 64,000

Funding Commitments from Other Entities: None

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

Narrative to be added.

II-B-13 - Collector Street Element of the LRTP

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000

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

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.

II-B-13 - Collector Street Element of the LRTP

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000

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.

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.

II-B-15 - Frieght Movement/Mobility Planning

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 14,400	\$ 3,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,000

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 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.

II-B-16 - Financial Planning

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 10,000	\$ 2,500	\$ 4,000	\$ 1,000	\$ -	\$ -	\$ -	\$ 17,500

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.

Objectives:

1. Update MPO CMP, including CMP work plan, strategies, congestion mitigation measures and monitoring system
2. Implementation and monitoring of TDM program and MPO TDM hot spots
3. Development of a multi MPO modal Congestion Plan
4. Linkage of CMP with LRTP; and,
5. 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.

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.

II-B-17 - Congestion Management Strategies

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 408,520	\$ 102,130	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 510,650

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.

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.

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

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 13,512	\$ 3,378	\$ -	\$ -	\$ -	\$ 16,890

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.

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 2011-2012 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 2011-2012;
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).

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 2011-2012 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.

III-A-1 - Planning Work Program

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 33,792	\$ 8,448	\$ -	\$ -	\$ -	\$ 42,240

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

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.

III-B-1 - Transportation Improvement Plan

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 45,280	\$ 11,320	\$ -	\$ -	\$ -	\$ 56,600

Funding Commitments from Other Entities: None

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.

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.

III-C-2 - Environmental Justice

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 10,768	\$ 2,692	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,460

Funding Commitments from Other Entities:

None.

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

Narrative to be added.

III-C-5 - Safety/Drug Control Planning

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 2,488	\$ 622	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,110

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,

- Public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education.

Products/Deliverables:

- Update and maintenance of website;
- Update and maintenance of mailing list database;
- Quarterly MPO newsletters, and project specific news letters; and,
- 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.

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

Tasks will be undertaken by LPA and municipal staff.

III-C-6 - Public Involvement

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 52,000	\$ 13,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65,000

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:

- To ensure that the goals, objectives and needs of the DCHC MPO are integrated in the environmental planning process of transportation projects; and,
- 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.

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.



III-D-2 - Environmental Analysis & Pre-TIP Planning							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 4,356	\$ 1,089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,445

Funding Commitments from Other Entities: None.

Task III-D-3: Special Studies

Narrative to be added.

III- D- 3 - Special Studies							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 285,200	\$ 71,300	\$ 40,000	\$ 10,000	\$ -	\$ -	\$ -	\$ 406,500

Task III-D-4: Regional or Statewide Planning

Narrative to be added.

III-D-4 - Regional or Statewide Planning							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 20,340	\$ 5,085	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,425

Task III-E-1: Management and Operations

Narrative to be added

III-E-1 - Management and Operations							
FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ 228,109	\$ 57,027	\$ 67,994	\$ 16,999	\$ -	\$ -	\$ -	\$ 370,129

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Town of Chapel Hill

	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	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$6,000	\$6,000	\$48,000	\$6,500	\$6,500	\$52,000	\$65,000
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$2,000	\$8,000	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$5,000	\$3,000	\$32,000	\$40,000
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
13	Bike & Ped. Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
II-B	Long Range Transp. Plan														
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$4,000	\$16,000	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$5,000	\$1,000	\$24,000	\$30,000
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
7	Forecast of Future Travel Patterns	\$0	\$0	\$600	\$2,400	\$300	\$300	\$2,400	\$0	\$0	\$0	\$900	\$300	\$4,800	\$6,000
8	Capacity Deficiency Analysis	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000
9	Highway Element of th LRTP	\$0	\$0	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
10	Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
11	Bicycle & Ped. Element of the LRT	\$0	\$0	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$1,000	\$4,000	\$300	\$300	\$2,400	\$2,000	\$2,000	\$16,000	\$3,300	\$2,300	\$22,400	\$28,000
17	Congestion Management Strategies	\$0	\$0	\$1,000	\$4,000	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,500	\$500	\$8,000	\$10,000
18	Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning														
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$40,000	\$5,000	\$5,000	\$40,000	\$50,000
III-A	Planning Work Program														
	Planning Work Program	\$0	\$0	\$400	\$1,600	\$200	\$200	\$1,600	\$1,000	\$1,000	\$8,000	\$1,600	\$1,200	\$11,200	\$14,000
III-B	Transp. Improvement Plan														
	TIP	\$0	\$0	\$300	\$1,200	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,400	\$2,100	\$18,000	\$22,500
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.														
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.														
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Regional or Statewide Planning	\$0	\$0	\$351	\$1,403	\$2,000	\$2,000	\$16,000	\$1,825	\$1,825	\$14,600	\$4,176	\$3,825	\$32,003	\$40,004
III-E	Management & Operations														
1	Management & Operations	\$0	\$0	\$3,000	\$12,000	\$3,550	\$3,550	\$28,397	\$19,500	\$19,500	\$156,000	\$26,050	\$23,050	\$196,397	\$245,496
	Totals	\$0	\$0	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$40,625	\$40,625	\$325,000	\$71,426	\$54,075	\$502,000	\$627,500

II A 1 Traffic Volume Counts

Oversee the collection of traffic volume counts and related information as part of the development of the MPO CMS

Objectives

To provide necessary local traffic data for the CMS

Previous work

Collection and review of counts from various regional and local studies.

Proposed activities

Identification of count locations and monitoring of collection efforts

Products

CMS traffic counts December, 2011

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-1 - Traffic Volume Counts

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

II A 6 Dwelling Unit, Population and Employment Change

Develop updates to estimates of future growth in Chapel Hill

Objectives

- Develop 2040 socio economic projections
- Work with CH Town Council to endorse projections
- Incorporate into MPO level projections

Previous work

Development of 2035 projections.

Proposed activities

Develop and implement methodology for 2040 projections

Products

2040 Chapel Hill Socio Economic projections - December, 2011

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-6 - Dwelling Unit, Population & Employment Changes

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

II A 10 Mapping

Prepare mapping for use in the implementation of 2035 LRTP, development of 2040 LRTP and ongoing regional and local transportation projects.

Objectives

To support regional planning efforts.

Previous work

Preparation of maps.

Proposed activities

Update existing GIS databases, coordinate with MPO staff on GIS clearinghouse and prepare maps as necessary.

Products

Maps, ongoing

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-10 - Mapping

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 8,000	\$ 2,000	\$ 24,000	\$ 3,000	\$ 3,000	\$ 40,000

Funding Commitments from other Entities:

None

II A 12 Bike and Pedestrian Facilities inventory

To maintain and update existing inventory of bicycle and pedestrian facilities.

Objectives

Prepare annual update of bicycle and pedestrian facilities and incorporate data into development of 2040 LRTP

Previous work

Maintenance of existing database.

Proposed activities

Collect data on changes in pedestrian and bicycle facilities and update GIS database.

Products

Updated bicycle and pedestrian facilities maps, June, 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-12 - Bike and Pedestrian Facilities Inventory

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

II A 13 Bicycle and Pedestrian Volume Counts

Oversee the collection of bicycle and pedestrian volume counts and related information as part of the development of the MPO CMS

Objectives

To provide necessary local bicycle and pedestrian data for the CMS

Previous work

Collection and review of counts from various regional and local studies.

Proposed activities

Identification of count locations and monitoring of collection efforts

Products

CMS bicycle and pedestrian counts December, 2011.

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-A-13 - Bike and Pedestrian Counts

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

II B 5 Forecast of Data to Horizon Year

Update socio economic forecasts for development of 2040 LRTP

Objectives

Review base socio economic data and project 2040 horizon year.

Previous work

Development of 2035 forecasts

Proposed activities

Confirm 2005 base year data, prepare draft 2040 projections for review and endorsement by Chapel Hill Council and incorporate forecasts into MPO projections.

Products

2040 socio economic projections December, 2011

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

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

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 16,000	\$ 4,000	\$ 8,000	\$ 1,000	\$ 1,000	\$ 30,000

Funding Commitments from other Entities:

None

II B 7 Forecast Future Travel Patterns

Utilize TRM and 2040 socio economic projections to forecast future regional travel demand.

Objectives

Prepare future travel demand

Previous work

Development of travel demand for 2035 LRTP and Triangle Transit Alternatives Analysis

Proposed activities

Work with MPO staff and TRM staff to prepare future travel forecasts.

Products

2040 travel forecasts for adopted 2035 LRTP and 2040 LRTP alternatives. June, 2012

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B-7 - Forecast of Future Travel Patterns

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ 2,400	\$ 300	\$ 300	\$ 6,000

Funding Commitments from other Entities:

None

II B 8 Capacity Deficiency Analysis

Identify areas of future congestion and assess the adequacy of transportation network to address future travel needs.

Objectives

Assess adequacy of 2040 transportation network

Previous work

Development of 2035 LRTP, NC54 Corridor Study and Triangle Transit Alternatives Analysis.

Proposed activities

Review 2040 travel patterns from TRM and develop strategies to address future congestion.

Products

2040 LRTP, June 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B- 8 - Capacity Deficiency Analysis

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 2,400	\$ 600	\$ -	\$ -	\$ -	\$ 3,000

Funding Commitments from other Entities:

None

II B 9 Highway Element of LRTP

Evaluate adequacy of highway network in 2040 LRTP

Objectives

Assess need for modifications to adopted 2035 highway element in 2040 LRTP update.

Previous work

Development of 2035 LRTP.

Proposed activities

Review TRM regional travel projections for highway network and assess need for additional capacity through expansion or new construction.

Products

2040 LRTP June, 2012

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B-9 - Highway Element of the LRTP

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,200	\$ 300	\$ -	\$ -	\$ -	\$ 1,500

Funding Commitments from other Entities:

None

II B 11 Bicycle and Pedestrian Element of LRTP

Work with MPO staff to assess impact of existing and future bicycle and pedestrian networks on local and regional travel.

Objectives

Prepare bicycle and pedestrian element of 2040 LRTP

Previous work

2035 LRTP

Proposed activities

Prepare updated network information, work with TRM to incorporate bicycle and pedestrian mode considerations, assess need for additional facilities and complete bicycle and pedestrian element of 2040 LRTP.

Products

2040 Bicycle and Pedestrian element, June, 2012

Relationship to other plans and MPO activities

Supports development of 2040 LRTP

Proposed budget and level of effort

Staff

DRAFT

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

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 5,600	\$ 1,400	\$ -	\$ -	\$ -	\$ 7,000

Funding Commitments from other Entities:

None

II B 16 Financial Planning

Develop financial element of 2040 LRTP, assist in development of regional rail financial model and county transit plans financial plans.

Objectives

Provide input to development of county transit plans and related regional rail financial model. Refine 2040 LRTP financial plan.

Previous work

2035 LRTP financial model.

Proposed activities

Work with Orange County and Triangle Transit staff to refine county transit plan financial plans and regional rail financial model. Work with MPO to prepare revisions to 2040 LRTP financial plan.

Products

- County transit financial plans/TT regional rail implementation plan, September, 2011
- 2040 LRTP Financial element, June, 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

DRAFT

II-B-16 - Financial Planning

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 18,400	\$ 2,300	\$ 2,300	\$ 28,000

Funding Commitments from other Entities: None.

II B 17 Congestion Management Strategies

Develop congestion management plans and programs for incorporation into 2040 LRTP

Objectives

Support the development of the 2040 LRTP

Previous work

Ongoing Triangle Regional TDM programs and congestion management element of 2035 LRTP

Proposed activities

Review projections of future travel and capacity deficiency analysis to identify 2040 congestion. Develop and evaluate menu of congestion management strategies and incorporate appropriate strategies into 2040 LRTP.

Products

Congestion Management element of 2040 LRTP, June, 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

II-B-17 - Congestion Management Strategies

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 4,000	\$ 1,000	\$ 4,000	\$ 500	\$ 500	\$ 10,000

Funding Commitments from other Entities:

None

III A 1 Planning Work Program

Prepare Chapel Hill element of FY2012 Planning Work Program.

Objectives

Identify tasks to be undertaken in FY2012 and allocate available resources in PWP.

Previous work

Development of FY2011 PWP

Proposed activities

Develop FY2012 Chapel Hill PWP and coordinate with MPO staff for inclusion into MPO PWP.

Products

2012 PWP, April 2012

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

III-A-1 - Planning Work Program

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,600	\$ 400	\$ 9,600	\$ 1,200	\$ 1,200	\$ 14,000

Funding Commitments from other Entities:

None

III B 1 TIP

Monitor implementation of adopted MTIP, prepare amendments as necessary and prepare revisions TIP updates.

Objectives

Implement adopted TIP and prepared TIP updates.

Previous work

Development of adopted TIP.

Proposed activities

Monitor implementation of adopted TIP and complete work on priorities for inclusion in 2012-2019 MTIP.

Products

2012-2019 MTIP, September, 2011

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP.

Proposed budget and level of effort

Staff

III-B-1 - Transportation Improvement Plan

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,200	\$ 300	\$ 16,800	\$ 2,100	\$ 2,100	\$ 22,500

Funding Commitments from other Entities:

None

III D 4 Regional or Statewide Planning

Support regional and statewide planning initiatives.

Objectives

Provide staff support and input into various regional planning activities such as the Triangle Transit Alternatives Analysis and NC54 Corridor Study.

Previous work

Support to Triangle Transit Transitional Analysis, Alternatives Analysis and MPO NC54 Corridor Study.

Proposed activities

Work with Triangle Transit and MPO staff on identified projects.

Products

- NC54 Corridor Study, December, 2011
- Triangle Transit Alternatives Analysis, September, 2011

Relationship to other plans and MPO activities

Supports implementation of adopted 2035 LRTP and development of 2040 LRTP

Proposed budget and level of effort

Staff

III-D-4 - Regional or Statewide Planning

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 1,403	\$ 351	\$ 30,600	\$ 3,825	\$ 3,825	\$ 40,004

Funding Commitments from other Entities:

None

III E Management and Operations

Manage regional and local transportation planning activities, provide information to the public and provide staff assistance to regional projects.

Objectives

To manage the Town’s involvement in various regional transportation planning projects.

Previous work

Ongoing management of local and regional transportation planning activities.

Proposed activities

Attend MPO policy and advisory board meetings
 Participate with MPO staff in development of 2040 LRTP and related projects.
 Provide information to the public, elected official and citizen advisory boards

Products

Not Applicable.

Relationship to other plans and MPO activities

Support implementation of the adopted 2035 LRTP, development of 2040 LRTP and other regional/local planning initiatives.

Proposed budget and level of effort

Staff

DRAFT

III-E-1 - Management and Operations

FHWA (STP-DA)		FHWA (PL)		FTA (5303/5307) Transit/Highway			Total All Funds
Federal	Local	Federal	Local	Federal	Local	State	
\$ -	\$ -	\$ 12,000	\$ 3,000	\$ 184,397	\$ 23,050	\$ 23,050	\$ 245,496

Funding Commitments from other Entities:

None.

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Town of Carrboro

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA					
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%					
II-A	Surveillance of Change															
1	Traffic Volume Counts	\$0	\$0	\$128	\$512	\$0	\$0	\$0	\$0	\$0	\$0	\$128	\$0	\$512	\$640	
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	Traffic Accidents	\$0	\$0	\$58	\$232	\$0	\$0	\$0	\$0	\$0	\$0	\$58	\$0	\$232	\$290	
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
9	Travel Time Studies	\$0	\$0	\$128	\$512	\$0	\$0	\$0	\$0	\$0	\$0	\$128	\$0	\$512	\$640	
10	Mapping	\$0	\$0	\$342	\$1,368	\$0	\$0	\$0	\$0	\$0	\$0	\$342	\$0	\$1,368	\$1,710	
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$52	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$52	\$0	\$208	\$260	
13	Bike & Ped. Counts	\$0	\$0	\$160	\$640	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$0	\$640	\$800	
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Collection of Network Data	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
5	Forecast of Data to Horizon year	\$0	\$0	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500	
6	Community Goals & Objectives	\$0	\$0	\$52	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$52	\$0	\$208	\$260	
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
9	Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
10	Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
11	Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
17	Congestion Management Strategies	\$0	\$0	\$256	\$1,024	\$0	\$0	\$0	\$0	\$0	\$0	\$256	\$0	\$1,024	\$1,280	
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
II-C	Short Range Transit Planning															
1	Short Range Transit Planning	\$0	\$0	\$224	\$896	\$0	\$0	\$0	\$0	\$0	\$0	\$224	\$0	\$896	\$1,120	
											\$0	\$0	\$0	\$0	\$0	
III-A	Planning Work Program															
	Planning Work Program	\$0	\$0	\$286	\$1,144	\$0	\$0	\$0	\$0	\$0	\$0	\$286	\$0	\$1,144	\$1,430	
											\$0	\$0	\$0	\$0	\$0	
III-B	Transp. Improvement Plan															
	TIP	\$0	\$0	\$488	\$1,952	\$0	\$0	\$0	\$0	\$0	\$0	\$488	\$0	\$1,952	\$2,440	
											\$0	\$0	\$0	\$0	\$0	
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Environmental Justice	\$0	\$0	\$160	\$640	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$0	\$640	\$800	
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
4	Planning for the Elderly & Disabled	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
6	Public Involvement	\$0	\$0	\$486	\$1,944	\$0	\$0	\$0	\$0	\$0	\$0	\$486	\$0	\$1,944	\$2,430	
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Png./Project Dev.															
1	Transportation Enhancement Png.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
2	Enviro. Analysis & Pre-TIP Png.	\$0	\$0	\$96	\$384	\$0	\$0	\$0	\$0	\$0	\$0	\$96	\$0	\$384	\$480	
3	Special Studies	\$0	\$0	\$954	\$3,816	\$0	\$0	\$0	\$0	\$0	\$0	\$954	\$0	\$3,816	\$4,770	
4	Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-E	Management & Operations															
1	Management & Operations	\$0	\$0	\$2,472	\$9,890	\$0	\$0	\$0	\$0	\$0	\$0	\$2,472	\$0	\$9,890	\$12,362	
Totals		\$0	\$0	\$6,634	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,634	\$0	\$26,538	\$33,172	

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 Process and the Triangle Regional Model update. The Town will also conduct additional traffic counts, as needed, specifically for the CMS and TRM update.

Objectives

To provide necessary local traffic data for the CMS.

Previous work

The Town has conducted traffic counts for fulfilling a variety of local planning purposes, such as evaluating traffic calming solutions and the impact of a street closure on downtown traffic. 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 new traffic counters purchased by the Town.
2. Provide data collected through other planning processes (e.g. traffic impact assessments) to the MPO as needed.

Products

1. Traffic volume data from 2011-12 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: 20 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-1 - Traffic counts	\$128	\$512	\$640

Funding Commitments from other Entities: None.

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

To provide local accident data for the CMS.

Previous work

Accident data is reported in the 2003 and 2005 Mobility Report Cards and the 2009 Comprehensive Bicycle Transportation Plan. Accident data was also gathered for the Smith Level Rd. TIP project (U-2803) and for other Town arterials.

Proposed activities

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

Products

1. Along with MPO partners, crash data for the three-year period from 2008-2010.
2. Other accident data as needed.

Relationship to other plans and MPO activities

Relates to MPO-wide accident data collection task.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 9 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-4 - Traffic accidents	\$58	\$232	\$290

Funding Commitments from other Entities: MPO members

II-A-6. Dwelling Unit, Population, and Employment Change

The Town will submit housing and economic data for reviewing regional development trends of the past decade.

Objectives

To provide local dwelling unit, population, and employment data for the 2000-2010 period for a regional development analysis.

Previous work

In FY 2011, submitted housing data, employment data, and population estimates by TAZ to LPA staff as part of the 2040 LRTP data collection process.

Proposed activities

1. Collect building permit and certificate of occupancy data for the review years.
2. To the extent practicable, measure land use and zoning changes.

Products

1. Local data as part of MPO review of development trends.

Relationship to other plans and MPO activities

Relates to MPO-wide development trend analysis task.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-6 - Dwelling Unit, Population, and Employment Change	\$64	\$256	\$320

Funding Commitments from other Entities: MPO members

II-A-9. Travel Time Studies

The Town will conduct travel time studies to compare the impacts of different bicycle-pedestrian investments and the impacts of connector roads.

Objectives

To measure the travel time impacts of various transportation investment scenarios.

Previous work

Previous LRTP processes have included travel time surveys that collected data to input into the TRM. Locally, the 2003 and 2005 Mobility Report Cards included travel time data for major arterials.

Proposed activities

1. Using GIS Network Analyst and possibly other traffic analysis software, analyze travel speeds and travel times.

Products

1. Reports on travel time impacts of various transportation investments.

Relationship to other plans and MPO activities

Tasks will supplement, but not duplicate, information gathered in the CMP.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 20 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-9 - Travel time studies	\$128	\$512	\$640

Funding Commitments from other Entities: None.

II-A-10. Mapping

The Town's GIS specialist, along with other planning staff, will assist in developing base maps, GIS layers, and databases to serve MPO-wide and local transportation mapping objectives, including the 2040 LRTP. They will provide, as needed, GIS layers for highway, transit, bike, and pedestrian networks as well as parcel and zonal spatial information.

Objectives

To update base maps, including spatial and network data, with new data, including Census 2010. To ensure high-quality mapping of transportation facilities and amenities.

Previous work

GIS mapping was used to provide local socioeconomic data for the data collection phase of the 2040 LRTP. The Town regularly updates its transportation shapefiles based on new developments and completed projects. The Town has contributed to the GIS Warehouse/Integration and Automation project.

Proposed activities

1. Provide up-to-date GIS data for MPO-wide mapping activities.
2. To use GIS in the Town's contribution to the CommunityViz planning project.

Products

1. Up-to-date GIS data.

Relationship to other plans and MPO activities

Tasks will potentially contribute to MPO activities such as CommunityViz, the 2040 LRTP, and the next TIP process. Mapping may play a role in the local Physical Activity action plan and greenway planning being carried out by the Town.

Proposed budget and level of effort

60 percent of work to be completed by GIS Analyst.

40 percent of work to be completed by Transportation Planner.

Local staff hours: 50 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-10 - Mapping	\$342	\$1,368	\$1,710

Funding Commitments from other Entities: MPO members.

II-A-12. Bicycle and Pedestrian Facilities Inventory

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

Objectives

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.

To determine priorities for bicycle and pedestrian investments in the TIP.

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.

Proposed activities

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

Products

1. Bike-ped facility data, in map or list format.

Relationship to other plans and MPO activities

This information is useful for not only the 2040 LRTP, but also the CTP and CMP processes. 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

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-12 - Bike & Ped. Facilities Inventory	\$52	\$208	\$260

Funding Commitments from other Entities: None.

II-A-13. Bicycle and Pedestrian 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

To supply bicycle and pedestrian travel data for regional planning processes, such as the 2040 LRTP and-or Congestion Management Process.

To inform local planning efforts with up-to-date bike-ped data.

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. By the beginning of FY 2012, the Town will have collected additional bicycle and pedestrian data in certain downtown locations.

Proposed activities

1. Submit bicycle and pedestrian traffic data to the MPO when needed.
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. 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: 25 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-A-13 - Bike & Ped. Counts	\$160	\$640	\$800

Funding Commitments from other Entities: None.

II-B-2. Collection of Network Data

To continue to contribute to MPO-wide network data collection for the 2040 LRTP, CMP, or other regional or local planning processes.

Objectives

To provide local data as needed for regional transportation planning processes.

Previous work

This project was included in the 2010-11 UPWP and is ongoing.

Proposed activities

1. Contribute to Chapel Hill Transit Comprehensive Operations Analysis, which will make recommendations on transit route modifications.
2. Contribute local highway and bike-ped network data as needed.

Products

1. Network data related to transit routes in Chapel Hill-Carrboro.
2. Highway/street and bike-ped data as needed.

Relationship to other plans and MPO activities

Related to 2040 LRTP and Chapel Hill Transit COA.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-2 - Collection of Network Data	\$64	\$256	\$320

Funding Commitments from other Entities:

Chapel Hill Transit Partners, MPO members

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

The Town will contribute local data as needed for forecasting for the 2040 LRTP.

Objectives

To prepare for 2040 LRTP forecasting of travel demand.

Previous work

Forecasts have been conducted for 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 or tables with socioeconomic and demographic data for the horizon year (2040)

Relationship to other plans and MPO activities

May also inform CommunityViz planning process.

Proposed budget and level of effort

Work to be completed by Transportation Planner and Planning Administrator.

Local staff hours: 14 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-5 - Forecast of data to horizon year	\$100	\$400	\$500

Funding Commitments from other Entities: MPO members

II-B-6. Community Goals and Objectives

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

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. In FY 2011, the MPO stated its goals and objectives in communications with NCDOT and Board of Transportation representatives relating to the 2011-2020 STIP and the Highway Mobility Fund selection criteria.

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

Goals and objectives of the LRTP should also inform the MTIP process. The LRTP's goals and objectives relate to the Regional Transit Vision Program as well.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 8 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-6 - Community Goals and Objectives	\$52	\$208	\$260

Funding Commitments from other Entities: MPO members

II-B-17. Congestion Management Strategies

The MPO is undertaking a Congestion Management Process (CMP) to address congestion within the metropolitan area boundary. The Town will contribute planning resources to this process. The Town will also continue to promote TDM strategies and collaborate with Chapel Hill on joint TDM projects.

Objectives

To participate in the development of the CMP.

To continue to promote TDM as a congestion management strategy and collaborate with Chapel Hill and the region on TDM.

Previous work

The CMP is required by federal law and incorporated into the LRTP and TIP processes. Carrboro has partnered in the past with Chapel Hill and regional groups to hold TDM events.

Proposed activities

1. Contribute to the development of the CMP.
2. Participate in regional TDM events, such as the SmartCommute challenge and Bike to Work Week.
3. Conduct additional outreach to citizens and/or local business owners regarding TDM.
4. Assess the feasibility of holding carefree periods on selected streets on a regular basis, such as on Weaver St., through traffic analysis.

Products

1. Local traffic data for the CMP, as needed.
2. TDM events.

Relationship to other plans and MPO activities

As noted above, the CMP informs the LRTP and TIP processes.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 40 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-B-17 - Congestion Management Strategies	\$256	\$1,024	\$1,280

Funding Commitments from other Entities:

MPO members (CMP), TDM commitments from Triangle J COG and Town of Chapel Hill

II-C-11. 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 Chapel Hill Transit planning initiatives. The Town will collaborate with Triangle Transit where necessary and with the Town of Chapel Hill in coordinating the annual Transit Forum.

Objectives

To ensure that Carrboro plays a key role in Chapel Hill Transit planning, capital investment, and operations.

To continue to work with Chapel Hill Transit on new initiatives, short range planning, and troubleshooting.

Previous work

Town of Carrboro elected officials, advisory board members, and staff regularly attend Chapel Hill Transit Partners Committee meetings. The Town has provided local GIS data and other information as input for the CHT Comprehensive Operations Analysis. A public transit forum was held in Carrboro in October 2010. In FY 2011, Town staff participated in Orange County Transit Plan meetings and the initial stages of a feasibility study for the Eubanks Park-and-Ride.

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.

Products

1. With Chapel Hill Transit, a Comprehensive Operations Analysis of fixed bus routes.
2. Annual Transit Forum.
3. With Orange County stakeholders, the draft Orange County Transit Plan.
4. Local data as needed.

Relationship to other plans and MPO activities

Related to the Orange County Transit Plan and Comprehensive Operations Analysis.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 35 hours

Task Code-Title	Local 20%	FHWA 80%	Total
II-C-1 - Short Range Transit Planning	\$224	\$896	\$1,120

Funding Commitments from other Entities:

Town of Chapel Hill, Orange County, University of North Carolina

III-A-1. Planning Work Program

The Town will administer the FY 2011-2012 UPWP and prepare and process amendments as needed. It will evaluate transportation planning work needed and emphasis areas and prepare the FY 2012-2013 UPWP.

Objectives

To implement Carrboro's 2011-2012 UPWP activities
 To be ready for amendments to the UPWP if necessary
 To submit the 2012-2013 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 2011-2012 UPWP
2. Prepare Carrboro's 2012-2013 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

Required by federal law, the UPWP is the mechanism for regional transportation planning and coordination in the MPO.

Proposed budget and level of effort

All work to be completed by Transportation Planner.
 Local staff hours: 45 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-A-1 - Planning Work Program	\$286	\$1,144	\$1,430

Funding Commitments from other Entities:

MPO members

III-B-1. Transportation Improvement Program

The Town will participate in the initial stages in the development of the 2013-2022 TIP.

Objectives

To identify transportation improvement needs at the local level.

To prioritize these needs using an approved TCC ranking methodology.

Previous work

The MTIP is a recurring planning process. Adoption of the 2011-2020 MTIP by the MPO is expected in the summer of 2011.

Proposed activities

1. Contribute to development of TIP ranking methodology.
2. Submit a local priority list to the MPO.
3. Identify needs eligible for the next STP-DA call for projects.
4. Continue to work with the MPO in communicating regional priorities to NCDOT.

Products

1. Along with MPO members, an approved ranking methodology.
2. A local priority list to inform regional priority lists.
3. Transportation project information.

Relationship to other plans and MPO activities

The TIP carries out the goals and objectives of the LRTP. Projects on the TIP must be included in the 2040 LRTP.

Proposed budget and level of effort

80 percent of work to be completed by Transportation Planner.

20 percent of work to be completed by Planning Administrator.

Local staff hours: 70 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-B-1 - Transportation Improvement Program	\$488	\$1,952	\$2,440

Funding Commitments from other Entities:

MPO members

III-C-2. Environmental Justice

The Town will provide local information to enhance the MPO's EJ-related data. The Town will conduct outreach to disadvantaged groups and residents with limited English proficiency.

Objectives

To ensure adequate public involvement of low-income and minority groups in decision-making

To prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation decisions

To assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO

To support progress toward the development of a regional Environmental Justice Plan.

Previous work

In FY 2010 and FY 2011, the Town studied bicycle and pedestrian alternatives for an underserved, minority neighborhood along Estes Dr. Ext.

Proposed activities

1. Assist the MPO in updating its EJ mailing database, demographic data, and historical demographic data.
2. Make an effort to include disadvantaged groups in the public involvement for the Wilson Park Multi-use Path STP-DA project.

Products

1. Local EJ-related demographic data.

Relationship to other plans and MPO activities

This is an MPO-wide activity.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 25 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-2 - Environmental Justice	\$160	\$640	\$800

Funding Commitments from other Entities:

MPO members

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

To 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

None

Relationship to other plans and MPO activities

Recognition of ADA-related needs in urban transportation is required by FHWA and FTA regulations.

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 10 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-4 - Planning for the Elderly and Disabled	\$64	\$256	\$320

Funding Commitments from other Entities:

None.

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

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

Previous work

The Town continued public involvement activities in FY 2011. Two additional public hearing continuations for U-2803 – Smith Level Rd. were held in September. Outreach was conducted for the Safe Routes to School Action Plan. A public transit forum was held in late October 2010, in conjunction with Chapel Hill Transit.

Proposed activities

1. Annual transit forum
2. Participation in MPO development of public outreach planning, databases, and evaluation
3. Continued public input process for the Bolin Creek Greenway, Phases 3 and 4
4. Public input processes associated with MPO activities such as CommunityViz
5. Other public input opportunities as they arise

Products

1. Summaries from public input workshops

Relationship to other plans and MPO activities**Proposed budget and level of effort**

70 percent of work to be completed by Transportation Planner.
 30 percent of work to be completed by Planning Administrator.
 Local staff hours: 68 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-C-6 - Public Involvement	\$486	\$1,944	\$2,430

Funding Commitments from other Entities:

MPO members (public outreach planning, CommunityViz)

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

The Town will assist in the development of environmental documentation for several transportation projects. This may include public comments, public meetings, scoping meetings, site visits, and related activities.

Objectives

To complete, commence, and-or assist with necessary environmental impact documentation for several transportation projects expected to be underway in FY 2012.

Previous work

By the end of FY 2011, the Town is expected to have worked with a consultant to complete NEPA documentation for the Wilson Park Multi-use Path (U-4726DC).

Proposed activities

1. Complete, commence, and-or assist with environmental documentation for the Rogers Rd. sidewalk (STP-DA), the Morgan Creek Greenway, and a section of the Bolin Creek Greenway.

Products

1. Environmental documentation

Relationship to other plans and MPO activities

None

Proposed budget and level of effort

All work to be completed by Transportation Planner.

Local staff hours: 15 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-2 - Environmental Analysis & Pre-TIP Planning	\$96	\$384	\$480

Funding Commitments from other Entities: None.

III-D-3. Special Studies

Town staff will continue to conduct special studies related to local transportation issues.

Objectives

1. To coordinate an inclusive and comprehensive public input process for greenway planning.
2. To ensure that new studies reflect public input to the extent practicable and that they inform future planning processes.

Previous work

Conceptual plans for the Bolin and Morgan Creek Greenways were completed in FY 2010, with implementation beginning in FYs 2010-2011. A Safe Routes to School Action Plan was developed in FYs 2010-2011 as well. Other studies that are expected to have been conducted by the end of FY 2011 include a traffic circulation plan for the Old Carrboro neighborhood and a traffic impact analysis of a road diet concept.

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. Coordinate with NCDOT, planners, and developers on potential land use and transportation planning activities in northern Carrboro.
3. Complete the Old Carrboro Traffic Circulation Plan, if not completed in FY 2011.
4. Contribute to MPO-level special studies as necessary

Products

1. Greenway public input process materials
2. Recommendations from northern Carrboro land use-transportation planning activities and the Old Carrboro Traffic Circulation Plan.

Relationship to other plans and MPO activities

None

Proposed budget and level of effort

90 percent of work to be completed by Transportation Planner.

10 percent of work to be completed by Planning Administrator.

Local staff hours: 145 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3 - Special Studies	\$954	\$3,816	\$4,770

Funding Commitments from other Entities: None

III-E-1. Management and Operations

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

Objectives

To participate and contribute to MPO-related meetings

To adhere to the goals and tasks laid out in the Unified Planning Work Program

To ensure that elected officials have adequate information to make informed decisions on local and regional transportation issues

To ensure the local transportation advisory board has the information it needs to develop sound recommendations on local and regional transportation issues

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

All work to be completed by Transportation Planner.

Local staff hours: 365 hours

Task Code-Title	Local 20%	FHWA 80%	Total
III-E-1. Management and Operations	\$2,472	\$9,890	\$12,362

Funding Commitments from other Entities:

None.

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Triangle J COG

	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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
II B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	18 Air Qual. Planning/Conformity Anal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
II C	Short Range Transit Planning															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-A	Planning Work Program															
	1 Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-B	Transp. Improvement Plan															
	1 TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Special Studies	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000
	4 Regional or Statewide Planning	\$8,800	\$35,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$44,000
III E	Management & Operations															
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$13,800	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$55,200	\$69,000

III D 3 Special Studies.

Undertake mobility-related activities associated with creating a regional sustainable development plan through the federal DOT/EPA/HUD sustainable communities' partnership.

Objectives

To ensure mobility investments are central features of a regional sustainability plan and to ensure that any regional sustainability plan can fulfill MPO requirements, especially the housing assessment requirements in the Intermodal Bill.

Previous work

None.

Proposed activities

Details to be determined, but major activities of the previous *PRISM-Research Triangle* proposal included a housing needs and assessment plan that fulfills the requirements in the Intermodal Bill, scenario analysis and visualization, extensive public outreach and an implementation agreement among participating organizations.

Products

Housing assessment that meets the requirements of the NC Intermodal Bill.

Relationship to other plans and MPO activities

Most direct relationship would be to local or regional transit projects seeking state funding through the Intermodal Bill. Depending on scope details and timing, other activities may be useful in LRTP development (especially related to scenario analysis and public involvement) or in seeking discretionary federal funding.

Proposed budget and level of effort

Details to be determined, but previous *PRISM-Research Triangle* proposal expected to serve as foundation for work program. Budget would include both staff work and consultant assistance, in addition to direct costs associated with travel, meetings and printing/publications.

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3 - Special Studies	\$5,000	\$20,000	\$25,000

Funding Commitments from other Entities:

CAMPO and Triangle Transit would be other mobility-related funding partners; the overall project would be expected to have a wide range of sponsoring entities (previous proposal had 17 "leverage resource" partners providing cash or in-kind services), including NCDOT.

III D 4 Regional or Statewide Planning.

Facilitate and/or manage joint activities and undertake analysis work in land use, transportation and air quality planning that involve multiple MPO, RPO, local government, transit agency, state and federal agency and private sector partners.

Objectives

To ensure that activities that have a scope or scale that transcend any single MPO are done in a coordinated, timely, effective and cost-efficient way.

Previous work

STAC transit vision technical support, joint 2035 LRTP facilitation and technical work, ozone standards and non-attainment education and technical assistance, LRTP and TIP conformity coordination, LUCID land use – transit forum and technical work, TRM executive committee support.

Proposed activities

Major activities include TRM executive committee support, joint MPO 2040 LRTP facilitation and technical work (emphasizing SE data and fiscal constraint), land use-transit investment integration and transportation-air quality integration.

Products

- Triangle Regional Model Executive Committee meeting summaries
- Joint 2040 LRTP framework and meeting facilitation/summaries
- 2020, 2030, 2040 SE data forecast facilitation and tracking
- 2040 LRTP fiscal constraint process and document
- LUCID forum meetings and reports
- TIP and LRTP air quality conformity process and documentation
- New federal ozone standard and non-attainment boundary education and technical support

Relationship to other plans and MPO activities

This work feeds into the DCHC 2040 LRTP process and products and enables the DCHC MPO to participate in air quality standard setting, non-attainment boundary designation, LRTP development, land use-transit integration.

Proposed budget and level of effort

Budget largely supports staff work by Planning Director, Planner II, GIS Analyst and MIS staff (webpage work), with some direct costs associated with travel and meeting expenses.

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-4 - Regional or Statewide Planning	\$8,800	\$35,200	\$44,000

Funding Commitments from other Entities:

20% local match to be provided by TJCOG; other funding anticipated from CAMPO and Triangle Transit as in previous years.

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NCDOT

	Task Description	SPR Highway		STP-DA 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	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$1,700	\$6,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700	\$6,800	\$8,500
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Highway Element of th LRTP	\$2,300	\$9,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300	\$9,200	\$11,500
10	Transit Element of the LRTP	\$1,300	\$5,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	\$5,200	\$6,500
11	Bicycle & Ped. Element of the LRTP	\$1,300	\$5,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	\$5,200	\$6,500
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$800	\$1,000
14	Rail, Water or other mode of LRTP	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	Congestion Management Strategies	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$800	\$1,000
18	Air Qual. Planning/Conformity Anal.	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
III C Short Range Transit Planning															
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A Planning Work Program															
	Planning Work Program	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000
III-B Transp. Improvement Plan															
	TIP	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000
III-C Cvl Rgts. Cmp/Otr. Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$400	\$500
2	Enviro. Analysis & Pre-TIP Plng.	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000
3	Special Studies	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
4	Regional or Statewide Planning	\$700	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700	\$2,800	\$3,500
III E Management & Operations															
1	Management & Operations	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$16,000	\$20,000
Totals		\$16,000	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$64,000	\$80,000

Appendices B

Federal Transit Administration

DRAFT
(FTA)

Agency Project Narratives

&

Funding Tables

Durham Area Transit Authority

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary			
		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
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	\$8,819	\$8,819	\$70,549	\$1,486	\$1,486	\$11,890	\$10,305	\$10,305	\$82,438	\$103,048
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan										
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$1,076	\$1,076	\$8,610	\$1,076	\$1,076	\$8,610	\$10,762
	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	\$6,334	\$6,334	\$50,674	\$6,334	\$6,334	\$50,674	\$63,342
	17 Congestion Management Strategies	\$0	\$0	\$0	\$2,145	\$2,145	\$17,160	\$2,145	\$2,145	\$17,160	\$21,450
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$9,625	\$9,625	\$77,000	\$9,625	\$9,625	\$77,000	\$96,250
III-A	Planning Work Program	\$3,238	\$3,238	\$25,906	\$0	\$0	\$0	\$3,238	\$3,238	\$25,906	\$32,383
III-B	Transp. Improvement Plan	\$259	\$259	\$2,075	\$0	\$0	\$0	\$259	\$259	\$2,075	\$2,594
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	\$664	\$664	\$5,310	\$664	\$664	\$5,310	\$6,637
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$1,682	\$1,682	\$13,458	\$8,148	\$8,148	\$65,180	\$9,830	\$9,830	\$78,638	\$98,297
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.										
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations										
	1 Management & Operations	\$0	\$0	\$0	\$34,238	\$34,238	\$273,902	\$34,238	\$34,238	\$273,902	\$342,377
	Totals	\$13,999	\$13,999	\$111,988	\$63,716	\$63,716	\$509,724	\$77,714	\$77,714	\$621,712	\$777,140

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code 442400
- 3. Task Code II-A-5
- 4. Title *Transit System Data*

- 5. Task Objective To conduct FTA-required passenger counts. Continue to oversee the conduct of system-wide fixed route and paratransit surveys, generate reports for the City, NCDOT and the FTA.

- 6. Tangible Product Expected Daily Ridership by route, by peaks, in GIS spatial data format, route recommendation reports

- 7. Expected Completion / Date of Products Jun-12

- 8. Previous Work NTD passenger count, required every 3 years
- 9. Prior FTA Funds (\$ amount/Funding Year) \$67,851 (FY11) - 5303 / \$8,957 (FY11) - 5307
- 10. Relationship Data collected is used in service performance evaluation - task III-E

- 11. Agency Durham Area Transit Authority (DATA)

DRAFT

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$8,819	
17. Section 5303	NCDOT	10%	\$8,819	
18. Section 5303	FTA	80%	\$70,549	<u>\$88,186 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,486	
20. Section 5307 (planning)	NCDOT	10%	\$1,486	
21. Section 5307 (planning)	FTA	80%	\$11,890	<u>\$14,862 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding:	<u><u>\$103,048</u></u>

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
2. FTA Code 42100
3. Task Code II-B-10
4. Title Transit Element of the LRTP

5. Task Objective To provide needed Transit support for the MPO's LRTP updates

6. Tangible Product Expected Annual Planning Work Program outline and associated costs

7. Expected Completion / Date of Products Jun-12

8. Previous Work FY-2011 Planning Work Program

9. Prior FTA Funds (\$ amount/Funding Year) \$6,486 (FY 11) - 5307

10. Relationship PWP is intended to support various planning efforts of the LRTP

11. Agency Durham Area Transit Authority (DATA)

DRAFT

					<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0		
13. HPR - Highway	FHWA	80%	\$0		<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0		
15. Section 104 (f) PL	FHWA	80%	\$0		<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0		
17. Section 5303	NCDOT	10%	\$0		
18. Section 5303	FTA	80%	\$0		<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,076		
20. Section 5307 (planning)	NCDOT	10%	\$1,076		
21. Section 5307 (planning)	FTA	80%	\$8,610		<u>\$10,762 5307</u>
22. Additional Funds	Local	100%	\$0		<u>\$0 Misc.</u>
			Total Funding:		<u><u>\$10,762</u></u>

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code 442400
- 3. Task Code II-B-16
- 4. Title Financial Planning

- 5. Task Objective To prepare and monitor fiscal program of the Transit System for the City and for FTA

- 6. Tangible Product Expected Quarterly and annual financial reports, process invoices, and purchase orders as well as contract payments

- 7. Expected Completion / Date of Products Jun-12

- 8. Previous Work FY 2011
- 9. Prior FTA Funds (\$ amount/Funding Year) \$36,352 (FY11) - 5303

10. Relationship

11. Agency Durham Area Transit Authority (DATA)

					Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0		
13. HPR - Highway	FHWA	80%	\$0		\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0		
15. Section 104 (f) PL	FHWA	80%	\$0		\$0 PL
16. Section 5303	Local	10%	\$0		
17. Section 5303	NCDOT	10%	\$0		
18. Section 5303	FTA	80%	\$0		\$0 5303
19. Section 5307 (planning)	Local	10%	\$6,334		
20. Section 5307 (planning)	NCDOT	10%	\$6,334		
21. Section 5307 (planning)	FTA	80%	\$50,674		\$63,342 5307
22. Additional Funds	Local	100%	\$0		\$0 Misc.
			Total Funding:		\$63,342

1. MPO Durham-Chapel Hill-Carrboro (DCHC)
 2. FTA Code 44250
 3. Task Code II-B-17
 4. Title *Congestion Management Strategies*

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 Jun-12

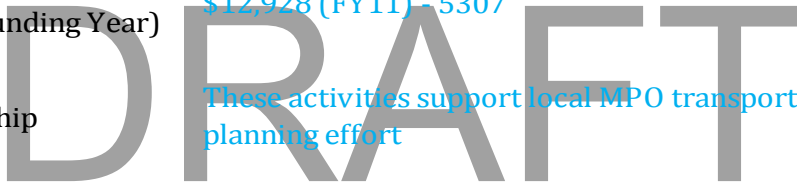
8. Previous Work Short Range Transit Development Plan

9. Prior FTA Funds (\$ amount/Funding Year) \$12,928 (FY11) - 5307

10. Relationship These activities support local MPO transportation planning effort

11. Agency Durham Area Transit Authority (DATA)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$2,145	
20. Section 5307 (planning)	NCDOT	10%	\$2,145	
21. Section 5307 (planning)	FTA	80%	\$17,160	<u>\$21,450 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding:	<u><u>\$21,450</u></u>



- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code 442301
- 3. Task Code II-C-1
- 4. Title *Short Range Transit Planning*

- 5. Task Objective To provide system-wide transit planning oversight

- 6. Tangible Product Expected Daily, Weekly, Monthly and annual system-wide riderhip and service related reports

- 7. Expected Completion / Date of Products Jun-12

- 8. Previous Work As noted above

- 9. Prior FTA Funds (\$ amount/Funding Year) \$58,010 (FY11) - 5307

- 10. Relationship Service performance information is sent to the FTA, NCDOT and the City- task III-E
- 11. Agency Durham Area Transit Authority (DATA)

DRAFT

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
19. Section 5307 (planning)	Local	10%	\$9,625	
20. Section 5307 (planning)	NCDOT	10%	\$9,625	
21. Section 5307 (planning)	FTA	80%	\$77,000	\$96,250 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding:	\$96,250

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code 44250
- 3. Task Code III-A-1
- 4. Title *Planning Work Program*

- 5. Task Objective To identify task areas and staff hours to complete each task

- 6. Tangible Product Expected Work Program outline and costs associated with them.

7. Expected Completion / Date of Products Jun-12

8. Previous Work Planning Work Program

9. Prior FTA Funds (\$ amount/Funding Year) \$23,866 (FY11) - 5307

10. Relationship Supports MPO's PWP

11. Agency Durham Area Transit Authority (DATA)

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$3,238	
17. Section 5303	NCDOT	10%	\$3,238	
18. Section 5303	FTA	80%	\$25,906	\$32,383 5303
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding:	\$32,383

DRAFT

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code 442500
- 3. Task Code III-B-1
- 4. Title *Transportaion Improvement Program*

- 5. Task Objective To continue the local improvement of transit and transportation services.

- 6. Tangible Product Expected Improved and updated trasit and transportation plans

- 7. Expected Completion / Date of Products Jun-12

- 8. Previous Work Short Range Transit Development Plan

- 9. Prior FTA Funds (\$ amount/Funding Year) \$1,912 (FY11) - 5307

- 10. Relationship These activities support local MPO transportation

- 11. Agency Durham Area Transit Authority (DATA)

DRAFT

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$259	
17. Section 5303	NCDOT	10%	\$259	
18. Section 5303	FTA	80%	\$2,075	\$2,594 5303
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding:	\$2,594

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code 442500
- 3. Task Code III-C-2
- 4. Title *Environmental Justice*

5. Task Objective To assist the MPO in its transportation outreach to Minorities and LEP group

6. Tangible Product Expected Work plan and transit related EJ date

7. Expected Completion / Date of Products Jun-12

8. Previous Work Transportation Improvement Program

9. Prior FTA Funds (\$ amount/Funding Year) \$4,000 (FY11) - 5307

10. Relationship These activities support local MPO transportation planning effort

11. Agency Durham Area Transit Authority (DATA)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$664	
20. Section 5307 (planning)	NCDOT	10%	\$664	
21. Section 5307 (planning)	FTA	80%	\$5,310	<u>\$6,637 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding:	<u>\$6,637</u>

DRAFT

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code 442100
- 3. Task Code III-C-6
- 4. Title *Public Involvement*

- 5. Task Objective To seek untapped ridership through aggressive marketing tactics. Conduct market surveys and seek new advertizing medium

- 6. Tangible Product Expected Attitudnal survey results, opinion results.

- 7. Expected Completion / Date of Products Jun-12

- 8. Previous Work Significant marketing efforts

- 9. Prior FTA Funds (\$ amount/Funding Year) \$42,165 (FY11) - 5307

- 10. Relationship This information is used in conjunction with Task III-A.

- 11. Agency Durham Area Transit Authority (DATA)

DRAFT

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$1,682	
17. Section 5303	NCDOT	10%	\$1,682	
18. Section 5303	FTA	80%	\$13,458	\$16,822 5303
19. Section 5307 (planning)	Local	10%	\$8,148	
20. Section 5307 (planning)	NCDOT	10%	\$8,148	
21. Section 5307 (planning)	FTA	80%	\$65,180	\$81,475 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding:	\$98,297

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code 442100
- 3. Task Code III-C-6
- 4. Title: *Management & operations*

- 5. Task Objective To provide management oversight of the transit system both fixed and paratransit service

- 6. Tangible Product Expected Monthly operational, service and financial reports including budget summaries

- 7. Expected Completion / Date of Products Jun-12

- 8. Previous Work Previous (2011) management and operational

- 9. Prior FTA Funds (\$ amount/Funding Year) \$206,351 (FY11) - 5307

- 10. Relationship Related to task II-A-5
- 11. Agency Durham Area Transit Authority (DATA)

				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
19. Section 5307 (planning)	Local	10%	\$34,238	
20. Section 5307 (planning)	NCDOT	10%	\$34,238	
21. Section 5307 (planning)	FTA	80%	\$273,902	\$342,377 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding	\$342,377

Chapel Hill Transit

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary			
		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
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	\$500	\$500	\$4,000	\$6,000	\$6,000	\$48,000	\$6,500	\$6,500	\$52,000	\$65,000
	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	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$3,000	\$3,000	\$24,000	\$30,000
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan										
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	6 Community Goals & Objectives	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	7 Forecast of Future Travel Patterns	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	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	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$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	\$300	\$300	\$2,400	\$2,000	\$2,000	\$16,000	\$2,300	\$2,300	\$18,400	\$23,000
	17 Congestion Management Strategies	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$5,000	\$5,000	\$40,000	\$5,000	\$5,000	\$40,000	\$50,000
III-A	Planning Work Program	\$200	\$200	\$1,600	\$1,000	\$1,000	\$8,000	\$1,200	\$1,200	\$9,600	\$12,000
III-B	Transp. Improvement Plan	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,100	\$2,100	\$16,800	\$21,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.										
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000
	6 Public Involvement	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.										
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$2,000	\$2,000	\$16,000	\$1,825	\$1,825	\$14,600	\$3,825	\$3,825	\$30,600	\$38,250
III E	Management & Operations										
	1 Management & Operations	\$3,550	\$3,550	\$28,397	\$19,500	\$19,500	\$156,000	\$23,050	\$23,050	\$184,397	\$230,496
	Totals	\$13,450	\$13,450	\$107,597	\$40,625	\$40,625	\$325,000	\$54,075	\$54,075	\$432,597	\$540,746

- 1. MPO **Durham-Chapel Hill-Carrboro (DCHC)**
- 2. FTA Code **442400**
- 3. Task Code **II A 5**
- 4. Title **Transit System Data**
- 5. Task Objective **Review and analyze transit system data to monitor**
- 6. Tangible Product Expected **Chapel Hill Data Book update**
- 7. Expected Completion / Date of Products **Jun-12**
- 8. Previous Work **2010 Databook Update**
- 9. Prior FTA Funds (\$ amount/Funding Year) **\$10,000 (FY11) - 5303**

10. Relationship **Supports implementation of 2035 LRTP**

11. Agency **Chapel Hill Planning/Transit**

				Totals By Funding Source (100%)	
12. HPR - Highway	NCDOT	20%	\$0		
13. HPR - Highway	FHWA	80%	\$0	\$0	HPR
14. Section 104 (f) PL	Local	20%	\$0		
15. Section 104 (f) PL	FHWA	80%	\$0	\$0	PL
16. Section 5303	Local	10%	\$500		
17. Section 5303	NCDOT	10%	\$500		
18. Section 5303	FTA	80%	\$4,000	\$5,000	5303
19. Section 5307 (planning)	Local	10%	\$6,000		
20. Section 5307 (planning)	NCDOT	10%	\$6,000		
21. Section 5307 (planning)	FTA	80%	\$48,000	\$60,000	5307
22. Additional Funds	Local	100%	\$0	\$0	Misc.
			Total:	65,000	

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- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442301**
- 3. Task Code **II A 10**
- 4. Title **Mapping**

5. Task Objective **To maintain and prepare maps of the Chapel Hill transit network and related elements**

6. Tangible Product Expected **Transit, bicycle and pedestrian network maps**

7. Expected Completion / Date of Products **Ongoing**

8. Previous Work

9. Prior FTA Funds (\$ amount/Funding Year) **\$20,000 (FY11) - 5303**

10. Relationship **Supports implementation of 2035 LRTP and development of 2040 LRTP**

11. Agency Chapel Hill Planning/ Transit

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$2,000	
15. Section 104 (f) PL	FHWA	80%	\$8,000	<u>\$10,000 PL</u>
16. Section 5303	Local	10%	\$3,000	
17. Section 5303	NCDOT	10%	\$3,000	
18. Section 5303	FTA	80%	\$24,000	<u>\$30,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total:	<u><u>40,000</u></u>



- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442301**
- 3. Task Code **II B 3**
- 4. Title **Travel Model Updates**

- 5. Task Objective **To provide input to the enhancement of the Triangle Regional Model and monitor accuracy of the model**

- 6. Tangible Product Expected **Update TRM**

- 7. Expected Completion / Date of Products **Dec-11**

- 8. Previous Work

- 9. Prior FTA Funds (\$ amount/Funding Year)

- 10. Relationship **Supports development of 2040 L RTP**

- 11. Agency Chapel Hill Planning/Transit

DRAFT

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$300	
17. Section 5303	NCDOT	10%	\$300	
18. Section 5303	FTA	80%	\$2,400	\$3,000 5303
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total:	3,000

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442301**
- 3. Task Code **II B 5**
- 4. Title **Forecast of Data to Horizon year**

- 5. Task Objective **To prepare 2040 projections of housing and employment for review and approval by Chapel Hill Town Council and use in development of 2040 LRTP**

- 6. Tangible Product Expected **Revised 2040 socio economic projections**

- 7. Expected Completion / Date of Products **December, 2011**

- 8. Previous Work

- 9. Prior FTA Funds (\$ amount/Funding Year) **\$5,000 (FY11) - 5303**

DRAFT

- 10. Relationship **Supports development of 2040 LRTP**
- 11. Agency Chapel Hill Transit (CHT)

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$4,000	
15. Section 104 (f) PL	FHWA	80%	\$16,000	\$20,000 PL
16. Section 5303	Local	10%	\$1,000	
17. Section 5303	NCDOT	10%	\$1,000	
18. Section 5303	FTA	80%	\$8,000	\$10,000 5303
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total:	30,000

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442301**
- 3. Task Code **II B 6**
- 4. Title ***Community Goals and Objectives***
- 5. Task Objective **To coordinate the development of MPO community goals and objectives with the development of Chapel Hill goals and objectives related to revisions to the Town's comprehensive plan.**
- 6. Tangible Product Expected **2040 MPO Community Goals and Objectives**
- 7. Expected Completion / Date of Products **Dec-11**

8. Previous Work

9. Prior FTA Funds (\$ amount/Funding Year)

10. Relationship

Supports development of 2040 LRTP

11. Agency

Chapel Hill Planning/Transit

DRAFT

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$500	
17. Section 5303	NCDOT	10%	\$500	
18. Section 5303	FTA	80%	\$4,000	\$5,000 5303
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total:	\$ 5,000

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442301**
- 3. Task Code **II B 7**
- 4. Title **Forecast Future Travel Patterns**

- 5. Task Objective **To review information from TRM and other sources to determine future travel patterns for LRTP design year**

- 6. Tangible Product Expected **Regional travel demand estimates**

- 7. Expected Completion / Date of Products **Jun-11**

- 8. Previous Work

- 9. Prior FTA Funds (\$ amount/Funding Year) **\$5,000 (FY11) - 5303**

- 10. Relationship **Supports development of 2040 LRTP**

- 11. Agency Chapel Hill Planning/Transit

DRAFT

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0
14. Section 104 (f) PL	Local	20%	\$600	
15. Section 104 (f) PL	FHWA	80%	\$2,400	\$3,000
16. Section 5303	Local	10%	\$300	
17. Section 5303	NCDOT	10%	\$300	
18. Section 5303	FTA	80%	\$2,400	\$3,000
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0
22. Additional Funds	Local	100%	\$0	\$0
			Total:	\$ 6,000

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442301**
- 3. Task Code **II B 10**
- 4. Title ***Transit Element of L RTP***

- 5. Task Objective **To prepare the transit element of the 2040 MPO L RTP**

- 6. Tangible Product Expected **2040 L RTP**

- 7. Expected Completion / Date of Products **Jun-11**

- 8. Previous Work

- 9. Prior FTA Funds (\$ amount/Funding Year) **\$5,000 (FY11) - 5303**

- 10. Relationship **Supports development of 2040 L RTP**
- 11. Agency **Chapel Hill Transit (CHT)**

D R A F T

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0
16. Section 5303	Local	10%	\$1,000	
17. Section 5303	NCDOT	10%	\$1,000	
18. Section 5303	FTA	80%	\$8,000	\$10,000
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	\$0
22. Additional Funds	Local	100%	\$0	\$0
			Total Funding Request:	\$ 10,000

- 1. MPO **Durham-Chapel Hill-Carrboro (DCHC)**
- 2. FTA Code **442301**
- 3. Task Code **II B 16**
- 4. Title **Financial Planning**
- 5. Task Objective **To provide input in to the development of the 2040 LRTP**
- 6. Tangible Product Expected **2040 LRTP**
- 7. Expected Completion / Date of Products **Jun-12**
- 8. Previous Work
- 9. Prior FTA Funds (\$ amount/Funding Year)

10. Relationship **Supports implementation of 2035 LRTP and 2040 LRTP**

11. Agency **Chapel Hill Transit (CHT)**

DRAFT

					<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0		
13. HPR - Highway	FHWA	80%	\$0		<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$1,000		
15. Section 104 (f) PL	FHWA	80%	\$4,000		<u>\$5,000 PL</u>
16. Section 5303	Local	10%	\$300		
17. Section 5303	NCDOT	10%	\$300		
18. Section 5303	FTA	80%	\$2,400		<u>\$3,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$2,000		
20. Section 5307 (planning)	NCDOT	10%	\$2,000		
21. Section 5307 (planning)	FTA	80%	\$16,000		<u>\$20,000 5307</u>
22. Additional Funds	Local	100%	\$0		<u>\$0 Misc.</u>
Total Funding Request:					<u><u>\$ 28,000</u></u>

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442301**
- 3. Task Code **II B 17**
- 4. Title ***Congestion Management Strategies***

- 5. Task Objective **To prepare congestion management strategies and programs for incorporation into 2040 LRTP**

- 6. Tangible Product Expected **TDM and TSM elements of the 2040 LRTP**

- 7. Expected Completion / Date of Products **Jun-12**

- 8. Previous Work

- 9. Prior FTA Funds (\$ amount/Funding Year)

- 10. Relationship **Supports development of 2040 LRTP**

- 11. Agency Chapel Hill Planning/Transit

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				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$1,000	
15. Section 104 (f) PL	FHWA	80%	\$4,000	<u>\$5,000 PL</u>
16. Section 5303	Local	10%	\$500	
17. Section 5303	NCDOT	10%	\$500	
18. Section 5303	FTA	80%	\$4,000	<u>\$5,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$0	
20. Section 5307 (planning)	NCDOT	10%	\$0	
21. Section 5307 (planning)	FTA	80%	\$0	<u>\$0 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding Request:	<u><u>\$ 10,000</u></u>

- 1. MPO **Durham-Chapel Hill-Carrboro (DCHC)**
- 2. FTA Code **442301**
- 3. Task Code **II C 1**
- 4. Title **Short Range Transit Plan**

- 5. Task Objective **To develop a 5-7 year transit capital and service improvement plan.**

- 6. Tangible Product Expected **Short Range Transit Plan**

- 7. Expected Completion / Date of Products **6/30/2012**

- 8. Previous Work **Comprehensive Operations Analysis**

- 9. Prior FTA Funds (\$ amount/Funding Year) **\$64,000 (FY11) - 5307**
- 10. Relationship
- 11. Agency **Chapel Hill Transit (CHT)**

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					Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0		
13. HPR - Highway	FHWA	80%	\$0		\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0		
15. Section 104 (f) PL	FHWA	80%	\$0		\$0 PL
16. Section 5303	Local	10%	\$0		
17. Section 5303	NCDOT	10%	\$0		
18. Section 5303	FTA	80%	\$0		\$0 5303
19. Section 5307 (planning)	Local	10%	\$5,000		
20. Section 5307 (planning)	NCDOT	10%	\$5,000		
21. Section 5307 (planning)	FTA	80%	\$40,000		\$50,000 5307
22. Additional Funds	Local	100%	\$0		\$0 Misc.
Total Funding Request:					\$50,000

- 1. MPO **Durham-Chapel Hill-Carrboro (DCHC)**
- 2. FTA Code **442100**
- 3. Task Code **III A 1**
- 4. Title **Planning Work Program**

- 5. Task Objective **To prepare the Chapel Hill element of the FY2013 PWP**

- 6. Tangible Product Expected **FY2013 PWP**
- 7. Expected Completion / Date of Products **Jun-12**
- 8. Previous Work **Development and management of the FY2010-11 PWP**
- 9. Prior FTA Funds (\$ amount/Funding Year) **\$1,288 (FY11) - 5303**
- 10. Relationship **Supports implementation of adopted LRTP**
- 11. Agency **Chapel Hill Planning/Transit**

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				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$400	
15. Section 104 (f) PL	FHWA	80%	\$1,600	\$2,000 PL
16. Section 5303	Local	10%	\$200	
17. Section 5303	NCDOT	10%	\$200	
18. Section 5303	FTA	80%	\$1,600	\$2,000 5303
19. Section 5307 (planning)	Local	10%	\$1,000	
20. Section 5307 (planning)	NCDOT	10%	\$1,000	
21. Section 5307 (planning)	FTA	80%	\$8,000	\$10,000 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding Request:	\$ 14,000

1. MPO	Durham-Chapel Hill-Carrboro (DCHC)		
2. FTA Code	442500		
3. Task Code	III B 1		
4. Title	TIP		
5. Task Objective	To monitor the adopted TIP and prepare information for amendments to TIP		
6. Tangible Product Expected	Updated TIP		
7. Expected Completion / Date of Products	Ongoing		
8. Previous Work			
9. Prior FTA Funds (\$ amount/Funding Year)	\$2,000 (FY11) - 5303		
10. Relationship	Supports implementation of adopted LRTP		
11. Agency	Chapel Hill Transit (CHT)		
			Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0
13. HPR - Highway	FHWA	80%	\$0
			<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$300
15. Section 104 (f) PL	FHWA	80%	\$1,200
			<u>\$1,500 PL</u>
16. Section 5303	Local	10%	\$300
17. Section 5303	NCDOT	10%	\$300
18. Section 5303	FTA	80%	\$2,400
			<u>\$3,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,800
20. Section 5307 (planning)	NCDOT	10%	\$1,800
21. Section 5307 (planning)	FTA	80%	\$14,400
			<u>\$18,000 5307</u>
22. Additional Funds	Local	100%	\$0
			<u>\$0 Misc.</u>
			<u><u>\$ 22,500</u></u>

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- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442100**
- 3. Task Code **III C 3**
- 4. Title **Minority Business Enterprise**
- 5. Task Objective **To assist businesses in becoming certified and enlisting needed services**
- 6. Tangible Product Expected
- 7. Expected Completion / Date of Products **Jun-12**
- 8. Previous Work
- 9. Prior FTA Funds (\$ amount/Funding Year)

10. Relationship

11. Agency Chapel Hill Transit (CHT)

				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
19. Section 5307 (planning)	Local	10%	\$500	
20. Section 5307 (planning)	NCDOT	10%	\$500	
21. Section 5307 (planning)	FTA	80%	\$4,000	\$5,000 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding Request:	\$5,000

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- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442100**
- 3. Task Code **III C 5**
- 4. Title ***Safety/Drug Control Planning***

- 5. Task Objective **To continue the training of employees**

- 6. Tangible Product Expected

- 7. Expected Completion / Date of Products **Jun-12**

- 8. Previous Work **Same**

- 9. Prior FTA Funds (\$ amount/Funding Year)

10. Relationship

11. Agency

Chapel Hill Transit (CHT)

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Totals By Funding
Source (100%)

12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
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14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
<hr style="border: 0.5px solid black;"/>				
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
<hr style="border: 0.5px solid black;"/>				
19. Section 5307 (planning)	Local	10%	\$2,000	
20. Section 5307 (planning)	NCDOT	10%	\$2,000	
21. Section 5307 (planning)	FTA	80%	\$16,000	\$20,000 5307
<hr style="border: 0.5px solid black;"/>				
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding Request:	<u>\$20,000</u>

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442100**
- 3. Task Code **III C 6**
- 4. Title ***Public Involvement***

- 5. Task Objective **To conduct marketing strategies and continue working with the public to increase ridership**

- 6. Tangible Product Expected **Positive customer view of the transit system.**

- 7. Expected Completion / Date of Products **Jun-12**

8. Previous Work

9. Prior FTA Funds (\$ amount/Funding Year)

10. Relationship

11. Agency Chapel Hill Transit (CHT)

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				<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,000	
20. Section 5307 (planning)	NCDOT	10%	\$1,000	
21. Section 5307 (planning)	FTA	80%	\$8,000	<u>\$10,000 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total Funding Request:	<u><u>\$10,000</u></u>

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442200**
- 3. Task Code **III D 4**
- 4. Title ***Regional or Statewide Planning***

- 5. Task Objective **Participate in the ongoing development of the Triangle LRT Alternatives Analysis**

- 6. Tangible Product Expected **LRT Alternatives analysis**

- 7. Expected Completion / Date of Products **Jun-12**

- 8. Previous Work

- 9. Prior FTA Funds (\$ amount/Funding Year) **\$5,000 (FY11) - 5303**
- 10. Relationship **Supports DCHC-MPO activities**
- 11. Agency Chapel Hill Transit (CHT)

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					<u>Totals By Funding Source (100%)</u>
12. HPR - Highway	NCDOT	20%	\$0		
13. HPR - Highway	FHWA	80%	\$0		<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$351		
15. Section 104 (f) PL	FHWA	80%	\$1,403		<u>\$1,754 PL</u>
16. Section 5303	Local	10%	\$2,000		
17. Section 5303	NCDOT	10%	\$2,000		
18. Section 5303	FTA	80%	\$16,000		<u>\$20,000 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,825		
20. Section 5307 (planning)	NCDOT	10%	\$1,825		
21. Section 5307 (planning)	FTA	80%	\$14,600		<u>\$18,250 5307</u>
22. Additional Funds	Local	100%	\$0		<u>\$0 Misc.</u>
			Total Funding:		<u><u>\$40,004</u></u>

- 1. MPO **Durham-Chapel Hill-Carrboro (DCHC)**
- 2. FTA Code **442100**
- 3. Task Code **III E 1**
- 4. Title **Management and Operations**

- 5. Task Objective **To assist, support and facilitate a comprehensive and coordinated process for transportation planning through participation in the DCHC MPO and related regional/statewide projects**

- 6. Tangible Product Expected **Ongoing**
- 7. Expected Completion / Date of Products **June, 2012**
- 8. Previous Work
- 9. Prior FTA Funds (\$ amount/Funding Year) **\$15,224 (FY11) - 5307 / \$29,808 (FY11) - 5303**
- 10. Relationship **Supports all other planning and reporting activities**
- 11. Agency **Chapel Hill Transit (CHT)**

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				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$3,000	
15. Section 104 (f) PL	FHWA	80%	\$12,000	\$15,000 PL
16. Section 5303	Local	10%	\$3,550	
17. Section 5303	NCDOT	10%	\$3,550	
18. Section 5303	FTA	80%	\$28,397	\$35,496 5303
19. Section 5307 (planning)	Local	10%	\$19,500	
20. Section 5307 (planning)	NCDOT	10%	\$19,500	
21. Section 5307 (planning)	FTA	80%	\$156,000	\$195,000 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total Funding Request:	\$245,496

Triangle Transit Authority (TTA)

	Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total	
		10%	10%	80%	10%	10%	80%					
II A	Surveillance of Change											
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$1,188	\$1,188	\$9,500	\$1,188	\$1,188	\$9,500	\$11,875	\$11,875
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan											
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$11,250	\$11,250	\$90,000	\$11,250	\$11,250	\$90,000	\$112,500	\$112,500
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$2,813	\$2,813	\$22,500	\$2,813	\$2,813	\$22,500	\$28,125	\$28,125
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$41,875	\$41,875	\$335,000	\$41,875	\$41,875	\$335,000	\$418,750	\$418,750
III-A	Planning Work Program											
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan											
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Req.											
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.											
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$49,250	\$49,250	\$394,000	\$49,250	\$49,250	\$394,000	\$492,500	\$492,500
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III E	Management & Operations											
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$0	\$0	\$0	\$106,375	\$106,375	\$851,000	\$106,375	\$106,375	\$851,000	\$1,063,750	\$1,063,750

- 1. MPO **Durham-Chapel Hill-Carrboro (DCHC)**
- 2. FTA Code **442400**
- 3. Task Code **II-A-5**
- 4. Title ***Transit System Data***

- 5. Task Objective **To collect route patronage, on-time performance data, 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 **6/30/2012**

- 8. Previous Work **Regional APC data work already undertaken**

- 9. Prior FTA Funds (\$ amount/Funding Year) **\$145,600 (FY11) - 5307**

- 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**

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				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$1,188	
20. Section 5307 (planning)	NCDOT	10%	\$1,188	
21. Section 5307 (planning)	FTA	80%	\$9,500	<u>\$11,875 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total	<u><u>\$11,875</u></u>

- 1. MPO **Durham-Chapel Hill-Carrboro (DCHC)**
- 2. FTA Code **442301**
- 3. Task Code **II-B-3**
- 4. Title **Travel Model Updates**
- 5. Task Objective **Support for Triangle Regional Model Service Bureau**
- 6. Tangible Product Expected **Updated Triangle Regional Model**
- 7. Expected Completion / Date of Products **6/30/2012**
- 8. Previous Work **Ongoing support of TRM service bureau**
- 9. Prior FTA Funds (\$ amount/Funding Year) **\$128,000 (FY11) - 5307**

10. Relationship

Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.

- 11. Agency **Service Bureau at ITRE responsible for task - Triangle Transit is a funding partner**

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Totals By Funding Source (100%)

12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$11,250	
20. Section 5307 (planning)	NCDOT	10%	\$11,250	
21. Section 5307 (planning)	FTA	80%	\$90,000	<u>\$112,500 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total	<u>\$112,500</u>

- 1. MPO **Durham-Chapel Hill-Carrboro (DCHC)**
- 2. FTA Code **442301**
- 3. Task Code **II-B-10**
- 4. Title **Transit Element of the LRTP**

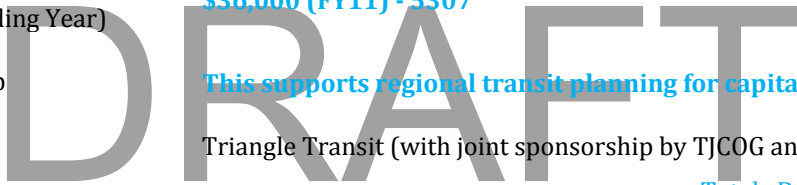
- 5. Task Objective **To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOG**

- 6. Tangible Product Expected **Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.**

- 7. Expected Completion / Date of Products **6/30/2012**

- 8. Previous Work **Continued and ongoing regional corridor analysis for LRTP and other projects**

- 9. Prior FTA Funds (\$ amount/Funding Year) **\$36,000 (FY11) - 5307**
- 10. Relationship **This supports regional transit planning for capital**
- 11. Agency **Triangle Transit (with joint sponsorship by TJCOG and I**



				Totals By Funding Source (100%)
12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	\$0 5303
19. Section 5307 (planning)	Local	10%	\$2,813	
20. Section 5307 (planning)	NCDOT	10%	\$2,813	
21. Section 5307 (planning)	FTA	80%	\$22,500	\$28,125 5307
22. Additional Funds	Local	100%	\$0	\$0 Misc.
			Total	\$28,125

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442400**
- 3. Task Code **II-C-1**
- 4. Title **Short Range Transit Planning**

5. Task Objective **This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to Triangle Transit's short-range transit service and facility planning; also planning and engineering to improve accessibility of Bus stops and facilities**

6. Tangible Product Expected **On-going staff salaries**

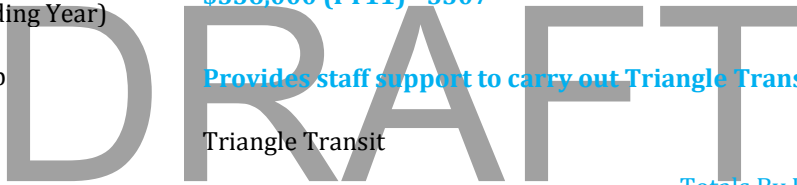
7. Expected Completion / Date of Products **6/30/2012**

8. Previous Work **Ongoing staff salaries**

9. Prior FTA Funds (\$ amount/Funding Year) **\$536,000 (FY11) - 5307**

10. Relationship **Provides staff support to carry out Triangle Transit planning**

11. Agency Triangle Transit



Totals By Funding Source (100%)

12. HPR - Highway	NCDOT	20%	\$0	
13. HPR - Highway	FHWA	80%	\$0	<u>\$0 HPR</u>
14. Section 104 (f) PL	Local	20%	\$0	
15. Section 104 (f) PL	FHWA	80%	\$0	<u>\$0 PL</u>
16. Section 5303	Local	10%	\$0	
17. Section 5303	NCDOT	10%	\$0	
18. Section 5303	FTA	80%	\$0	<u>\$0 5303</u>
19. Section 5307 (planning)	Local	10%	\$41,875	
20. Section 5307 (planning)	NCDOT	10%	\$41,875	
21. Section 5307 (planning)	FTA	80%	\$335,000	<u>\$418,750 5307</u>
22. Additional Funds	Local	100%	\$0	<u>\$0 Misc.</u>
			Total	<u><u>\$418,750</u></u>

- 1. MPO Durham-Chapel Hill-Carrboro (DCHC)
- 2. FTA Code **442302**
- 3. Task Code **III-D-3**
- 4. Title ***Special Studies***

5. Task Objective **Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP, including alternatives analysis activities, capital cost estimation, operating cost estimations, financial planning, and transit expert studies for corridors, alignments, and bus and rail service plans**

6. Tangible Product Expected **RFP and/or Technical Report**

7. Expected Completion / Date of Products **6/30/2012**

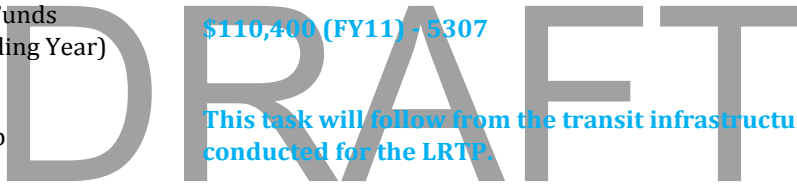
8. Previous Work **URS Reports, MAB Analyses, Jeff Parker Financial Analysis**

9. Prior FTA Funds (\$ amount/Funding Year) **\$110,400 (FY11) - 5307**

10. Relationship **This task will follow from the transit infrastructure planning conducted for the LRTP.**

11. Agency **Triangle Transit**

				Totals By Funding Source (100%)	
12. HPR - Highway	NCDOT	20%	\$0		
13. HPR - Highway	FHWA	80%	\$0	\$0 HPR	
14. Section 104 (f) PL	Local	20%	\$0		
15. Section 104 (f) PL	FHWA	80%	\$0	\$0 PL	
16. Section 5303	Local	10%	\$0		
17. Section 5303	NCDOT	10%	\$0		
18. Section 5303	FTA	80%	\$0	\$0 5303	
19. Section 5307 (planning)	Local	10%	\$49,250		
20. Section 5307 (planning)	NCDOT	10%	\$49,250		
21. Section 5307 (planning)	FTA	80%	\$394,000	\$492,500 5307	
22. Additional Funds	Local	100%	\$0	\$0 Misc.	
			Total	\$492,500	



Appendices C

Disadvantaged Business Enterprise (DBE) Contracting Opportunities

FY12 Forms

**CITY OF DURHAM
Anticipated DBE Contracting Opportunities for FY12**

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
DRAFT					

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.

**CITY OF DURHAM
Anticipated DBE Contracting Opportunities for FY11**

Name of MPO: DURHAM AREA TRANSIT AUTHORITY (DATA)

Person Completing Form: Pierre Owusu

Telephone Number: 919-560-5343 ext. 36214

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 PLANNED DBE CONTRACTING OPPORTUNITIES ASSOCIATED WITH THIS GRANT	DRAFT				\$0.00

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.

CHAPEL HILL
Anticipated DBE Contracting Opportunities for FY12

Name of MPO: Town of Chapel Hill

Person Completing Form: 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.	DRAFT			\$0	\$0

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.

PLACE HOLDER

(MISSING DBE FORM – TRIANGLE TRANSIT)

DRAFT

DCHC MPO STPDA Funding Table for FY 2010 through 2015 - Approved August 11, 2010 - with proposed change to be presented to the TAC in March 2011 and proposed change for FY12 UPWP

Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		2011		2012		2013		2014		2015		
					Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	
Carrboro	U-4726	DC	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684	Construction	\$168,684										
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway)	\$ 737,500	\$ 590,000			Construction	\$590,000								
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000	Planning	\$84,000	Construction	\$396,000								
Carrboro	U-4726	Dx	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700			Construction	\$214,700								
Carrboro	U-4726	DD	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960	Planning	\$ 65,000	Construction	\$363,960								
Carrboro	U-4726	Dx	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640					Construction	\$46,640						
Carrboro	U-4726	Dx	Bicycle Loop Detectors	\$ 37,500	\$ 30,000			Construction	\$30,000								
Carrboro	U-4726	Dx	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000						Construction	\$ 67,000					
Chapel Hill	TG-4731		Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332			Capital	\$ 204,332								
Chapel Hill	U-4727		Chapel Hill Transit Planning	\$ 1,357,500	\$ 1,086,000	UPWP/Plan	\$ 388,000	UPWP/Plan	\$ 373,000	UPWP/Plan	\$ 325,000						
Chapel Hill	U-4727		Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Plan	\$ 32,000	UPWP/Plan	\$ 48,000								
Chapel Hill	U-4726	P	CH - Culbreth Rd: Cobble Ridge to Rossburn sidewalk	\$ 135,000	\$ 108,000	Construction	\$ 108,000										
Chapel Hill	U-5119		NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000					Construction	\$ 452,000						
Chapel Hill	TT-5109		FCC Radio Communications (Upgrade fleet)	\$ 1,250,000	\$ 1,000,000			Capital	\$ 1,000,000								
Chapel Hill	U-4726	IG	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 700,000	\$ 560,000			Construction	\$ 560,000								
Chapel Hill	U-4726	IF	Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000			Construction	\$ 100,000								
Chapel Hill	U-4726	Ix	CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000			Construction	\$ 320,000								
Chapel Hill	U-4726	Ix	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000			Construction	\$ 150,000	Construction	\$ 150,000						
Chapel Hill	U-4727		Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000			UPWP/Plan	\$ 24,000								
Chapel Hill	U-4726	Ix	Bolin Creek Greenway construction	\$ 937,500	\$ 750,000							Construction	\$ 750,000				
Chapel Hill	TT-5109		Technology: Automatic Passenger Counters	\$ 55,811	\$ 44,649			Capital	\$ 44,649								
Durham	U-4445		NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000										
Durham	E-2921E		American Tobacco Trail Phase E - Durham, Durham County	\$ 1,680,000	\$ 1,344,000	Construction	\$1,344,000										
Durham	U-4726	HL	Barbee Rd. (Orindo to Pearsons town Elem.) Sidewalk	\$ 19,600	\$ 15,680	Construction	\$15,680										
Durham	U-4726	HL	DATA Sidewalk	\$ 19,800	\$ 15,840	Construction	\$15,840										
Durham	C-4928		Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,560,000	\$ 1,248,000	Planning	\$ 317,400	Construction	\$930,600								
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								
Durham	U-3804		Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915	Construction	\$64,915										
Durham	U-4726	Hx	Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 1,174,716	\$ 939,773	Planning	\$ 171,086			Construction	\$768,687						
Durham	U-4726	Hx	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000					Construction	\$412,000						
Durham	U-4726	Hx	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000			Planning	\$83,400			Construction	\$ 472,600				
Durham	U-4726	Hx	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,315,484	\$ 1,052,387			Planning	\$157,858			Construction	\$ 894,529				
Durham	U-4726	Hx	DUR - Holloway St sidewalks	\$ 157,106	\$ 125,685								Construction	\$ 125,685			
Durham	TT-5110		Technology: Automatic Passenger Counters	\$ 98,490	\$ 78,792			Capital	\$78,792								
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and sidewalks	\$ 251,000	\$ 200,800			Construction	\$200,800								
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
LPA	U-4727		UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Plan	\$ 56,000										
LPA	U-4727		UPWP - Bike/Ped (non-motorized trip)Model Development	\$ 175,000	\$ 140,000	UPWP/Plan	\$ 113,500	UPWP/Plan	\$ 26,500								
LPA	U-4727		UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	UPWP/Plan	\$ 160,000										
LPA	U-4727		UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 200,000										
LPA	U-4727		UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Plan	\$ 40,000										
LPA	U-4727		UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 50,000								
LPA	U-4727		UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Plan	\$ 55,100	UPWP/Plan	\$ 44,900								
LPA	U-4727		UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 150,000				
LPA	U-4727		UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Plan	\$ 100,000						
LPA	U-4727		UPWP - Transit Studies	\$ 546,454	\$ 437,163					UPWP/Plan	\$ 137,163	UPWP/Plan	\$ 300,000				
NCDOT	EB-4707		Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$511,200	Construction	\$3,200,000								
Triangle Transit	TT-4911		Technology: Automatic Passenger Counters	\$ 49,245	\$ 39,396			Capital	\$39,396								
			\$ 31,312,237	\$ 25,049,789			\$ 5,233,699	\$11,469,096		\$3,425,449		\$ 3,333,655		\$ 846,055		\$ 741,836	

Proposed Change - March 2011
 UPWP changes to be approved as part of FY12 UPWP

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 12, 2011

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

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

- Indicates that task is ongoing and not complete.
- ✓ Indicates that task is complete.

2010-2011 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP – September 2011 – Depends on NCDOT Schedule
- 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 – May 11, 2010
- ✓ Documentation and Final Presentation – June 2010
 - Local agency review – ongoing
 - Additional study to address issues raised during public comment
 - Study completion – December 2011

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Database development – ongoing.
- Phase 2 to commence in July 2011

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- ✓ Data development in on-going
- Phase 2- Parcel level model for DCHC – To commence in July 2011
 - Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 completed
- Sensitivity analysis and testing in progress
- White Paper on non-motorized prioritization tool

MPO Parking Survey and Study (postponed)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

MPO Community Viz. Scenarios Planning and Visualization

- ✓ Project kick- off in November 2010 – completed
- Data collection
- Build Scenario Planning Tool
- Develop and approve Place Typology – Place Type Palette
- Focus Group Meetings
- Trend Forecasts
- Partnering Strategy
- Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

Contract Number: C201487	Route: US-15
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3450, U-4009, U-4012
Length: 1.769 miles	Federal Aid Number: BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.	
Contractor Name: DLB, INC DBA DLB INC (OF VA)	
Contract Amount: \$18,810,912.36	Cost Overrun/Underrun: 6.88%
Availability Date: 10/1/2007	Letting Date: 8/21/2007
Completion Date: 8/1/2010	Work Began: 10/1/2007
Revised Completion Date: 8/3/2010	Estimated Completion: 3/15/2011
Last Estimate Thru: 11/30/2010	Scheduled Progress: 100%
Last Estimate Paid: 3/2/2011	Actual Progress: 93.65%

Contract Number: C201994	Route: NC-147
Physical Division: 5	County: Durham
Administrative Division: 15	TIP Number: U-4763B
Length: 4.2 miles	Federal Aid Number: TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE	RE Phone Number: (919)836-4873
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	Cost Overrun/Underrun:
Availability Date: 9/19/2008	Letting Date: 8/5/2008
Completion Date: 7/1/2011	Work Began: 8/3/2009
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202064	Route: SR-2028
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3309A
Length: 1.165 miles	Federal Aid Number: STP-2028(4)
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
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	Cost Overrun/Underrun: 2.69%
Availability Date: 2/1/2010	Letting Date: 12/15/2009
Completion Date: 8/15/2011	Work Began: 2/8/2010
Revised Completion Date:	Estimated Completion: 8/15/2011
Last Estimate Thru: 10/31/2010	Scheduled Progress: 30.5%
Last Estimate Paid: 11/8/2010	Actual Progress: 36.49%

Contract Number: C202277	Route: I-40
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-2000AF, R-5164B
Length: 3.56 miles	Federal Aid Number: STM-540(15)
Resident Engineer: Jeffrey D. Allen, PE	RE Phone Number: (919)733-9499
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: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$7,577,355.48	Cost Overrun/Underrun: -4.6%
Availability Date: 3/1/2010	Letting Date: 1/19/2010
Completion Date: 12/31/2010	Work Began: 4/1/2010
Revised Completion Date: 1/9/2011	Estimated Completion: 5/1/2011
Last Estimate Thru: 1/7/2011	Scheduled Progress: 100%
Last Estimate Paid: 1/12/2011	Actual Progress: 96.85%

Contract Number: C202340	Route: SR-1321
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3804
Length: 1.07 miles	Federal Aid Number: STM-0505(50)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680

<p>Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE). Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$4,222,625.78 Cost Overrun/Underrun: 0% Availability Date: 8/30/2010 Letting Date: 7/20/2010 Completion Date: 6/15/2012 Work Began: 9/30/2010 Revised Completion Date: Estimated Completion: 6/15/2012 Last Estimate Thru: 1/7/2011 Scheduled Progress: 12% Last Estimate Paid: 2/1/2011 Actual Progress: 9.32%</p>	
<p>Contract Number: C202493 Route: I-85 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164A Length: 9.6 miles Federal Aid Number: STM-085-4(114)171 Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 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 Cost Overrun/Underrun: -8.96% Availability Date: 3/15/2010 Letting Date: 1/19/2010 Completion Date: 12/16/2010 Work Began: 8/4/2010 Revised Completion Date: Estimated Completion: 4/30/2011 Last Estimate Thru: 2/7/2011 Scheduled Progress: 100% Last Estimate Paid: 2/17/2011 Actual Progress: 97.58%</p>	
<p>Contract Number: C202538 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 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 22.96 miles Federal Aid Number: Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 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 Cost Overrun/Underrun: 0% Availability Date: 3/15/2010 Letting Date: 1/19/2010 Completion Date: 12/16/2010 Work Began: 4/5/2010 Revised Completion Date: Estimated Completion: 4/30/2011 Last Estimate Thru: 2/22/2011 Scheduled Progress: 100% Last Estimate Paid: 2/28/2011 Actual Progress: 91.88%</p>	
<p>Contract Number: C202610 Route: NC-147 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164D Length: 6.8 miles Federal Aid Number: STM-0147(3) Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$4,274,880.20 Cost Overrun/Underrun: Availability Date: 3/15/2011 Letting Date: 9/21/2010 Completion Date: 11/1/2011 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>Contract Number: C202613 Route: - Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164E Length: 7.59 miles Federal Aid Number: STM-0070(140) Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680 Location Description: 1 SECTION OF US-70 BUS, 13 SECTIONS OF US-15/501 BUS, 1 SECTION OF NC-751 AND 4 SECTIONS OF SECONDARY ROADS.</p>	

Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$1,844,694.96 **Cost Overrun/Underrun:**
Availability Date: 3/15/2011 **Letting Date:** 9/21/2010
Completion Date: 9/2/2011 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: DO00069 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102G
Length: 0 miles **Federal Aid Number:** BRNHS-0147(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: S & D INDUSTRIAL PAINTING, INC.
Contract Amount: \$922,562.15 **Cost Overrun/Underrun:**
Availability Date: **Letting Date:** 8/19/2010
Completion Date: **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: DO00070 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102E
Length: 0 miles **Federal Aid Number:** BRZ-1940(2)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: ASTRON GENERAL CONTRACTING COMPANY INC
Contract Amount: \$1,079,557.80 **Cost Overrun/Underrun:**
Availability Date: **Letting Date:** 8/19/2010
Completion Date: **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: DO00076 **Route:** -
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102F
Length: 0 miles **Federal Aid Number:** BRSTP-1959(5)
Resident Engineer: Jeffrey D. Allen, PE **RE Phone Number:** (919)733-9499
Location Description: BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.
Type of Work: BRIDGE PAINTING.
Contractor Name: SAFFO CONTRACTORS INC
Contract Amount: \$1,138,000.00 **Cost Overrun/Underrun:**
Availability Date: **Letting Date:** 9/2/2010
Completion Date: **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

County	WBS #	Route	Location Description	Amount	Status
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern = 59.94% compl.; ARRA funds added(\$47,488)-pedestrian bridge design under review
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction =100% compl.; M.A. compl. 7/14/10-revised to 9/14/10; Final 10/27/10; Invoice reimb. pending add'l. documentation
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping =75% compl.; warranty period underway; final compl. 4/30/12
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.; 100% compl.; final est pending
Orange	R-5178B	NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave.	Mill, resurface, and replace curb and gutter	\$200,000.00	ARRA-Eastern Services, LLC dba Raleigh Paving=100% compl.- final est. paid
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= 100% compl. - punchlist pending
Orange	U-3306 34913.3.ST1 STM-1733 (16)	SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	Grading, drainage, paving, signals, curb and gutter, retaining wall	\$13.4 million	Yates Construction Co., Inc. began const. 9/710= 9.21% complete
Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. = 24.06% compl. -conduit installation underway-aerial pending; cabinets to be installed March 2011

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO
ARRA**

Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$284,176.00	ARRA- Centurion Construction Co.=100% compl. ; M.A. compl. rev. to 9/2/10; Final 10/27/10; Final invoice to be revised
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; =100% compl.; M.A. compl. rev. to 9/2/10; Final 10/27/10; Final invoice to be revised
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 =56% compl.-const. of pedestrian bridge & 100' greenway pending; inv. reimbursed; Suppl. Const. Agree. for bridge approved; Suppl. Agreement to extend compl. date to 6/30/11
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.= 50 +% compl.; M.A. compl. 7/24/11-rev. to 9/17/11; Const. Suppl. for drainage app. by JMM; Inv. reimb. for pay appl. #3-#7 compl.
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
			NONE		

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	\$140,000.00	ALS of N.C., Inc. avail. 12/1/10 for compl. 6/1/11; additional funds approved 12/9/10
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 (ARRA)
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. =100% compl. pending final pavement markings
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 sent to Town for execution 3/9/10-resent 9/30/10; Const. FY '10-'11
Orange	43030	SR 1843 (Seawell School Rd.)	Safety improvements near railroad crossing #736157R (signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers)	\$45,000	F.A. construction - est. compl. 5/30/11
Orange	43114	SR 1005 (Jones Ferry Road) at SR 1937 (Old Fayetteville Road)	Install a pedestrian countdown signal and crosswalk	\$20,000	Project to be installed by Traffic Services
Orange	7CR.10681.22 7CR.20681.22 7.106812 7.206812	US 15 from Morgan Creek Rd. to E. Franklin St. and 3 secondary roads	Widening, milling and resurfacing	\$2.258 million \$1.3 million	S.T. Wooten Corp.- Let 11/16/10 Avail. 4/4/11 Int. compl. Maps 1-5 8/12/11 Map 7 8/19/11 Final 9/5/11
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 - =100% compl.; Final 11/2/10; observation period for markings underway; claim pending

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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	FSC II, LLC dba Fred Smith Co.(C.C. Mangum Co., LLC)=15.2% compl.; Work began 8/9/10 on WB; work to resume late March 2011 -seasonal limitations in effect
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	Barrett, Irvin & Jordan, Contractors, Inc.(DG00048) Avail. 4/15/11 for compl. by 9/1/11
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	Final plans complete; utility relocation and right of way acquisition pending-staking underway; est. Let date = 6/21/11
Orange	42423.3 42423.1 SS -4907 V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl.& Design pending; est. Let =12/20/11; flasher has been installed by separate project
Orange	SR-5000 S 40922.1.18 PE	Carrboro Elementary School	Safe Routes to Schools- Education, encouragement, evaluation, and neighborhood outreach	\$12,865	Municipal Agreement with Town
Orange	SS-4907 AC 43040.1.1 PE 07-10-727	SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Installation of a left turn lane on Erwin Rd. and a traffic signal	\$10,000 PE \$1000 R/W \$239,000 C	Roundabout requested by MPO- est. cost = \$426,559
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Durham/ Orange	EB-4707	DURHAM/ CHAPEL HILL (SR 1838/SR 2220) FROM SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY	Bicycle improvements(Bikeway and signals)	\$5.45 million	Delayed
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.85 million	Nov. 15, 2011

New York rail system suffers through brutal winter

The Associated Press - Posted February 6, 2011

NEW YORK - When members of Congress met recently to discuss revitalizing passenger trains in the United States, they chose Grand Central Terminal, a majestic hub of New York's vaunted mass transit system. From a balcony above the main concourse, Mayor Michael Bloomberg told lawmakers he rides the subway every day and called high-speed passenger rail "the track to the future."

But to actual New York commuters, such talk rings hollow these days.

Mechanical breakdowns, stranded trains, rising fares and the governor's plans to cut another \$100 million from the Metropolitan Transportation Authority's budget have left travelers fuming. An onslaught of snowstorms has exposed the rail system's weaknesses, shorting out electric motors and snapping electric lines. On Monday the Metro-North commuter line will cut service on its popular New Haven line because half of its trains are in the shop.

"I don't see New York's mass transit system as a model for anybody," said Jim Griffin, 36, who rides every day from South Norwalk, Conn. to an office in Times Square. "You name the excuse, we've heard it this winter."

Besides the largest-in-the-nation subway system, New York has the nation's largest concentration of passenger railroads. Speedy Acela trains bring travelers from Washington, D.C. and Boston on Amtrak's Northeast Corridor line. The Long Island Rail Road, the nation's largest commuter rail road, and Metro-North Railroad serve more than 500,000 daily riders east and north of the city. NJ Transit and the Port Authority's PATH trains go west.

The Obama administration has called the Northeast Corridor a "gem" and says it wants to replicate its success nationwide with a \$13 billion plan for new high-speed rail lines. In his State of the Union address last month, President Barack Obama said he wants to bring high-speed train travel to 80 percent of Americans. The federal government poured \$188 million of Recovery Act funds into commuter rail projects last year, from new regional trains in Oregon to upgraded switches on Baltimore's light rail system.

But for rail riders in New York, it's been a season of disappointments.

In October, New Jersey Gov. Chris Christie killed plans to build a second commuter rail tunnel under the Hudson River. The project would have been the United States' biggest public works project, with a cost of \$9 billion to \$14 billion.

The tunnel project was aimed at easing congestion at rush hour, when dozens of NJ Transit and Amtrak trains must travel over the same bridge over the Hackensack River in New Jersey, then through a single tunnel into Manhattan.

In December, the MTA hiked fares between 9 percent and 17 percent, depending on a rider's train or bus route. A monthly subway pass shot up from \$89 to \$104. The MTA had already eliminated the one-day and two-week passes, which were popular with tourists.

"We're paying more for a lot less," said Amy Yakuboff, 25, who rides the subway from Brooklyn to 23rd Street in Manhattan. "I don't think people on the national level know what a botched system it is."

Then a string of snow and ice storms blasted the region, severing electrical lines, clogging up switches and shorting out signals.

In New York, hundreds of passengers spent the night of Dec. 26 shivering in a train that was trapped by snow on an above-ground section of the New York subway, and spent hours stranded in similar trouble in Brooklyn a couple of weeks later.

Amtrak suspended busy routes from New York to Philadelphia, Boston and other points multiple times during the storms; dozens of trains on other commuter lines were canceled. On Wednesday, rush-hour NJ Transit travelers from the New Jersey suburb of Millburn were forced to make a detour through Hoboken, N.J. and lower Manhattan, turning a 15-mile trip that normally takes 40 minutes into a two-hour slog.

On Metro-North's New Haven line, which runs along the Connecticut coast, snowstorms have blown snow into the cooling vents atop trains that were built in the 1970s. The melting snow has since shorted out the electric motors that move the cars, said Marjorie Anders, a spokeswoman for Metro-North, part of the MTA.

Snow also shorted out door motors and safety sensors, she said. In a YouTube video posted by one commuter on Jan. 24, passengers stand a few feet from an open door as a New Haven train hurtles along an elevated track in Harlem and into a tunnel.

By Wednesday, 150 of the New Haven line's 320 cars were in the shop because of snow-related breakdowns. Metro North said it was cutting the number of peak-hour trains by 10 percent. About 67,000 customers use the line.

"This is an anomaly," Anders said. "We run a very fine railroad. We've just never had a winter like this."

Griffin says his 55-minute commute from Connecticut has turned into a three-hour ordeal in standing-room-only cars.

"You never know what you're going to face every morning," he said. "You have people on the platform every morning waiting for a train that never comes."

The budget proposal unveiled by Cuomo on Tuesday — slashing another \$100 million from the MTA's \$11.3 billion budget — could further strain the system. The agency promised not to raise fares immediately, but said it is unsure how it will comply with the cuts.

"Because the MTA has already taken unprecedented measures to reduce costs, finding an additional \$100 million in 2011 will be very painful," the nation's largest mass transit agency said in a written statement. "As we continue cost-cutting, further reductions become harder and harder to achieve."

Obama's high-speed rail is much different than the passenger railroads that serve New York today, said Allen Haley, a railroad consultant based in Marathon, Texas. The Obama proposal calls for inter-city trains that would travel at speeds up to 220 mph, with fewer stops along the way.

Bloomberg said such trains would reduce the strain on New York's airports by diverting passengers who travel short distances. Weather-related flight cancellations this winter caused a ripple effect that snarled air travel around the U.S.

Bill Henderson, executive director of an MTA citizens' advisory committee, said federal money might be better spent fixing the trains that exist.

"Maybe you can get more effective use of the money by improving what you have instead of building a new high-speed system," Henderson said.

Transportation Center earns top honor at SPACE Awards

The Herald-Sun by the City of Durham Posted February 6, 2011

DURHAM -- The Durham Station Transportation Center, the city's multimodal center built in 2009, received top honors at Triangle Business Journal's SPACE Awards banquet recently.

"For those of us who remember the dilapidated hotel that once stood on this site, the Durham Station Transportation Center not only represents progress, but also a bold step toward improving mobility, access, and connectivity for our community," Mayor Bill Bell said, referring to the old Heart of Durham Hotel. "I am extremely proud that this 'top' award speaks to the building's value as a real estate and economic development project in our region."

The architect, The Freelon Group, Inc., designed the facility to serve transit needs and to embrace energy conservation.

According to Mark Ahrendsen, director of the city's Department of Transportation, the Durham Station has been a vital asset to the community that provides multiple alternatives to automobile traffic, reducing the number of vehicle trips and ultimately reducing the level of pollutant emissions that affect air quality, an essential component needed to support a growing city.

"This award acknowledges the city's continued efforts and commitment to promoting thriving, livable communities and economic

development as well as the continued renewal and revitalization of downtown Durham," Ahrendsen said.

There were nearly 100 nominations for the 2011 SPACE Awards. Other SPACE Award recipients in Durham include two downtown businesses -- Beyu Caffé and Precision BioSciences -- as well as the Research Tri-Center Industrial Park, which received an award for top sales transaction, \$76.95 million.

Syngenta Biosciences made the Top Land Sales Transaction and received second-place honors for its Top Flex/Warehouse Lease Deal in Keystone Park in Durham. The American Underground project at the American Tobacco Campus in downtown Durham received honorable mention in the Top Space Build-Out Project.

Winners were chosen by judges from the Triangle based on submitted nominations.

Durham Station Transportation Center received top honors in the 2009 Golden Leaf Award for Community Appearance in which it competed against the neighboring Durham Performing Arts Center, another award-winning city facility.

Durham Station is a two-story, 10,300-square-foot building which serves 4.5 million of Durham Area Transit Authority's 5 million annual passengers. It features 20 canopied bus bays, six parking spaces for taxicabs, disability parking and short-term parking as well as bicycle racks and a drop-off location for "kiss and ride."

To learn more, visit http://data.durhamnc.gov/durham_station.cfm.

How we can use existing transportation dollars for job growth (The Hill)

President Obama said in the State of the Union address that to win the future: "We'll put more Americans to work repairing crumbling roads and bridges. We'll make sure this is fully paid for, attract private investment, and pick projects based [on] what's best for the economy, not politicians."

Now it's time for elected leaders to make good on these promises by making smart investments to help keep our country on the road toward economic recovery. How can we pick projects that are best for the economy? We can start by putting more focus on fixing our existing roads, bridges and public transportation, and providing people with more transportation choices. You don't have to look any further than the stimulus to see why.

The 2009 American Recovery and Reinvestment Act (ARRA) was designed by Congress to stimulate the economy and put people back to work. As part of ARRA, states received \$26.6 billion in flexible transportation funds to create jobs and spur the economy.

As President Obama said during the State of the Union, smart transportation strategies can attract new business and bring millions in private sector investment and revenue.

Which states translated those dollars into jobs and economic growth?

According to a recently released study from Smart Growth America, a national organization that advocates for transportation policies that support businesses, create jobs and provide more options for how people get around, states that maintained and repaired existing roads and bridges and invested in public transportation projects created the most jobs. The states that ranked poorly spent their funds building new roads and bridges.

Historically, investments in public transportation generate 31 percent more jobs per dollar than new roads; road and bridge repairs create 16 percent more jobs per dollar than new construction. Why? Because these projects invest more in workers and their paychecks and less in land, which has little or no stimulative or reinvestment value.

The new study documents an even more dramatic finding in ARRA; each dollar spent on public transportation produced 70 percent more job hours than a dollar spent on highway programs.

Unfortunately, only 1.7 percent of the stimulus' flexible transportation money was allocated to the top job creator: public transportation. Fifty-nine percent of this money went to the second largest job creator: preserving and maintaining roads. And while this might seem good, as a country we have hundreds of billions in repair backlogs that we can't afford to pay now.

Spending nearly 40 percent of the money on the activity that creates the least jobs – to add to an infrastructure that we already can't maintain – seems like a missed opportunity.

We have to do better. President Obama's speech provides us with a call to action that we hope local, state and federal government will heed.

Governors and legislatures are beginning to make the hard choices about next year's spending priorities. The good news is they can produce more jobs with existing dollars. We urge them to reprioritize their transportation funding and focus on projects that will provide the strongest economic stimulus: repair and maintenance of existing roads and bridges and investment in public transportation.

Past decisions about transportation spending are detours, not dead ends. While the golden opportunity of ARRA funding has passed, state and federal governments can learn the lessons of ARRA and meet President Obama's challenge to do what is best for the economy.

Smarter transportation spending makes sound economic sense. Plus, people are asking for it. According to a recent national survey conducted by Smart Growth America, 91 percent of voters believe that maintaining and repairing our roads and bridges should be the top or a high priority for state spending on transportation programs, and 68 percent believe that expanding and improving bus, rail, van service, biking, walking, and other transportation choices should be the top or a high priority.

Rebuilding the economy is the most significant issue of our generation. At this critical moment, we must spend the money we have effectively. Wise spending of transportation dollars produces immediate results in jobs and economic prosperity, and also gives us the long-term infrastructure we need to prosper in a competitive world. With smart transportation funding, our leaders have the opportunity to win the future.

Christine Todd Whitman is the former governor of New Jersey and a former U.S. Environmental Protection Agency administrator. Parris Glendening is the former governor of Maryland, and is the president of the Smart Growth America Leadership Institute, which helps state and local elected, civic and business leaders design and implement effective smart growth strategies.

By Christine Todd Whitman and Parris Glendening – 02/07/11 10:43 AM ET

Obama to call for \$53B for high-speed rail

By JULIE PACE, Associated Press Julie Pace, Associated Press – February 8, 2011

WASHINGTON – President Barack Obama is calling for a six-year, \$53 billion spending plan for high-speed rail, as he seeks to use infrastructure spending to jumpstart job creation.

An initial \$8 billion in spending will be part of the budget plan Obama is set to release Monday. If Congress approves the plan, the money would go toward developing or improving trains that travel up to 250 miles per hour, and connecting existing rail lines to new projects. The White House wouldn't say where the money for the rest of the program would come from, though it's likely Obama would seek funding in future budgets or transportation bills.

Obama's push for high-speed rail spending is part of his broad goal of creating jobs in the short-term and increasing American competitiveness for the future through new spending on infrastructure, education and innovation. During last month's State of the Union address, Obama said he wanted to give 80 percent of Americans access to high-speed rail within 25 years.

At the same time he's calling for new spending on sectors like high-speed rail in the upcoming budget, Obama also has pledged to cut overall spending as he seeks to bring down the nation's mounting deficit. The White House has said environmental programs for the Great Lakes, and block grants for community service and community development are among the programs that will face cuts.

But it's unlikely the cuts Obama proposes in the budget will be enough to appease the GOP. Republicans now controlling the House have promised to slash domestic agencies' budgets by nearly 20 percent for the coming year.

The White House has said cuts must be cautious, arguing that drastic reductions in spending could cause the still-fragile economic recovery to stall. Vice President Joe Biden said Tuesday the administration wouldn't compromise when it comes to spending on the infrastructure, education and innovation programs Obama is touting.

"We cannot compromise. The rest of the world is not compromising," Biden said in Philadelphia at an event announcing the high-speed rail initiative.

Obama's call for increased spending on high-speed rail projects is nothing new. He's long seen the sector as an area of opportunity for creating jobs and improving the nation's transportation system. His administration awarded \$10 billion in federal grants for high-speed rail projects last year, including \$2.3 billion for California to begin work on an 800-mile-long, high-speed rail line tying Sacramento and the San Francisco Bay area to Los Angeles and San Diego; and \$1.25 billion to Florida to build a rail line connecting Tampa on the West Coast with Orlando in the middle of the state, eventually going south to Miami.

Some Republicans have been critical of Obama's plans to expand high-speed rail across the country. House Transportation Committee Chairman John Mica, R-Fla., has urged the administration to focus its spending on the crowded Northeast rail corridor.

"Rather than focusing on the Northeast corridor, the most congested corridor in the nation and the only corridor owned by the federal government, the administration continues to squander limited taxpayer dollars on marginal projects," Mica said Tuesday in a statement.

Last summer, Obama laid out a plan to invest \$50 billion in highways, bridges, transit, high-speed rail and airports, adding it to the first year of a six-year transportation bill. Congress didn't act on the proposal before adjourning last year, but LaHOOD has said he hopes to have a bill on Obama's desk by August.

Wake voters won't (but maybe Orange & Durham voters will) be asked to vote on transit tax hike this year

The News and Observer By BruceSiceloff February 10, 2011

The Wake County commissioners have given up on the prospect of a referendum this year on a half-cent sales tax to pay for beefed-up bus and rail transit service.

Orange and Durham leaders say they still might consider holding their votes in November. But it will be May 2012, at the earliest, before Wake voters are asked to consider a transit tax hike.

Transportation planners in Wake are running out of time to map detailed bus routes and train plans that would need several levels of approval – by county commissioners and 12 town boards – before voters could be asked to pay for them.

And David Cooke, the Wake County manager, said voters might not want to consider a new transit tax when state and local governments are preparing to slash spending.

"In the public's mind, it's a tough sell on why – if you're in a position to cut service or lay off employees – to have a conversation about adding a new revenue stream so you can do something new," Cooke said.

Transit advocates across the region had hoped to see all three counties vote together this fall on whether to raise the sales tax to finance a network of better bus schedules and new rail transit lines – either rush-hour commuter trains or frequent light-rail trains, or both.

"I think there's more power with a regional approach," said Ellen Reckhow, a Durham County commissioner. "But depending on the climate, there might still be an appetite to move forward" in Durham and Orange counties.

Bill Bell, the Durham mayor, said, "I don't want to wait on Wake, simply because Wake says we're not going to do it until 2012."

State law authorizes voters in the three Triangle counties to pay for transit improvements by taxing themselves an additional 5 cents on every \$10 sale. The counties can act together or separately if their respective boards of commissioners agree on transit service improvements and on a fiscal plan, and if they vote to hold a referendum.

Planners are mapping routes that would serve residents of each county individually and also connect the region together. Orange and Durham officials are developing plans to build up bus service on U.S. 15-501 from Durham to Chapel Hill, then build electric-powered light-rail or a bus rapid transit line between the two cities.

Bus route structure review discussed

The Herald-Sun By Ray Gronberg February 11, 2011

DURHAM -- Triangle Transit's general manager told City Council members Thursday to steel themselves for criticism if they consider reorganizing the Durham bus system's route structure.

"Chances are the few people who won't benefit will be louder than those who will," said David King, who said his agency would be asking the council to fund a comprehensive route and schedule evaluation in the city's fiscal 2011-12 budget. "So, be ready."

King added that it's clear the Durham Area Transit Authority's route structure needs work.

Officials at Triangle Transit, which began operating the system for the city starting Oct. 1, believe "there's an opportunity for real efficiencies" in a revamp of the network, he said.

Already, it looks like "route changes and deviations that have been added on kind of piecemeal for years and years in some cases may very well have yielded some pretty slow and unproductive routes," King said.

The pitfall in making changes is that people who might oppose them inherently will be more motivated to speak up than the people who'd stand to gain, he said.

"I call this the 'three and 50' rule," King told council members. "The people who will not benefit from those changes -- let's say the bus is now two blocks away and it used to be right in front of their house -- they know your phone number. And three of them will call and say, 'I don't like this because I might have to walk a block.' The 50 people who will benefit won't call you, because they won't be real clear on what the benefit is."

He also noted that the City Council, under its agreement with Triangle Transit, holds the power to veto route changes.

But any recommended changes "will be offered in the spirit of taking the same resource, in terms of money, and buses, that we currently throw into the system and making them carry more people and be a bigger asset to the city and its mobility," King said.

Triangle Transit agreed not to make any big changes to routes in its first year of operating DATA for the city. But officials on both sides also said that part of the new operator's job, long term, is to look for efficiencies.

Mayor Bill Bell -- who's also a member of Triangle Transit's board of directors -- signaled earlier in the week that he's backing the agency's request for a route study. It was among the major initiatives he mentioned in his annual state of the city address.

Triangle Transit is getting set to tinker with four routes that are suffering chronic problems with running late. The first move on that front is coming on Feb. 21 and will affect DATA's Route 15, which connects the downtown bus station to Wake County's Brier Creek shopping center.

King said the fixes are "relatively minor" but necessary.

"When one route operates chronically late, and everybody is based on getting to the Durham Station on the hour or transferring, the one route can make the whole system late," he said. "So we're going to take [on] a few of those that are relatively simple fixes."

Council members voiced no objections Thursday to either the short-term fixes or the idea of a broader network reassessment.

Historically, through, they've been reluctant to get behind changing existing bus routes.

In fact, a routing dispute two years ago with the former DATA board of trustees supplied one of the sparks that eventually led the council to get behind City Manager Tom Bonfield's proposal to put Triangle Transit in charge.

The since-disbanded DATA board wanted to eliminate a spur on Route 3 that served Merrick-Moore Elementary School. It was serving only about five riders a day, but after the school's principal lobbied against a change, council members ordered the spur's retention. Several also made it clear they were open to taking away the board's authority over routes.

Florida Governor Rejects Tampa-Orlando High-Speed Rail Line

The New York Times By TIMOTHY WILLIAMS February 16, 2011

In the most significant blow yet to the Obama administration's vision of a national high speed rail line, Gov. Rick Scott of Florida on Wednesday rejected plans for a high-speed rail link from Tampa and Orlando, in the process turning down more than \$2 billion in federal funds and thwarting a critical piece of a proposed nationwide network.

Mr. Scott is the third Republican governor elected in November to turn down a portion of the administration's national rail system, joining John Kasich of Ohio and Scott Walker of Wisconsin. Each of the three replaced governors who had lobbied for the funds.

Mr. Scott's move comes a little more than a week after Vice President Joseph R. Biden Jr. called for spending \$53 billion on passenger trains and high-speed rail projects over the next six years as part of the administration's goal of making high-speed rail accessible to 80 percent of Americans within 25 years.

The Tampa-to-Orlando segment, one of two high speed lines in which trains would travel as fast as 225 miles per hour, was to be the showpiece of that initiative — in part because the government already owned much of the right-of-way along the route, which would allow it to be built relatively quickly, and because the fast-moving train would contrast with slow-moving traffic along Interstate 4.

But critics — including the Republican majority in the House of Representatives, which has questioned the White House's rail strategy — say the need to link Tampa and Orlando, separated by about 84 miles, pales in comparison with the need for high-speed rail serving places that have received relatively little in federal economic stimulus funds for transportation projects, including the busy Northeast rail corridor between Washington and Boston.

Mr. Scott said at a news conference in Tallahassee on Wednesday that cost overruns related to the Tampa-to-Orlando line could leave Florida taxpayers stuck with a \$3 billion tab. Further, he said that if the state deemed the project too costly after having started construction it would be required to return the \$2.4 billion to the federal government. He also said he believed ridership and revenue estimates for the rail line were too optimistic, and that state taxpayers would have been left to pay for subsidies to keep the line running because it would be unable to pay for itself.

Mr. Scott said that although one study had projected that three million people would use the Tampa-to-Orlando line annually, he said only 3.2 million people rode Amtrak's Acela trains in the Northeast corridor in 2010, even though the

population centers along the Acela route have as much as eight times the population of the area serviced by the proposed Florida line.

When commuter rail line passengers are included, about 12 million people ride trains annually along the Northeast corridor. "The truth is that this project would be far too costly to taxpayers, and I believe the risk far outweighs the benefits," he said at a news conference in Tallahassee.

Ray LaHood, the transportation secretary, said in a statement Wednesday he was "extremely disappointed" by Mr. Scott's decision, but that the money would most likely be redistributed to other states.

The Florida governor's decision to cancel the rail link left Democratic as well as Republican lawmakers saying Wednesday that they had been taken by surprise, particularly given that Florida's unemployment rate is hovering at about 12 percent. The rail line had been expected to create thousands of new jobs and investment.

Representative John Mica, a Florida Republican and the new chairman of the House Transportation and Infrastructure Committee, told reporters Wednesday that he had tried but failed to talk Mr. Scott out of turning down the project.

Mr. Mica said the "federal government has done everything" it can, including agreeing to put up 90 percent of the rail link's funding. He added that it "defies logic" that Mr. Scott would cancel the rail line before the state had received bids on the project.

The current proposal for a high-speed Tampa-to-Orlando line, which was supposed to eventually link to Miami, was one of two high-speed lines approved by Congress. The other would connect San Francisco and Los Angeles. That project has received federal pledges of about \$3 billion, though the cost has been estimated to be \$43 billion.

Durham preps for plug-ins

The Herald-Sun By Jim Wise, Staff Writer February 17, 2011

Durham authorities are catching on to an electrifying trend: charging stations for plug-in cars.

In a memo, City-County Sustainability Manager Tobin Freid recommends that the city install two or three public charging stations and make a long-term plan, with the county, local businesses and institutions, for widespread electrical infrastructure to serve electric vehicles.

That's in addition to seven public stations the county is planning..

Interest in the charging stations has been spurred by market developments:

Chevrolet has brought out the Volt, a plug-in hybrid that Motor Trend magazine has named its 2011 car of the year. The Volt is selling well in its initial markets and Chevrolet plans to have it available nationwide by the end of this year.

Nissan's Leaf, an all-electric car with a range of about 100 miles - more than double the Volt's electric range - is also in U.S. test markets and expected locally late this year or in early 2012.

Ford announced last fall that the Durham-Raleigh area will be one of the first markets receiving its all-electric Focus, also with a 100-mile range, when it debuts in later 2011.

"I certainly want to make sure we're on board with this," said City Councilman Mike Woodard, who heads the transportation advisory committee for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

"As Volt and Leaf come to market, Durham has the kind of residents who would be among the first to purchase them," Woodard said.

The city of Durham would join a Triangle trend. According to Freid:

Twenty public charging stations are in the state Environment and Natural Resources parking deck in Raleigh.

The City of Raleigh installed three in late 2010 and plans several dozen more at parks, parking decks and major downtown corridors.

Duke University already has stations for its own electric vehicles.

The Research Triangle Park is having a station installed at its headquarters building.

The American Tobacco Campus has applied for a grant to install several charging stations.

Besides its seven charging stations, Durham County has laid conduit to serve planned stations at the South Durham Public Library and the new Human Services Building, as well as the Judicial Center.

Charging stations vary in how much current they need and how long it takes to charge up a vehicle. For the city, Freid recommended "Level II" stations, which take 240-volt current and three to four hours.

Use would probably be first-come, first-served, and just how useful the stations would be to the general public varies, too, Freid said.

"That depends on exactly what we put in where," she said. Electrical infrastructure at any given location has a lot to do with what can be put in there, and how many drivers might want to use the station.

"You can get chargers that charge one, two or four vehicles," Freid said. "We're going to do our best to try and figure that out.

Whether the city joins the trend is uncertain, as well.

"There's always a question where the money's going to come from," Freid said. Level II stations cost about \$5,000 each, but federal and state agencies are making grants for installations.

"I just would like us to be in the forefront," said Woodard. "So we can ... in a way to encourage people to buy those cars."

Higher gas tax not likely, Berger aide says

The News and Observer Submitted by BruceSiceloff on 02/18/2011 - 11:12 a.m.

Market forces will push North Carolina's record-high gas tax even higher in July -- unless political forces decide otherwise.

Democrats were in charge four years ago when drivers were unhappy about rising gas taxes, so they capped the tax for two years at 29.9 cents a gallon. That ceiling was converted to a legislative floor in 2009, and our inflation-adjusting tax has risen since then to an all-time high of 32.5 cents.

The General Assembly's new Republican leaders seem likely to put a lid on it again.

"They have not specifically talked about this in caucus," says Ray Martin, press secretary for Republican Sen. Phil Berger, the Senate president pro tem. "But it's likely they'd want to look at capping any increase in the tax." *[A gas tax error in yesterday's blog post has been [corrected](#).]*

Rising wholesale prices are pushing the tax higher. The gas tax is based on a formula: Currently, under the temporary law enacted in 2009, it is 17.5 cents plus the higher of two numbers -- either 12.4 cents or 7 percent of the average wholesale price. That's a minimum of 29.9 cents a gallon, and no maximum.

Gov. Bev Perdue's proposed budget ([PDF](#)) assumes the gas tax will increase by about a penny in the coming year. But a higher increase is possible under the 7 percent formula, which adds about a penny of tax for every 15-cent increase in the wholesale price. Retail gas prices have risen about 48 cents in the past six months, and the underlying wholesale price also has increased.

Each penny of gas tax generates about \$50 million for road maintenance and construction, and other transportation spending.

Poll finds transit tax backing falls short

The Herald-Sun By Ray Gronberg February 20, 2011

DURHAM — A sales-tax surcharge to support public transit only barely has majority support in Durham County, suggesting that officials should wait until at least 2012 to put it on the ballot, a South Carolina-based political consultancy says.

Polling at the behest of Durham County officials, the firm Campaign Research + Strategy found that only 52 percent of the people who answered its survey expressed even mild support of the potential half-percent levy.

That was in contrast to the 66 percent who said they either strongly or somewhat supported the idea of adding a local-option quarter-percent surcharge to the sales tax to finance the Durham Public Schools.

The results indicate that a levy for transit "may have some difficulties getting approved, particularly if the [referendum authorizing it] is not held during a general-election cycle," the pollsters said.

But they cautioned that even the fate of a schools levy would come down to "who turns" out, and that opponents would likely find it easier to mobilize than proponents.

Support for both levies is strongest in N.C. House District 30, the western Durham constituency of state Rep. Paul Luebke. Some 63 percent of those polled there favor the transit levy, while 73 percent might go for the schools levy.

District 30 covers liberal and People's Alliance strongholds like the Watts Hospital-Hillandale and Trinity Park neighborhoods. Luebke himself, ironically, is a longtime opponent of sales taxes.

The overall 52-percent backing for the transit surcharge was less than the 58 percent a different pollster, Fallon Research & Communication of Washington, D.C., found in Durham last year while working on behalf of an Triangle-wide advocacy group called the Regional Transportation Alliance.

Fallon also polled Durham for the alliance in 2009 and that year found 52 percent support for a transit tax. Regional Transportation Alliance Executive Director Joe Milazzo at the time called that "a good baseline level of support for transit," given that poll was quizzing people only months after the previous fall's Wall Street crash.

Campaign Research + Strategy is based in Columbia, S.C., and has worked mostly for Democratic Party candidates. Its most prominent client is former U.S. Rep. John Spratt, who represented South Carolina's 5th Congressional District from 1983 until his ouster in last fall's election.

The relative popularity of the two levies lined up with the priorities voiced by the 403 registered voters who participated in the early-February telephone survey.

They listed schools, crime and jobs, in that order, as their top concerns. Roads were well back in fourth.

A second question asking how important major issues were to participants generated similar findings.

Schools, job creations and safety all received 88 percent backing. Governmental efficiency scored with 78 percent of participants, road maintenance with 77 percent, human services with 64 percent and transportation in general with just 59 percent.

About 60 percent of those polled supported County Commissioners' decision last year to raise property taxes to save DPS teaching jobs. Sixty percent also said they'd support a property tax increase to save teacher jobs again this year.

But the consultants advised caution on that, as by a 46 percent to 21 percent margin the people polled said they thought officials hadn't done enough to cut wasteful and unnecessary projects from the county budget.

If commissioners do raise taxes again this year, they'd be "wise to highlight the cuts that county government has made to its budget," the better "to diminish attacks that not enough waste and pet projects have been removed," the consultants said.

Those polled also didn't think, by a margin of 50 percent to 31 percent, that "elected officials at the state level" hadn't done enough to bring jobs and investment to Durham County.

The poll had a margin of error of plus or minus 4.9 percent – relatively wide, but not as wide as the margins in Fallon's surveys, each of which only targeted about 300 Durhamites.

As is usual for most polls, Campaign Research + Strategy also acknowledged that there's a 5 percent chance its sample isn't representative of Durham's registered electorate.

Commissioner Ellen Reckhow relayed the pollsters' report to other officials Friday afternoon. She said the commissioners would discuss it at a budget retreat scheduled Monday morning.

She and Commissioner Joe Bowser last summer disagreed about a Bowser proposal that the county call a referendum on a quarter-percent sales surcharge for schools.

Bowser argued that raising the sales tax might be more acceptable to the public than another round of property tax increases. Reckhow, though, convinced colleagues to hold off.

She said officials should wait to see if statewide penny surcharge expires as scheduled this summer before calling any sort of local-option referendum.

Speeders may get pictures taken

The News and Observer Submitted by BruceSiceloff on 02/22/2011 - 5:52 a.m.

Automated speed cameras had a brief history in North Carolina, but they might have a big future.

The state would start using cameras to nab speeders around schools and road construction sites under new legislation filed by Rep. Rick Glazier, a Fayetteville Democrat.

Glazier wants a pilot program to authorize speed cameras in up to 15 school zones and 15 highway work zones at a time. It would continue for 15 years, with the potential to generate millions of dollars from speeding tickets worth \$125 to \$250 apiece.

And that brings up the purpose of Glazier's bill: Use speed cameras to repay a big state debt to North Carolina schools.

A 2008 ruling by the N.C. Court of Appeals found that \$748 million in various civil penalties collected across the state over nine years should have been paid to local schools - but weren't - under language in the state Constitution. So far, the legislature has paid down \$18 million of that debt.

Under Glazier's proposal, 25 percent of the speed camera ticket proceeds would go straight to an existing schools fund, to use for driver education. The other 75 percent would be paid to local schools to "satisfy the judgment" against the state in the 2008 ruling.

"We believe this is a great way to do it," said Leanne Winner, spokeswoman for the N.C. School Boards Association, the plaintiff in that court case. She said her group helped Glazier draft the bill.

"This will generate dollars to help the state pay off the judgment, and it will provide safety in areas that we know are very unsafe: work zones on state-maintained roads, and school zones."

Speed cameras are trafficbocops. They measure how fast a car is moving, as a live officer would do with a radar gun, and snap photos of the speeders' license plates. The car owners get tickets in the mail, along with photos and other evidence.

Police in Charlotte used 22 speed cameras and nabbed 43,000 violators in 2005. Authorities there said the cameras made city streets safer, with less speeding and fewer crashes. Highway safety experts at the University of North Carolina said the same thing.

But a ruling in a related court case forced Charlotte to switch off its speed cameras in 2006, after they had been used for two years.

Charlotte had used most of the fees collected from speeders to finance the camera program technology. The court said that money belonged instead to the schools. City leaders said they couldn't afford to start spending local tax money for the cameras.

Red-light cameras

Charlotte was the only city with speed cameras, but it was one of several forced in the same case to stop using similar cameras to catch red-light runners. (Raleigh and Cary still have red-light cameras because the law that authorized them has not faced a similar court challenge.)

Glazier's bill proposes civil penalties close to what a driver would face with a regular ticket: \$250 for speeding in a highway work zone, and \$125 for speeding in a school zone. No insurance points would go on the driver's record. Signs would be posted to warn drivers of the speed cameras ahead.

There are plenty of questions about how the camera system would work and how much money it would raise. Glazier could not be reached for comment Monday.

Reduced speed limits around schools are posted only for school days - and only for a few hours a day, when children are walking and biking to school in the morning and home in the afternoon. Other states have used speed cameras to reduce accidents around schools, Winner said.

DOT does not cut speed limits around road-work sites as frequently as it did in past years, and it long ago dropped the "highway work zone" language still used in state law. Nowadays, DOT engineers are likely to post reduced speed limits - with flashing signs that warn of \$250 penalties - for only a few hours or days at a time.

Mikael Gross, a legislative staff attorney who helped draft Glazier's bill, said it would be up to DOT to decide where and how to use the cameras.

Glazier would have DOT pay for the cameras, estimated at \$11 million a year, from its Highway Fund. DOT would recoup the cost by reducing money it now transfers to schools for driver education, about \$31 million a year, Gross said.

Durham tax on commuters floated, sunk

wral.com by Erin Hartness February 24, 2011

As many as two-thirds of the people who work in Durham County don't live there, according to local estimates, and some local officials say those commuters are getting a free ride when it comes to county services.

"(Commuters) don't really contribute to the tax base in that way, so this is way for us to be able to get a step ahead. We are trying to do everything we can to avoid a property tax increase," Michael Page, chairman of the Board of Commissioners, said.

Durham County Commissioner Joe Bowser proposed a 1 percent tax to raise revenue. He later took it off the table.

Levying a tax on commuters would need approval from the General Assembly, and state Sen. Floyd McKissick, D-Durham, said the proposal would likely go nowhere in the legislature.

The Durham Convention and Visitors Bureau estimates that more than 100,000 people drive to Durham County every day to work, with many headed to offices and laboratories in and around Research Triangle Park.

Stacey Logue, who drives from Johnston County to her job in RTP, said she doesn't think she should be taxed because she commutes.

"I think it would be awful. I mean, I wouldn't imagine I'd want to come out and work in this area," Logue said. "It's just one more way to get money out of us."

Casey Steinbacher, president of the Greater Durham Chamber of Commerce, said a commuter tax could cost the county jobs.

"The idea of a commuter tax really is an added cost to businesses in Durham," Steinbacher said. "We are concerned that, in a regional economic development atmosphere, that additional cost would cause businesses to look at other locations."

RTP added more than \$1.7 billion to Durham County's tax base last year, officials said, and employers like IBM, GlaxoSmithKline and Cree and their workers have a tradition of supporting local communities.

Durham County resident Charles Eatmon said a commuter tax wouldn't solve the county's budget problems.

"It sounds like a good idea at first," Eatmon said. "It may just be a knee-jerk reaction, and it would be difficult to implement."

GOP leaders: Spend \$100 million more for road paving and maintenance

Submitted by BruceSiceloff on 02/23/2011 - 16:38

In their proposal today for LESS state spending -- more than \$2 billion less than Democratic Gov. Bev Perdue's proposed budget -- Republican legislative leaders mention one area that deserves MORE spending: highway maintenance and repaving.

Instructions to the House and Senate transportation appropriation subcommittees (attached below) include this call for a \$100 million maintenance boost:

Strengthen the maintenance of transportation infrastructure. For many years, North Carolina has inadequately funded the maintenance of pavement, bridges, and other transportation infrastructure. Please develop a plan to increase the budget for maintenance and contract resurfacing by at least \$100 million through a combination of savings, efficiencies and the reallocation of resources.

Perdue also has recommended more maintenance spending this year.

Last summer, when Democrats ran the legislature, they cut highway maintenance by \$4.4 million for fiscal year 2010-11. Perdue's budget proposal recommends increasing maintenance spending by \$83 million in FY 2011-12 (to a total \$976 million), and by \$105 million in FY 2012-13 (to \$998 million).

Ted Vaden, a DOT deputy secretary, said DOT is ready to work with Republican leaders on infrastructure improvements.

"If you look at our annual report, we have identified repavement and bridge repair as high priorities for the department," Vaden said. "Their focuses are similar to ours."

Other transportation spending suggestions from the Republicans:

- * Update the spending priorities and allocation formulas set in 1989 when the legislature created the Highway Trust Fund. "We believe this model needs to be evaluated to determine whether funds, given current budgetary constraints, are flowing to the right transportation programs in appropriate amounts, and whether funds within these programs are going to the most meritorious projects," the GOP report said.

- * Consider outsourcing more DOT engineering and maintenance work.

- * Curb land and equipment purchases.

Formula change could bring more road money to Triangle

wral.com by Bruce Mildwurf Posted: February 25, 2011

State lawmakers are again taking up the idea of changing how money is divvied up for road projects across North Carolina and giving more to areas with congested highways.

Republican budget writers say the state hasn't properly funded road and bridge maintenance over the years, and they want to spend at least \$100 million more on keeping existing infrastructure in good order and less on new roads, according to an outline presented Wednesday to House and Senate transportation subcommittees.

The lawmakers also want to take a look at where the funds are coming from and where they're spent, saying the Highway Trust Fund's equity formula is outdated and in need of an overhaul.

"I've called it the 'inequitable fund.' I think it deserves now a look to see if this is the best way to distribute highway dollars in North Carolina," said state Sen. Richard Stevens, R-Wake.

The formula splits the \$7.3 billion in the seven-year Transportation Improvement Program. Half of the money collected through gas taxes and vehicle fees is distributed according to the population of a region. Another 25 percent is based on the number of miles of state highways left to complete in the region, and the remaining 25 percent is distributed evenly throughout the state.

"The dollars (should) go where the needs are," Stevens said.

Transportation advocates say the fund was visionary when it was created more than 20 years ago, but it needs to change with the times.

"No one had any idea this state would become the ninth most populous state in the nation," said Christie Barbee, treasurer of NCGo!, a group of business and industry representatives who advocate for improved transportation systems statewide.

The issue will likely cut across party lines and pit urban lawmakers against their rural colleagues.

"If I'm from a very rural area, I'm going to fight back if you're going to try to take my money," Barbee said.

A change to the funding formula would likely mean more transportation dollars for the Triangle to handle projects like the widening of a 6-mile stretch of Interstate 40 between Raleigh and Cary.

"We have more congestion here, as do other urban areas," Stevens said. "You put the money where the problems are, in my opinion."

Time for a transit tax?

The Herald Sun, February 26, 2011

So, what would you say if someone asked you to make change for a half-penny?

David King, CEO and general manager of Triangle Transit, is trying to make major change -- and he's on the stump this spring, seeking the half-pennies that will provide the seed money to build light-rail lines that stretch 17 miles, from the UNC Hospitals in Chapel Hill to Alston Avenue in Durham.

King met with The Herald-Sun editorial board last week to make the case, not for the half-cent sales tax that would help fund design and construction, but for the chance to bring the tax to a referendum in November.

He makes a good case for transit (as do the climbing gas prices at the pump): "The major motivator is the population growth projections, of the population doubling by 2035," he said.

We know that light rail absolutely never pays for itself at the fare box: King noted that Charlotte's Lynx system recovers about 23 percent of its operating costs from users and the rest is funded by local, state and federal taxes.

But light rail is an efficient, environmentally responsible way to relieve road congestion and parking. The public funds that would widen the major road corridors may be better spent on light rail, a question that bears more study.

We are more swayed by King's point that moving forward on permanent transit routes has a major impact on builders who are considering where to buy land to build housing for all of those new residents.

"The transit is important in and of itself," King argues, "but the real juice in this issue ... is giving development community certainty that there will be real growth and density" along the mass transit corridors that are designated in Durham's plan for land use.

We absolutely agree that transit and development must grow together. Part of managing high-density development is making sure there is enough road capacity or, as we prefer, public transit to move the people who live there to their jobs -- at the universities, at the Research Triangle Park, at the hospitals.

Light rail may not be the answer, but it is one way to anchor growth and to make the urban areas of the city more attractive as development corridors.

Still, we don't think this is the year. Certainly, the tax may have a better shot at passing a referendum in a municipal election year than it would stand in 2012, when the presidential election will swell and complicate the voter base, but that's not a reason to press ahead.

That half-cent sales tax will hit struggling families in the grocery line just as the state government is poised to cut many strings in the social safety net.

The cost of a one-year delay in the tax referendum doesn't outweigh the cost to our neighbors.

That's The Herald-Sun's 2 cents, anyway. You can keep the change.

Charging station plans getting a jolt

The Herald-Sun By Ray Gronberg 2-27-11 – 11:14 p.m.

DURHAM -- Thinking the Triangle a certain early market for the auto industry's latest electric vehicles, Durham officials are trying to prepare by setting up public charging stations so owners have a place to get a quick battery top-off.

Plans are already in the works to install charging outlets at the new downtown courthouse, at the American Tobacco complex and at RTP's headquarters on Davis Drive, city/county Sustainability Coordinator Tobin Freid said in a Jan. 31 report.

City officials would also like to use federal economic-stimulus aid to install two or three more public, 240-volt chargers that could replenish a car's battery pack in no more than about four hours, Freid said.

Her report answered questions City Councilman Mike Woodard put to senior administrators late last year.

"It seems to me with a lot of things like this, it's better to have the conversation now and be prepared for where charging stations might be located, instead of waiting until there are a few hundred [electric vehicles] and people are begging us to do something," Woodard said.

The move comes as General Motors and Nissan slowly roll out their respective takes on the modern electric vehicle, the Chevy Volt and the Nissan Leaf.

The Leaf is all-electric, while the Volt has a gasoline engine that's supposed to extend the vehicle's range when its battery pack's charge runs low.

Freid in her report said local Nissan dealers have presold between 50 and 75 Leafs.

Nissan has delivered the first of the cars to buyers in California, Arizona, Oregon, Washington, Tennessee, Texas and Hawaii. It's expanding deliveries later this year and intends to take them nationwide in 2012.

The drawback of all-electric designs like the Leaf, given the current state of battery technology, is short range. Nissan claims its new car can travel anywhere from 62 to 138 miles on a single charge.

Replenishing the battery isn't a matter of a five-minute fuel stop. Freid said a 120-volt charging connection can deliver enough juice in eight to 10 hours to assure a driver of having about 40 miles of range.

A 240-volt connection -- the same type used for heavy-draw household appliances like a clothes dryer -- can do the job in half the time.

Designers have always figured most owners would replenish the battery overnight, while they're at home. But Freid, Woodard and other Durham officials figure there'll be a need for midday or early evening top-offs, and in any event want to make sure the range problem doesn't deter EV owners from visiting the city.

The point, Freid said, is to ensure owners can "travel throughout the area with as little inconvenience as possible."

She and other officials are working on both short and long-range plans for expanding the charger infrastructure, and expect to deliver a report to the City Council in early September.

Workers have already laid the necessary conduits at parking facilities for the new courthouse, the county's new human services building and the county's South Regional Library. The courthouse parking deck's plans call for it to have 30 charging stations upon its completion later this year.

Nearby Raleigh already has three charging stations up and running in its downtown. That city's efforts to prepare earned it a small write-up in the March issue of Road & Track, a magazine that targets car aficionados.

Gas prices tempt commuters to try bus

The News & Observer By Bruce Siceloff - Staff Writer March 1, 2011

Triangle drivers are paying more for gas each day, even as crude oil prices fall back from the \$100-a-barrel spike last week that was blamed on turmoil in Libya.

The Triangle average for regular reached \$3.338 a gallon Monday, a jump in the past week of 20.5 cents - more than \$3 on a 15-gallon fill-up - the Oil Price Information Service said.

Some Raleigh stations were posting prices between \$3.40 and \$3.50, according to Raleighgasprices.com, which posts price reports from volunteer scouts.

Triangle Transit, the regional bus service and transit planning agency, says bus ridership rises steadily when gas gets more expensive, and it declines a little when gas prices go down.

Rider counts in January were up 14.4 percent for Durham's DATA and 17.7 percent for Triangle Transit buses, compared with numbers for the same month a year earlier. And the GoTriangle Regional Transit Information Center (which also serves Raleigh and Chapel Hill bus riders) fielded a record 42,955 calls for bus information in January - more even than back when gas cost \$4.

Things were different in spring 2008, the last time we saw pump prices above \$3 and rising. Today the price is climbing faster. And with more people out of work in 2011, the price of gas is causing more pain this time.

The Triangle average price for regular climbed from \$3.18 at the end of February 2008 to \$3.60 at the end of April that year, on the way to record highs above \$4 in late summer 2008.

But the North Carolina economy was a lot healthier back then, with a 5.2 percent unemployment rate in February 2008, so more of us had paychecks to help cover the higher cost of driving.

North Carolina's unemployment rate for February was 9.8 percent. Many residents who still hold jobs have seen their paychecks shrink in the past year. There's not a lot of cash to pay extra for a tank of gas.

Crude oil buyers were scared enough about the upheaval in Libya last week to pay more than \$100 a barrel. On Monday, the price for West Texas Intermediate, an industry benchmark, was down to \$97.53.



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

February 17, 2011

Senator Bob Atwater
 NC Senate
 300 N. Salisbury Street, Room 312
 Raleigh, NC 27603-5925

Dear Senator Atwater:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) urges you to support the North Carolina Department of Transportation's urban loop prioritization process and schedule. NCDOT developed this process as an objective quantitative method for developing construction and funding schedules for the urban loop program. This is part of the Department's larger effort to reform the way transportation plans are developed and projects are awarded. Prioritizing projects is necessary due to the State's limited financial and staff resources, and the urban loop prioritization process ensures that these difficult scheduling decisions are based on fair assessment of each project's costs and benefits.

Furthermore, the prioritization methodology was developed through an open and inclusive process led by NCDOT's Strategic Planning Office of Transportation. Metropolitan Planning Organizations and cities were provided multiple opportunities to review and comment on the methodology. The resulting methodology was reviewed by a multitude of transportation professionals and incorporated input from most of the State's urban areas. In addition, many urban loop projects have undergone the environmental review and design process and are ready for construction. Delaying these projects could lead the environmental documents to lapse wasting the State's resources.

Abandoning the prioritization process and reordering the project schedule would disrupt the progress NCDOT has made towards professionalizing the transportation project selection process in North Carolina. We urge the General Assembly to maintain NCDOT's prioritization process and project schedule for urban loops.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee



****MEETING NOTICE****

Third Round of Workshops on Expanded Bus and Rail Options Begin March 22
Triangle Citizens Invited to Share Feedback Following Evaluation of Transit Corridors

- WHAT:** The last series of public workshops providing Triangle citizens with an opportunity to share input on the alternative analysis process as part of the Triangle Regional Transit Program (TRTP) will start on March 22. The TRTP includes proposed options for rail and expanded bus service in the region. The series of seven workshops in Wake, Durham and Orange counties will be held from 4 p.m. to 7 p.m. Note time change: The session scheduled for Monday, March 28, in Raleigh will be from 6 p.m.-9 p.m. The workshops are part of a federally prescribed alternatives analysis required by the Federal Transit Administration.
- WHO:** Triangle Transit and the region's two planning organizations and bus service providers are leading the Triangle Regional Transit Program.
- WHEN:**
- Raleigh- Tuesday, March 22
Triangle Town Center, First Floor (Next to Dillard's)
4 p.m.-7p.m.
 - Durham- Wednesday, March 23
Durham Station Transportation Center, 515 W. Pettigrew St.
4 p.m.-7 p.m.
 - Chapel Hill- Thursday, March 24
Friday Center, 100 Friday Center Dr. (Redbud Room)
4 p.m.-7 p.m.
 - Raleigh- Monday, March 28
Mt. Peace Baptist Church, 1601 MLK Jr. Blvd.
6 p.m.-9 p.m. (NOTE TIME CHANGE)
 - Cary- Tuesday, March 29
Bond Park Senior Center, 120 Maury O'Dell Pl. off High House Road
4 p.m.-7p.m.
 - Raleigh- Thursday, March 30
McKimmon Conference Center, NC State University, 1101 Gorman St.
4 p.m.-7 p.m.
 - Research Triangle Park- Wednesday, March 31
Research Triangle Park Foundation, 6 Davis Dr.
4 p.m.-7p.m.

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For more information, please visit www.ourtransitfuture.com, and interact with the Triangle Regional Transit Program on Facebook www.facebook.com/ourtransitfuture and Twitter <http://twitter.com/TheTRTP>.

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